



Old Connaught
Draft Local Area Plan
2025



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Appendices (Please refer to accompanying document of the Draft Plan)

1. Draft Strategic Flood Risk Assessment (SFRA)
2. Statutory Planning Context
3. List of Draft Plan Policies and Objectives
4. Acronyms and Glossary
5. Built Heritage

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Preamble/Executive Summary

This Draft Local Area Plan (LAP) sets out a spatial framework for the future development of lands surrounding and including the existing settlement of Old Connaught. The dlr County Development Plan 2022-2028, the statutory land-use document for the whole County, contains a Specific Local Objective to prepare a LAP for the Old Connaught area. The Planning Authority has prepared the Old Connaught Draft LAP, in accordance with that objective. The Draft Plan is set out in twelve chapters as follows:

1. Introduction and Local Area Context
2. Strategic Planning Framework
3. Climate Action
4. Spatial Strategy and Site Development Frameworks
5. Sustainable Urban Village
6. Transport and Movement
7. Green Infrastructure and Biodiversity
8. Open Space, Parks and Recreation
9. Heritage and Conservation
10. Infrastructure, Utilities and Flood Risk
11. Phasing and Implementation
12. Monitoring and Evaluation

Chapter 1 - Introduction and Local Area Context sets out the vision for the Draft Plan, the legal framework underpinning Local Area Plans, the local area context including demographics and the various studies and assessments that have informed the LAP. A SWOC analysis sets out the Strengths, Weaknesses, Opportunities and Challenges of the area.

Chapter 2 – Strategic Planning Framework provides an overview of the statutory planning framework at the national, regional and local levels which guides and informs the Draft Plan.

Chapter 3 - Climate Action sets out how the Draft Plan implements, at the local level, climate action objectives and policies, and demonstrates how the Old Connaught area presents an opportunity to develop as a low carbon and climate resilient community. The Chapter identifies the policies and objectives of the Draft Plan which contribute to climate change adaptation or mitigation measures.

Chapter 4 - Spatial Strategy and Site Development Frameworks sets out the overall spatial strategy for the future development of Old Connaught. Character Areas are identified

within the Draft Plan area along with urban design and built form parameters.

Individual Site Development Frameworks for each Character Area provide finer grain development guidance to guide future development proposals. Future development will be required to accord with the objectives set out in the Site Development Framework section for each Character Area.

Chapter 5 – Sustainable Urban Village sets out the policy and objectives aimed at creating, maintaining and integrating communities, neighbourhoods and residential amenities at Old Connaught.

The first part of the Chapter considers sustainable neighbourhood infrastructure and includes policies and objectives for some of those elements that are central to the 'ten minute neighbourhood' concept - namely education, community facilities, childcare and healthcare. The second part of the Chapter considers the future provision of housing to support the sustainable development of the area and includes policies with respect to residential density, building height and residential mix and tenure. A key focus of the final part of the Chapter is the delivery of a multifunctional neighbourhood centre to serve planned population levels at Old Connaught.

The 10 Minute Neighbourhood Concept



Chapter 6 - Transport and Movement - One of the assessments which has informed this Draft LAP is an Area Based Transport Assessment or ABTA. An ABTA was prepared as part of the Infrastructure Capacity Assessment Study that was undertaken for the area. It examines the most sustainable way to manage future transport demand. This Chapter details the main transport recommendations arising from the ABTA with a focus on walking, cycling, public transport and vehicular movement.

Chapter 7 – Green Infrastructure and Biodiversity sets out how green infrastructure and biodiversity will be addressed in the Draft Plan area and acknowledges that planned change at Old Connaught presents both challenges and opportunities for biodiversity, climate resilience and green infrastructure.

Chapter 8 – Open Space, Parks and Recreation sets out a strategy for the provision of an integrated hierarchy of public open spaces across the Old Connaught area to meet the needs of both the existing and future residents of the new emerging community.

Chapter 9 - Heritage and Conservation recognises the rich heritage of Old Connaught which contributes positively to its identity and unique sense of place. This Chapter details some elements of the background and history of the area and includes some general policies for the conservation of heritage at Old Connaught, in addition to more specific objectives relating to some of the areas unique character, heritage and protected structures.

Chapter 10 – Infrastructure, Utilities and Flood Risk sets out some of the recommendations and policies with respect to utilities infrastructure including potable water, wastewater and drainage infrastructure, electricity, gas and renewable energy, ICT/communications and waste management. One of the assessments which has informed this Draft Plan is the aforementioned Infrastructure Capacity Assessment Study. The assessment of utilities infrastructure comprised a component part of the Study which included recommendations in terms of infrastructure requirements to support the sustainable development of Old Connaught. This Chapter also looks at flood risk in the Draft Plan area.

Chapter 11 – Phasing and Implementation sets out a phasing strategy to support the plan-led development of new residential communities in Old Connaught. The phasing strategy provides for the coordinated and incremental development of lands linked to the delivery of enabling infrastructure. This Chapter also considers the implementation phase and the measures to be taken to enable the objectives of the Draft Plan to be realised.

Chapter 12 – Monitoring and Evaluation – This Chapter recognises that a monitoring and evaluation system for the Draft Plan is an important function in order to assess the success with which the Plan is being implemented. It sets out a strategic monitoring framework focused on the implementation of each of the Site Development Frameworks and the phasing of development with a particular focus on strategic infrastructure delivery.

Appendices and Environmental Reports - There are five Appendices which are set out in a separate document accompanying the Draft Plan.

1. Strategic Flood Risk Assessment (SFRA)
2. Statutory Planning Context
3. List of Draft Plan Policies and Objectives
4. Acronyms and Glossary
5. Built Heritage

The SEA Environmental Report and Statement, and the Natura Impact Report and AA Conclusion Statement are set out as separate documents accompanying the Draft Plan.

A decorative graphic in the top-left corner of the slide. It features a large, bold blue number '1' centered within a white, downward-pointing chevron shape. The background of this graphic is composed of various shades of blue, including triangles and circles, creating a modern, geometric aesthetic.

1

Introduction and Local Area Context

1.1 Introduction and Local Area Context

This Draft Local Area Plan, hereinafter referred to as 'the Draft Plan', sets out a spatial framework for the future development of lands surrounding the existing settlement of Old Connaught. The Draft Plan aims to create a sustainable urban village with a strong sense of place and community which is responsive, and respectful of, the wider context and character of the area.

The dlr County Development Plan 2022-2028, the statutory land-use document for the whole County, contains a Specific Local Objective to prepare a Local Area Plan for the Old Connaught area. The Planning Authority has prepared the Draft Plan, in accordance with that objective.

1.2 What is a Local Area Plan?

Like the County Development Plan, which spans the entirety of Dún Laoghaire-Rathdown, a Local Area Plan (LAP) is a statutory planning document, but for a smaller, more focused area, and with greater detail. A Local Area Plan consists of a suite of policies and objectives for an area, intended to guide that area's development.

A Local Area Plan is a statutory planning document prepared by the Local Authority in accordance with the requirements of the Planning and Development Act 2000 (as amended). The Act states that an LAP may be prepared for:

"...those areas which require economic, physical and social renewal and for areas likely to be subject to large scale development within the lifetime of the plan".

In terms of the contents of an LAP, the Planning and Development Act 2000 (as amended) states that:

"An LAP shall be consistent with the objectives of the development plan, its core strategy, and any other regional planning guidelines that apply to the area of the Plan and shall consist of a written statement and a plan or plans which may include –

Objectives for the zoning of land for the use solely or primarily of particular areas for particular purposes, or

Such other objectives in such detail as may be determined by the Planning Authority for the proper planning and sustainable development of the area to which it applies, including the objective of development of land on a phased basis and detail on community facilities and amenities and on standards for the design of developments and structures".

The Section 28 Guidelines, 'Local Area Plans – Guidelines for Planning Authorities' (2013) provide further guidance and context for Local Area Plans and set out that "Local Area Plans are intended to provide more detailed planning policies for areas that are expected to experience significant development and

change". The Guidelines also place a focus on implementation and effective consultation and consensus building.

Once adopted by the Elected Members of dlr County Council, the Planning Authority must have regard to the provisions of the Draft Plan when assessing any planning applications or development proposals within the Plan area. From the date of its adoption by the Council, the Draft Plan will be valid for a period of six years, unless otherwise amended, or extended by the Planning Authority.

1.3 Plan-Making Process and Public Consultation

The Draft Plan has been prepared in accordance with the requirements of the Planning and Development Act 2000, as amended. The legislative basis for the preparation and adoption

of a Local Area Plan is set out in Sections 18-20 of The Act.

Public consultation is an important aspect of any plan-making process in order to address issues and concerns which relate to the Plan area and to ensure that the final Plan reflects public and community aspirations in addition to government policies, strategies, and guidelines. The public consultation consists of two main stages, (i) non statutory pre-draft consultation and (ii) consultation on the Draft Plan itself.

1.3.1 Pre-Draft Public Consultation

The Pre-Draft Public Consultation for the Old Connaught LAP took place over a four-week period from 8th May to 6th of June 2023. The intention of this process was to invite interested parties or individuals to make submissions or observations to inform the preparation of the Draft Plan.

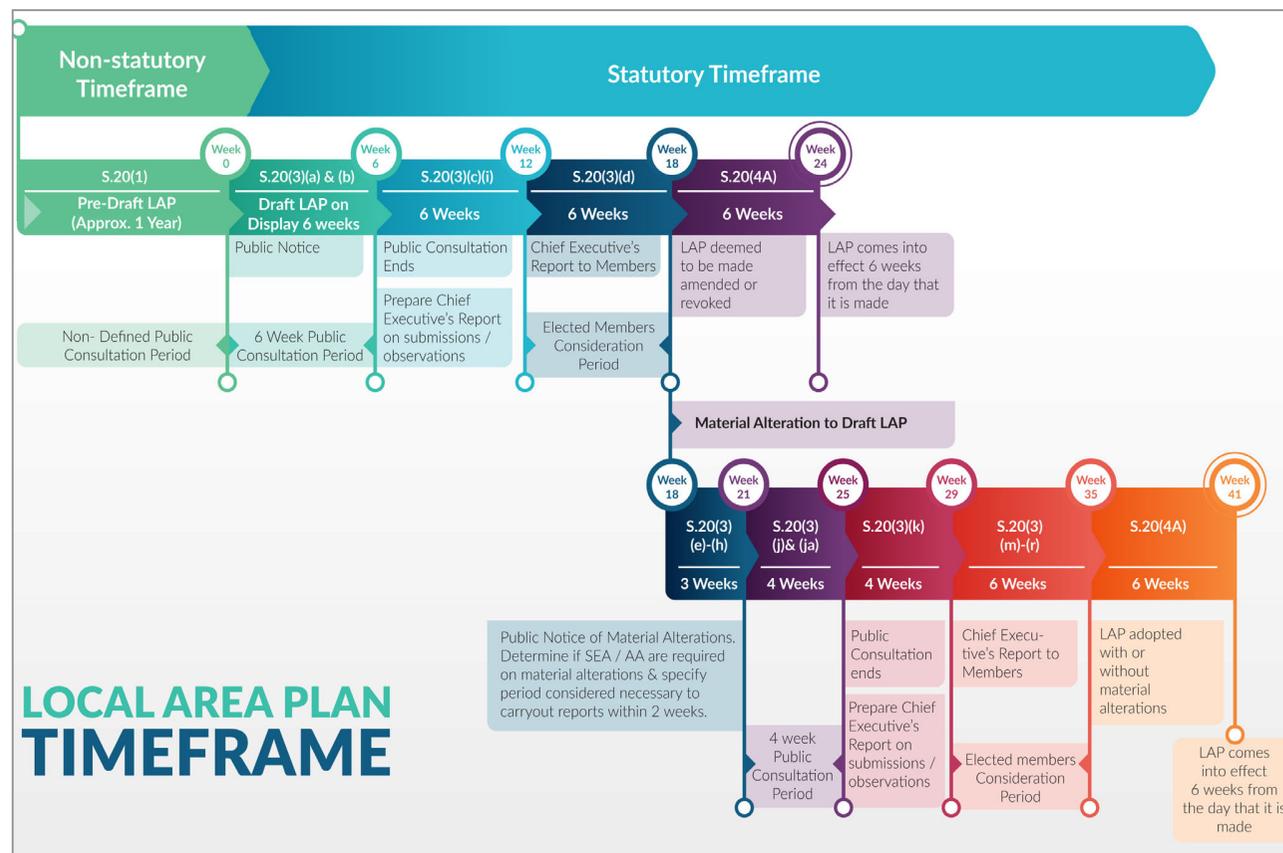


Figure 1.1: Local Area Plan Statutory Timeframe

As part of this process, an Issues Paper with accompanying Maps and Figures was prepared by the dlr Planning Department to stimulate, guide and encourage debate and discussion on the issues in the community and wider environs, to flag important factors and to encourage and assist the public in making submissions and observations to the Planning Authority in respect of the preparation of the Draft Plan. An online StoryMap was also prepared which provided context for the area and set out the plan making process.



Figure 1.2: Cover page of the Old Connaught LAP Pre-Draft Consultation Issues Paper

Two public information open sessions were held in Old Connaught in May 2023. Both sessions were well attended. A total of 38 no. written submissions/observations were received during the display period. An overview of the issues raised in pre-draft submissions/observations is set out in a Chief Executive's Report on the Pre-Draft Public Consultation. Consideration was given to the issues raised in the submissions received in the preparation of the Draft Plan.

1.3.2 Draft Plan Public Consultation

When the Draft Plan is published, it must be placed on public display for a minimum of six weeks during which submissions and observations are invited from the public and interested parties. A report summarising the issues raised, and the Chief Executive's recommendation is then prepared and submitted to the Elected Members for their consideration, not later than twelve weeks after publication of the notice of proposal to make a Local Area Plan in a national newspaper.

The Elected Members have six weeks, from receipt of the Chief Executive's Report, to consider the report and adopt, amend, or reject the Draft Plan. Any proposed Material Alteration to the Draft Plan must go on public display for a further period of not less than four weeks. The statutory timeframe for the preparation of a Local Area Plan is detailed in Figure 1.1.

1.4 Composition of the Local Area Plan

This Draft Plan comprises a Written Statement with accompanying Appendices and Maps. The Written Statement comprises the main policy document of the Draft Plan. Where conflicting objectives arise between the County Development Plan and the Local Area Plan, the objectives of the County Development Plan shall take precedence.

1.4.1 Assessments that have informed the Draft Plan

The Draft Plan is an evidence-based Plan and has been informed by a number of studies and additional assessments.

1.4.1.1 Infrastructure Capacity Assessment Study

The Draft Plan is informed by an Infrastructure Capacity Assessment Study (ICAS). This Study identifies the high level strategic enabling infrastructure to facilitate the plan-led development of Old Connaught and Rathmichael. It was prepared with relevant stakeholders and infrastructure providers including, in collaboration with Transport Infrastructure Ireland, National Transport Authority, Wicklow County Council, and in conjunction with Uisce Éireann, Department of Education, Office of Public Works, Health Service Executive, National Parks and Wildlife Service, ESB, Gas Networks Ireland and Irish Rail.

In accordance with the requirements of the National Planning Framework, the Core Strategy of the dlr County Development Plan 2022-2028 undertook a high level assessment of zoned lands in the County in order to apply a standardised, tiered approach to differentiate between i) zoned land that was serviced and ii) zoned land that was serviceable within the life of the County Development Plan. Through this assessment, both Old Connaught and Rathmichael were identified as tier 2 zoned lands – lands that were not considered sufficiently serviced to support new development, but which had the potential to become fully serviced within the lifetime of the Development Plan.

Post adoption of the dlr County Development Plan 2022-2028, the Planning Authority commissioned a high-level strategic Infrastructural Capacity Assessment Study for the proposed Old Connaught and Rathmichael LAP areas in the south-east area of Dún Laoghaire-Rathdown. The overarching purpose of the ICAS was to inter alia:

- Identify the proposed high-level strategic enabling infrastructure required to facilitate plan-led development.

- Provide a high-level implementation plan to set out the strategic infrastructural and service requirements for each successive phase of development.

The range of strategic enabling infrastructure elements considered in the ICAS included transport; green infrastructure and biodiversity, heritage and conservation, open space, parks and recreation, water and wastewater, drainage, social infrastructure - community and education facilities, and utilities - power supply and telecommunications.

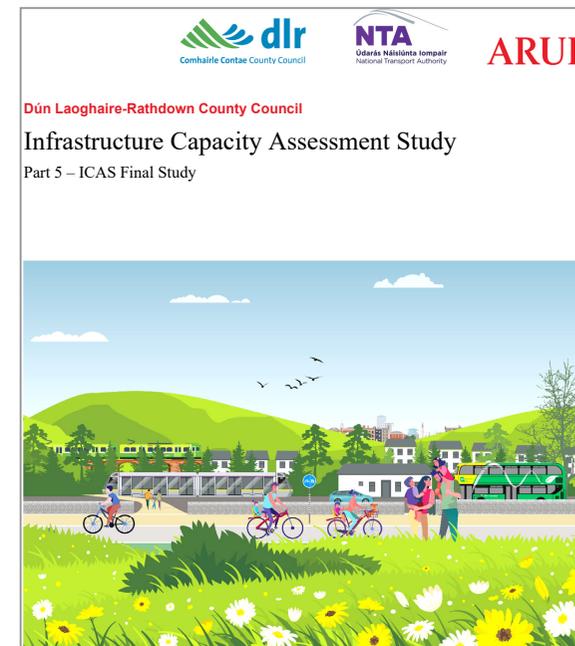


Figure 1.3: Cover page of Infrastructure Capacity Assessment Study

The ICAS Study underpins the contents of the Draft Plan, delivering an evidence-based approach for phased development at Old Connaught, commensurate with the delivery of essential infrastructure, as supported by the main infrastructure providers and stakeholders.

1.4.1.2 Area Based Transport Assessment

As part of the ICAS, an Area Based Transport Assessment (ABTA) has been undertaken to inform the preparation of the Draft Plan. An ABTA provides an assessment of the effect that additional development is likely to have in a given area and sets out a series of recommendations regarding how best to manage any identified increase in transport demand. The assessment is multi-modal and makes recommendations regarding all modes of transport, including for pedestrian, cyclist and public transport infrastructure.

The assessment of transport demand has played a central role in the preparation of the Draft Plan. The relevant findings of the ABTA have informed the Transport and Movement Chapter (see Chapter 6). The ABTA process is - in a similar fashion to Strategic Environmental Assessment - an iterative process and therefore the outcome of the plan-making process for the LAP will inform the final ABTA Report.

1.4.1.3 Community Infrastructure Audit

A component part of sustainable neighbourhood infrastructure is the provision of an appropriate range of community and cultural facilities. As part of the emerging dlr Community Infrastructure Audit, a comprehensive audit of Council owned or supported facilities within dlr was undertaken.

In addition to reviewing facilities the audit identifies where gaps, if any, exist, and informs the planning of future facilities in accordance with planned population growth across the County. Recommendations with respect to the provision of community and cultural facilities at Old Connaught are supported by the recommendations contained in the emerging dlr Community Infrastructure Audit.

1.4.1.4 Strategic Environmental Assessment (SEA)

The Strategic Environmental Assessment (SEA) process is the formal systematic evaluation of the likely significant environmental effects of implementing a plan or programme before a decision is made to adopt the plan or programme. It informs the plan-making process of the likely environmental impacts of alternative actions and contributes to the integration of environmental considerations into plan-making. SEA is mandatory for LAPs for areas with a population or target population of 5,000 or more; therefore, a SEA is required for the Draft Plan.

The SEA covers both the Draft Plan and also any Draft Plan relevant objectives from the ABTA process. The findings of the SEA are set out in the Environmental Report, which, while constituting part of the Draft Plan documentation, is presented as a separate document. The Environmental Report provides a clear understanding of the likely environmental consequences of decisions regarding the location of development in the Plan area. The mitigation measures needed to offset potential adverse effects of the Draft Plan and future monitoring proposals are set out in the SEA and the requirement to monitor them is provided in Chapter 12 – Monitoring and Evaluation. The SEA is an iterative process which covers the full LAP plan-making process.

1.4.1.5 Habitats Directive Assessment

The requirements for Habitats Directive Assessment of plans or projects, is outlined in Article 6(3) and (4) of the European Communities (1992) Council Directive 92/43/EEC on the conservation of natural habitats and of wild fauna and flora ('Habitats Directive'). In any case where, following screening for

Appropriate Assessment (AA), it is found that any plan or project is likely to have a significant impact on areas designated as Natura 2000 sites, a full Appropriate Assessment must be carried out.

The Draft Plan and the relevant ABTA objectives are subject to Stage 2 AA, the findings of which are included in the accompanying Natura Impact Report. The current conclusion of the AA is that, following the integration of mitigation into the Draft Plan, the Plan is not foreseen to give rise to an adverse effect on the integrity of any European site, alone or in combination with other plans or projects. The AA process will conclude at adoption of the LAP.

1.4.1.6 Strategic Flood Risk Assessment

A Strategic Flood Risk Assessment (SFRA) was carried out to inform the preparation of the Draft Plan. The SFRA includes a Flood Risk Assessment of the upstream catchment area of the

Old Connaught Tributary. The SFRA is prepared in accordance with the requirements of 'The Planning System and Flood Risk Assessment Guidelines for Planning Authorities' (2009) and Circular PL02/2014 (August 2014). The SFRA is presented as Appendix 1 of the Draft Plan.

1.5 Local Area Context

This following section provides a brief overview of the Draft Plan area, including its location, existing landscape, development form and demographics.

1.5.1 Location

Old Connaught is located on the southern fringes of Dún Laoghaire-Rathdown, approx. 20 km south of Dublin City Centre. In the immediate urban context, approx. 2km to the southeast of the Plan area is Bray Town, which has a population of approx.

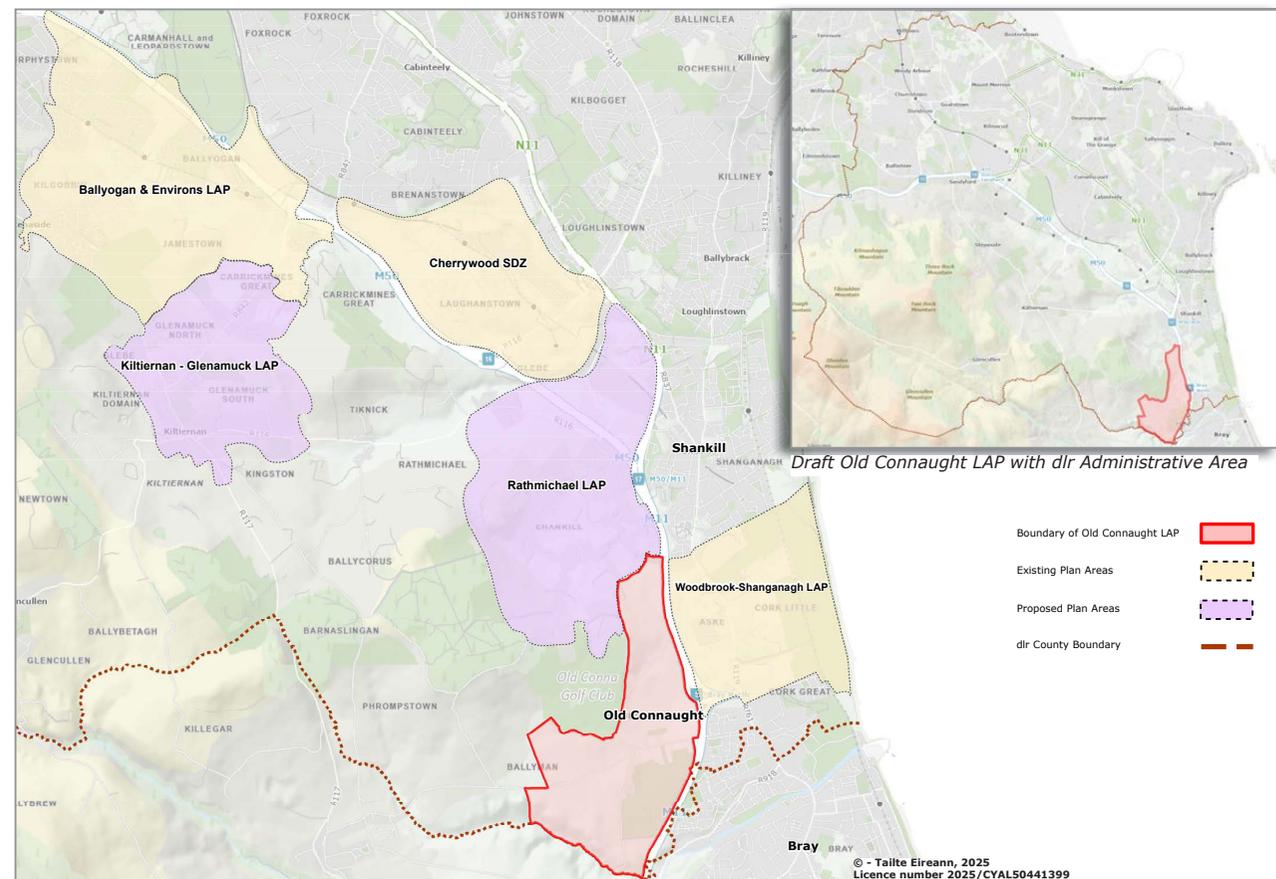


Figure 1.4: Draft Old Connaught LAP - Local Area Context

33,500 persons (Census 2022) while approx. 3km to the northeast lies Shankill Village. The developing area of Woodbrook is located to the east of the Plan area while Fassaroe is located to the south of the Plan area, within the administrative area of Wicklow County Council.

The Draft Plan area is bounded to the east by the M11 motorway; to the west by Ferndale Road and 'GB' – Green Belt zoned lands which incorporate primarily agricultural, recreational and educational land uses; to the north by Crinken Lane and Rathmichael; and to the south by the steep-sided County Brook river valley (Ballyman Glen) and the County boundary.

1.5.2 Local Area Plan Boundary

The Draft Plan boundary is illustrated in Figure 1.5. The indicative boundary for the Draft Plan area, as illustrated in the dlrc County Development Plan 2022-2028, has been extended to the north, with the northern boundary now being bounded by Crinken Lane. The area covered by the LAP extends to c. 219ha, which is c. 2% of the overall land area of the County.

The Draft Plan boundary adjoins the indicative boundary for the draft Rathmichael LAP to the north while the boundary for the Woodbrook-Shanganagh LAP is located to the east. As provided in the Core Strategy of the dlrc County Development Plan 2022-2028, these three Local Area Plan areas comprise a significant focus for the new residential development in the southeast of the County.

1.5.3 Existing Landscape

The existing landscape within the Draft Plan area is distinctly rural in form and character with an open landscape and agricultural activities and a rural type of road system. The landscape in the Old Connaught area is strongly influenced by the undulating form of underlying granite. The area is in a transition zone between the uplands to the west and the lowlands to the east. This gives the area a distinct physical character connected to the local environment.

The character of Old Connaught is predominantly one that was created in the eighteenth and nineteenth centuries when Old Connaught evolved into a landscape characterised by large private houses set on generous grounds. The Ordnance Survey maps dating from 1843 to the present day illustrates the area as a landlord-dominated landscape with the presence of many large houses, for example, Old Connaught House, Jubilee Hall, Knocklinn House and Thornhill House (currently St. Gerard's school). The impact of parklands and demesne land on the landscape still remains evident today, particularly the walled gardens of Old Connaught House. It was also during this period that the triangular green space at the western end of Old Connaught Avenue was formed, which today characterises the core of Old Connaught.

Unlike the area immediately around Bray Town, the Draft Plan area has experienced little population growth or changes in road patterns over the centuries. Changes that took place in the twentieth century were mainly small individual infill developments. The introduction of these features has not fundamentally altered the character of the area.

The core of Old Connaught is contained along Old Connaught Avenue and its junction with Thornhill/Ballyman/Ferndale Roads. Existing residential development in the area largely consists of detached and some semi-detached dwellings and is focused along the main roads in the area. The dwellings along Old Connaught Avenue mainly front onto the roadway, with little or no front gardens, whereas the residential development along the three remaining roads, consists primarily of large, detached

dwellings set back from the road. The landscape is punctuated with protected structures, which is reflective of the demesne history of the area.

The topography of Old Connaught slopes generally downwards from west to east, with relatively steep levels along the Ballyman and Ferndale Roads. The topography of the area provides a number of views and prospects which are a particular feature including views to the east toward the Irish Sea, south towards the Wicklow Mountains and west towards Carrickgollogan Hill. The lands closer in proximity to the M11 are relatively flat. The majority of the flat and gently sloping lands consist of undulating farmland, laid out in large pasture fields, and delineated by low hedges and trees. The topography of the Old Connaught area is illustrated in Figure 1.6.

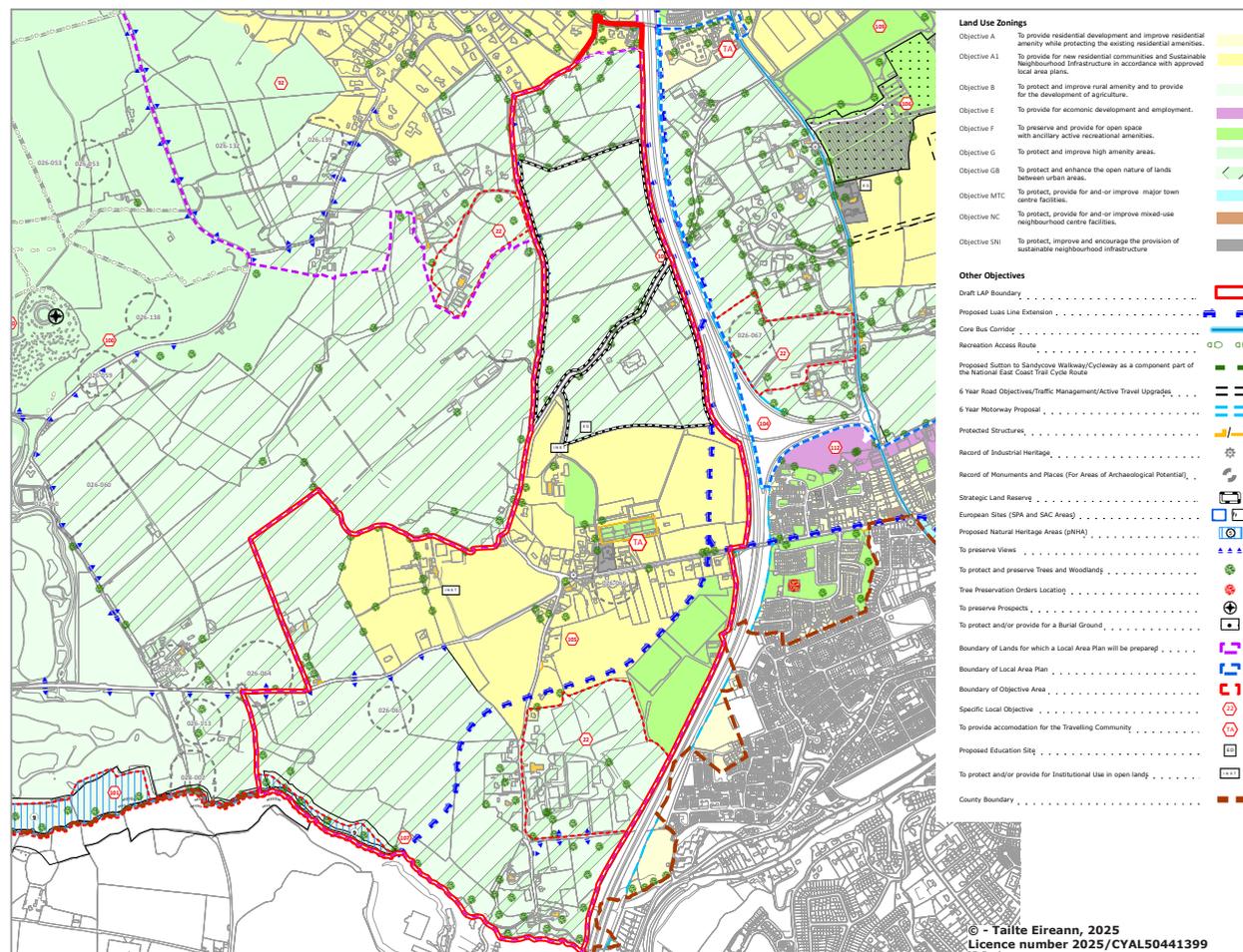


Figure 1.5: Extract from County Development Plan 2022-2028 with Draft LAP boundary

The open upland habitats to the west of Old Connaught merge with small scale fields of low intensity agriculture, to provide suitable habitats for a range of flora and fauna. The area has a number of woodland areas and hedgerows which are a strong element of the landscape and have a habitat value. The southern boundary of the Plan area is formed by the steep-sided scrub-covered valley of the County Brook River (Ballyman Glen) which delineates the boundary between Dún Laoghaire-Rathdown and County Wicklow.

Some of the landscape features around Old Connaught have survived for considerable periods. This includes boundary lines, stands of trees, individual buildings, vegetation patterns and some settlements with a long history of habitation. The present day landscape is an amalgam of elements passed down through

centuries of change, but the overarching pattern is one of continuity rather than change.

1.5.4 Population and Demographics

The number of existing residential properties and corresponding population of Old Connaught is relatively small. GeoDirectory data ¹ indicates that there are 170 residential addresses in the LAP area, 2 of which are categorised as 'vacant'. Assuming an average household size of 2.7, it is estimated that the existing population living within the Old Connaught LAP area is c. 454 people. Old Connaught's population is primarily concentrated along Old Connaught Avenue and around the Village core and at the multi-unit residential developments of Old Connaught House and Ferndale Court.

1.5.4.1 Age Profile

Census 2022 Small Area data was assessed in order to analyse age profile trends in the general Old Connaught and wider environs area ². The data indicates that, when compared to the dlr County figures, the existing population at Old Connaught and its wider environs comprises a higher percentage of inhabitants in the older age cohorts and a lower percentage of inhabitants in the younger age, see Table 1.1.

1.5.4.2 Family Profile

Table 1.2 presents data relating to family profile in the Old Connaught and wider environs area from Census 2022. The figures indicate that, when compared to the wider dlr County figures, the Old Connaught area has a lower proportion of families in the 'pre-school' and 'early school' categories and a corresponding higher proportion of families in the 'older couple' and 'retired' categories.

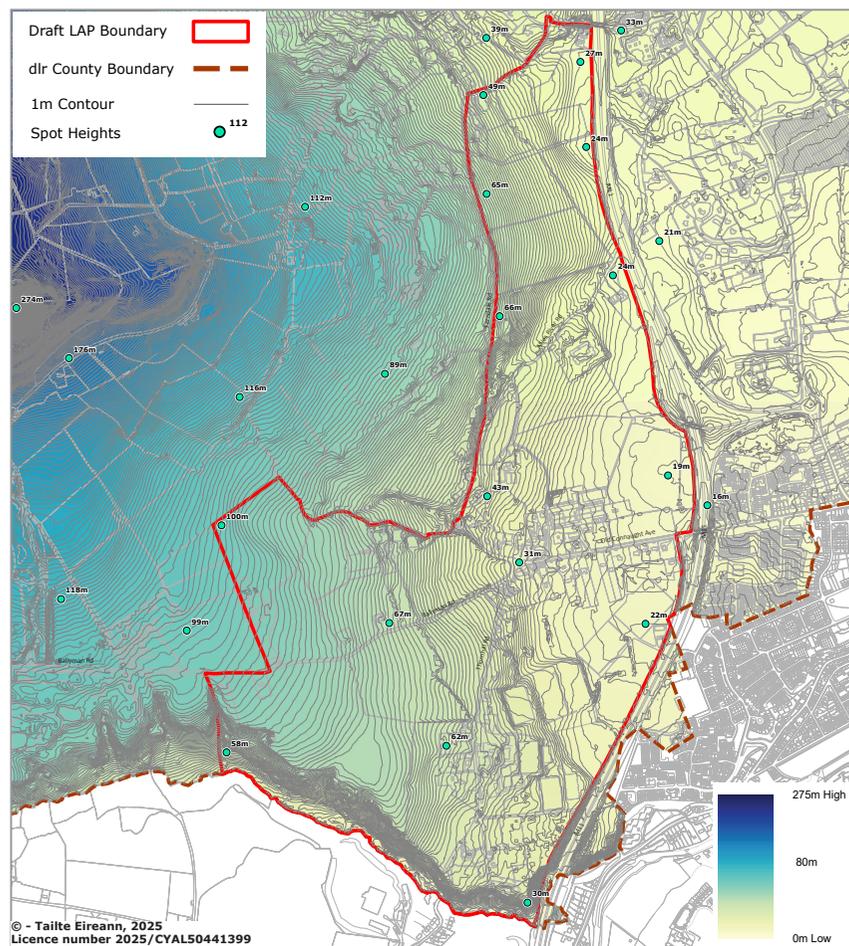


Figure 1.6: Topographic map of the Draft Old Connaught Local Area Plan

Age Range	0-4 years	5-19 years	20-39 Years	40-64 Years	65+ Years	Total All Ages
Old Connaught and Wider Environs	20	125	156	255	127	683
% of Old Connaught Total	2.9%	18.3%	22.8%	37.3%	18.6%	100%
Dún Laoghaire - Rathdown	12,654	44,103	62,828	74,357	39,918	233,860
% of County Total	5.4%	18.9%	26.9%	31.8%	17.1%	100%
% Difference between Old Connaught and County	-2.5%	-0.6%	-4.1%	+5.5%	+1.5%	-

Table 1.1: Age Profile in Old Connaught – Selected 'Small Areas' (Census 2022)

1. GeoDirectory was established by An Post and Ordnance Survey Ireland and provides a database containing residential and commercial buildings with details for each address. GeoDirectory data was used to estimate existing population as the geographic areas known as Census 'Small Areas' do not correspond with the boundary of the Old Connaught LAP. The calculation of the Old Connaught population based on Census 2022 is therefore not possible.

2. Census small area data is not available for the exact geographic area of the Old Connaught LAP. The Census Small Areas selected for analysis most closely co-inside with the Old Connaught LAP area but extend beyond its boundary. The data therefore reflects general trends in the Old Connaught and wider environs area rather than solely reflecting the current population within the LAP boundary.

	Pre-School	Early School	Pre-Adolescent	Adolescent	Adult	Younger Couple	Older Couple	Retired
Old Connaught and Wider Environs	7	17	20	21	46	24	16	33
% of Old Connaught Total	3.8%	9.2%	10.9%	11.4%	25%	13%	8.7%	17.9%
Dún Laoghaire - Rathdown	5,091	6,237	6,615	6,045	15,198	6,961	4,669	8,615
% of County Total	8.6%	10.5%	11.1%	10.2%	25.6%	11.7%	7.9%	14.5%
% Difference between Old Connaught and County	-4.8%	-1.3%	-0.2%	+1.2%	-0.6%	+1.3%	+0.8%	+3.4%

Table 1.2: Family Profile in Old Connaught – Selected ‘Small Areas’ (Census 2022)

1.5.5 Future Population in the Old Connaught LAP Area

The potential future population of Old Connaught can be estimated taking account of existing population in addition to planned future growth. The Core Strategy of the dlr County Development Plan 2022-2028 provides for significant residential growth at Old Connaught area which will ultimately result in a larger local population and a revised demographic profile.

Table 1.3 details the potential future population of Old Connaught assuming full build out of the A1 zoned lands. It is estimated that the population of Old Connaught could increase from c. 450 people currently residing in the LAP area to c. 6,000 – 6,500 people. Should the lands identified as a Strategic Land Reserve, located in the northern environs of the Draft Plan area, be re-zoned at a future point for residential purposes this could increase the population further to c. 8,500 – 9,000.

	Homes	Estimated Population
Existing Population	170	454
‘A1’ Zoned Land – Full Build Out	2,150 - 2,400	5,375 - 6,000
Total		5,829 - 6,454
Strategic Land Reserve	1,050	2,625
Total Incl. Strategic Land Reserve		8,454 - 9,079

Table 1.3: Potential Future Population in the Old Connaught LAP Area

1.5.6 SWOC Analysis

SWOC analysis is a useful strategic planning tool undertaken to help inform the plan-making process. This is a structured planning method which evaluates an area under the headings: Strengths, Weaknesses, Opportunities, and Challenges. Table 1.4 provides a summary of the findings of the SWOC analysis undertaken for Old Connaught.

In the analysis, Strengths and Weaknesses represent the helpful and unhelpful aspects evident within the Plan area today, when considering what makes a good place to live, work, or visit. Opportunities and Challenges represent the positive and negative factors that have informed progress towards the policy objectives contained in the Draft Plan. In addition to background research, this SWOC analysis has been informed by the views expressed by the public consultation process.

Strengths	Weaknesses	Opportunities	Challenges
<ul style="list-style-type: none"> Strong existing community. Strategic location adjacent to the RSES ‘Key Town’ of Bray and identified for residential development in the Dublin MASP. Significant land bank of undeveloped, zoned land. Located in close proximity to a Core Bus Connects corridor. Unique and rich historical and archaeological heritage. Rich landscape character and attractive setting. Proximity to the Dublin and Wicklow Mountains and the Irish Sea. Proximity to Bray and Shankill. Proximity to Woodbrook and Bray DART stations. The Old Connaught-Woodbrook Water Supply Scheme. 	<ul style="list-style-type: none"> The land is currently unserved. No public transport provision currently serving the LAP area. Substandard local roads. Lack of community, social and retail facilities. Lack of accessible public open space. Peak period congestion on Old Connaught Avenue. Barrier effect of the M11/N11. Lack of walking and cycling connections. High car dependency rates. 	<ul style="list-style-type: none"> Delivery of a significant number of residential units to meet housing demand through a compact urban form. Deliver a low carbon and climate resilient neighbourhood. Deliver a community based on the concepts of a sustainable urban village and the ‘10-minute’ neighbourhood. Deliver transport orientated development - scope to provide higher residential densities near future public transport stops. Provision of accessible strategic public open spaces. Delivery of an enhanced public realm. Potential extension of Luas Green Line. Upgrade of local roads and improvements to transport infrastructure. Delivery of an active travel network of high quality cycling and walking routes linking key destinations. Provision of community, social and commercial services in the area. Provision of additional educational facilities. Promotion of the existing historic and natural heritage. Integrate inclusivity and age friendly principles and universal accessibility to infrastructure and amenities. Enhance biodiversity. 	<ul style="list-style-type: none"> Ensuring the delivery of sustainable transport infrastructure required to support modal shift. Ensuring the provision of supporting sustainable neighbourhood infrastructure in tandem with the delivery of housing. Effectively responding to the topography of the area. Managing potential impacts on existing views. Protecting the area’s architectural and archaeological heritage. Management of increased traffic volumes. Risk of impact on biodiversity.

Table 1.4: Old Connaught SWOC Analysis



2

Strategic Planning Framework

2.1 Strategic Planning Framework

The primary focus of this Draft Plan is to progress the development of a sustainable residential community at Old Connaught in line with the policies and objectives of the overarching dlr County Development Plan 2022-2028 and in accordance with regional policy and national Government policy.

While the Draft Plan for Old Connaught will ultimately set out its own policies, it is important to have an understanding of the higher tier land-use plans with which it must conform. The policy context for the Draft Plan is informed by a myriad of plans and policies at the national, regional, and local levels. Appendix 2 sets out the wide variety of plans and policy documents that have shaped the Draft Plan.

2.2 Planning Hierarchy

Figure 2.1 provides a non-exhaustive overview of the statutory planning hierarchy. Section 19 of the Planning and Development Act 2000 (as amended) provides that a Local Area Plan shall be consistent with the objectives of the Development Plan, its Core Strategy, the RSES and the Transport Strategy for the Greater Dublin Area. The County Development Plan itself is statutorily required to be consistent with both the overarching higher level NPF, RSES and Specific Planning Policy Requirements included in Section 28 Guidelines.

In addition to these policy documents, there are a whole range of other national, regional, and local policy documents and guidelines which help inform and guide the preparation of the Local Area Plan.

2.2.1 National Planning Policy Context

2.2.1.1 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 long term investment strategy. The NPF forms the "spatial expression of Government policy" and provides a Framework to guide national, regional, and local planning and investment decisions for the years ahead.

The NPF includes 10 No. National Strategic Outcomes', the first of which is 'Compact Growth', which advocates the imperative of greater densities of development, particularly in urban and suburban areas. The NPF highlights that higher residential densities are better able to support local services, reduce journey times, and are more likely to result in a more frequent use of sustainable modes of transport.

To support the delivery of this compact growth agenda the NPF puts in place a target that half of future national population growth will be focused in the existing five Cities and their

suburbs (NPO 2a) and furthermore, that at least half of all new homes, that are targeted in the five Cities, will be within their existing built-up footprints (NPO 3b). Outside of the five Cities and suburbs, the NPF targets the delivery of at least 30% of all new homes within the existing built-up footprint in other settlements (NPO 3c).

In 2023, the Government commenced the process of undertaking the first review of the National Planning Framework (2018). The public consultation process on the Draft Revision of the NPF was undertaken in 2024. At the time of writing this Draft LAP, the revised NPF is still being finalised. Once finalised, the revised NPF will be incorporated into the Regional Spatial and Economic

Strategy for the Eastern and Midland Region and the dlr County Development Plan.

2.2.1.2 Section 28 Ministerial Guidelines

The Draft Plan was prepared to be consistent with relevant Specific Planning Policy Requirements (SPPRs) and has had regard to other relevant provisions of Section 28 Ministerial Guidelines issued by the Government. In accordance with Section 28 of the Planning and Development Act 2000 (as amended), Planning Authorities shall have regard to any Guidelines issued by the Minister and are also required to apply any Specific Planning Policy Requirements (SPPRs) contained in such Guidelines in carrying out their functions.

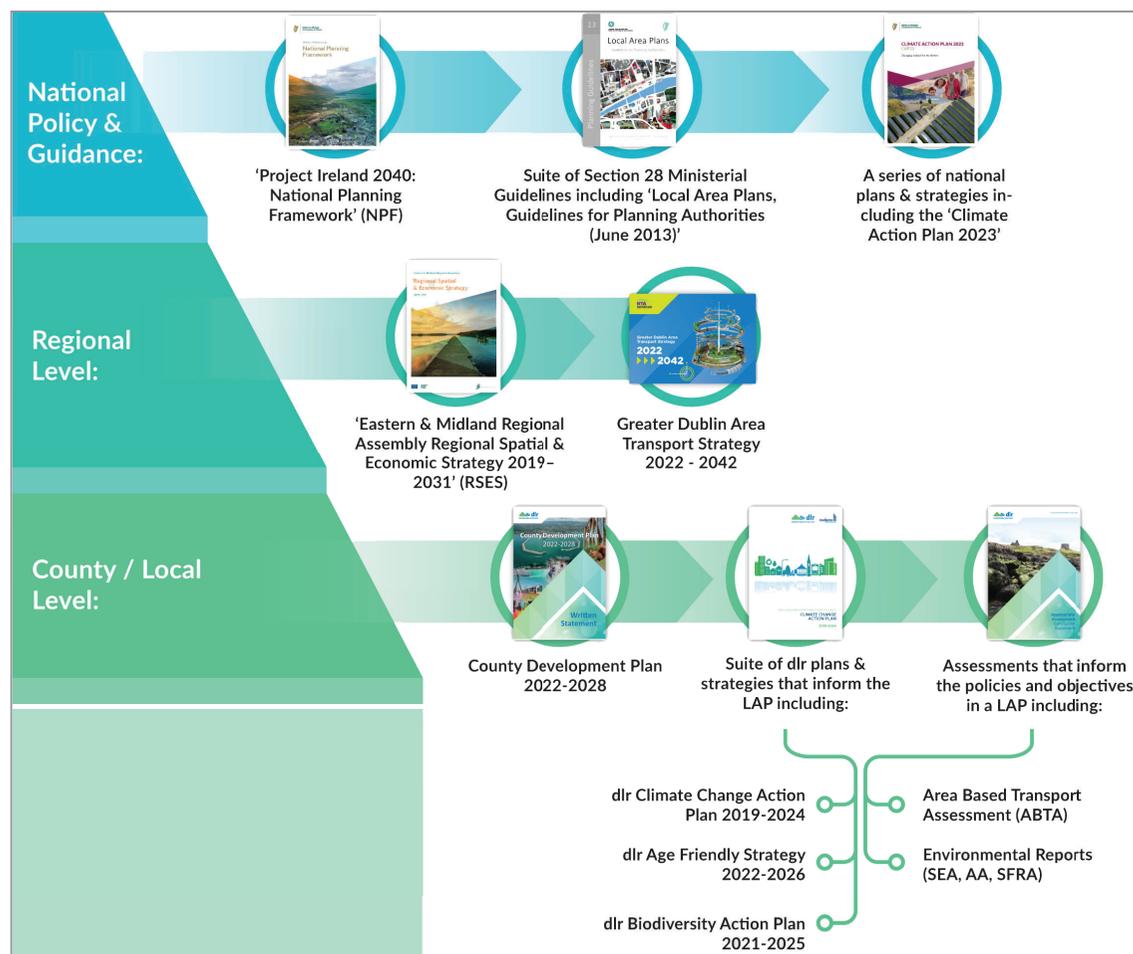


Figure 2.1 Plan and Policy Hierarchy

The Guidelines of particular importance in the preparation of this Draft Plan include inter alia: Local Area Plans - Guidelines for Planning Authorities (2013); Sustainable Residential Development and Compact Settlements - Guidelines for Planning Authorities (2024); Sustainable Urban Housing: Design Standards for New Apartments' (2022); and Urban Development and Building Height Guidelines (2018). The applicable elements of these Guidelines are referenced in the various Chapters of this Draft Plan.

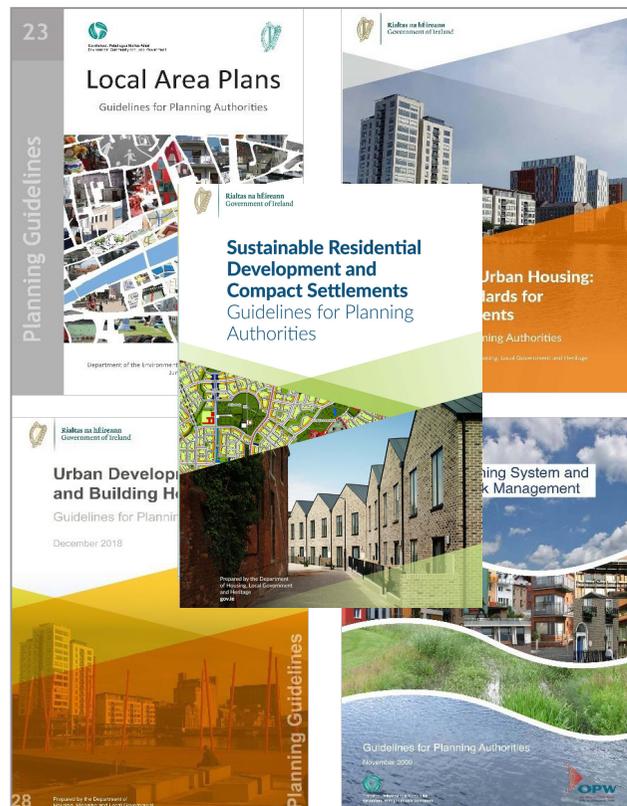


Figure 2.2 Relevant Section 28 Guidelines (Non-Exhaustive)

2.2.2 Regional Planning Policy Context

2.2.2.1 Regional Spatial and Economic Strategy for the Eastern and Midland Region 2019-2031

The Regional Spatial and Economic Strategy for the Eastern and Midland Region 2019-2031 (RSES) implements the practical elements of the NPF at a regional level. Old Connaught is identified in the RSES for future growth as part of the westward expansion of the 'Key Town' of Bray.

The RSES sets out a settlement hierarchy for the Region and identifies key growth areas which will see significant development up to 2031 and beyond. The vast majority of the built-up footprint of dlr is located within the area defined as Dublin City and Suburbs, which comprises the first tier in the regional settlement hierarchy, while Old Connaught is identified in the RSES as a component part of the 'Key Town' of Bray which comprises tier 3 in the regional hierarchy.

The Key Town of Bray is recognised in the RSES as having significant growth potential. The RSES states that owing to geographical constraints, the growth of Bray is primarily limited to westward expansion with identified growth potential at Fassarooe (Wicklow County Council) along with the development of lands at Old Connaught (Dún Laoghaire-Rathdown). Regional Policy Objective's 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.



Figure 2.3 Dublin Metropolitan Area Strategic Plan (Source: EMRA RSES)

Having regard to these Regional Policy Objectives, both the Infrastructure Capacity Assessment Study and the Area Based Transport Study which inform the Draft Plan were prepared with

relevant stakeholders and infrastructure providers including, in collaboration with TII, NTA, Wicklow County Council, and in conjunction with Uisce Éireann, Department of Education, OPW, HSE, NPWS, ESB, Gas Networks Ireland and Irish Rail.

The RSES also includes a Dublin Metropolitan Area Strategic Plan (MASP) which provides a 12 to 20 year strategic planning and investment framework for the Dublin Metropolitan Area. The Dublin MASP identifies strategic residential and employment corridors based on their current and future development capacity, their ability to deliver outcomes such as compact development, placemaking, accessibility to public transport, potential for economic development, and their ability to deliver a reduced carbon footprint.

The MASP specifically identifies Old Connaught within the North-South Corridor (DART), as suitable for the development of a new residential community. The strategic development corridors of the MASP are illustrated in Figure 2.3.

2.2.2.2 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.

Included in the Transport Strategy for the GDA, and of particular relevance to Old Connaught, is provision for the extension of the Luas Green Line southwards in order to serve the Bray and Environs area. Further information on national and regional transport related policies and objectives are set in Chapter 6 – Transport and Movement.

2.2.3 Local Planning Policy Context

2.2.3.1 dlr County Development Plan 2022-2028

The dlr County Development Plan 2022-2028 (CDP) accords with the above series of national and regional policy documents. It was prepared having regard to the National Strategic Outcomes set out in the NPF, the Regional Strategic Outcomes set out in the RSES, the UN Sustainable Development Goals, the Corporate Goals set out in the dlr Corporate Plan and the unique character of Dún Laoghaire-Rathdown.

The overarching Development Plan Vision is to embrace inclusiveness, champion quality of life through healthy placemaking, grow and attract a diverse innovative economy and deliver this in a manner that enhances our environment for future generations. To deliver on the Development Plan Vision, 5 Strategic County Outcomes were identified to underpin the Plan (see Figure 2.4). The overarching Development Plan Vision,

underpinned by the 5 Strategic County Outcomes, permeates the Policy Objectives contained in the Development Plan.



Figure 2.4 Strategic County Outcomes (dlr CDP 2022-2028)

The dlr County Development Plan embraces the concept of the ‘ten minute neighbourhood’ which incorporates the principle of a sustainable urban village in terms of being able to walk or cycle or use public transport to neighborhood support facilities within a ten minute timeframe. This concept comprises a key component of the Draft Plan.

The Draft Plan was prepared to be consistent with the dlr County Development Plan 2022–2028. The provisions set out in the current dlr County Development Plan 2022-2028, or any subsequent variation or review, shall apply as appropriate to development within the Plan area. Furthermore, the provisions of the dlr County Development Plan 2022-2028 cited as mitigatory measures in the accompanying SEA Environmental Report shall be complied with throughout the implementation of the LAP.

i Core Strategy Consistency

Section 19(2) of the Planning and Development Act 2000 (as amended) specifically states that a Local Area Plan shall be consistent with the Core Strategy of the Development Plan. The Core Strategy comprises an evidence based assessment which provides both a quantified and spatial expression to the housing, population, land and employment parameters of the Development Plan.

The settlement strategy of the Core Strategy is the defining vision for how the County is planned to grow and develop over the lifetime of the Development Plan and is illustrated by way of a Core Strategy Map. The Core Strategy Map of the dlr County Development Plan 2022–2028 is illustrated in Figure 2.5. Old Connaught, in the southeast of the County, is identified on the Core Strategy Map as a ‘New Residential Community’.

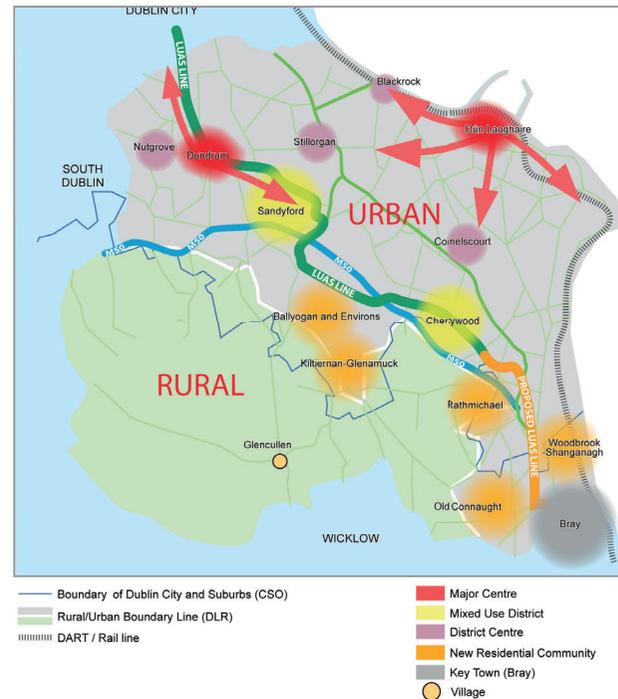


Figure 2.5: Core Strategy Map (dlr CDP 2022-2028)

The Core Strategy Table of the CDP identifies c. 50 hectares of undeveloped Objective ‘A1’ zoned land zoned at Old Connaught with an estimated residential yield of c. 2,005 new homes (see Figure 2.6). The new homes planned for Old Connaught comprise an important part of the Council’s future spatial growth strategy and overall residential supply.

The Core Strategy estimation of residential yield at Old Connaught was informed having regard to the residential densities recommended in the Section 28 Guidelines ‘Sustainable Residential Development in Urban Areas’ (2009). Post adoption of the dlr CDP, these Ministerial Guidelines were subsequently superseded by the Sustainable Residential Development and Compact Settlements Guidelines for Planning Authorities (2024) which contain inter alia updated guidance with respect to parameters for density calculation within different settlement types.

Location	RDCA Existing Zoning (Ha)	RDCA Existing Residential Yield	County Development Plan 2022-2028 Proposed Zoning (Ha)	County Development Plan 2022-2028 Proposed Residential Yield
Infill/Windfall – Sites under Construction	35.63	1,837	35.63	1,837
Infill/Windfall – Sites with an extant planning permission not commenced	63.1	1,299	63.1	1,299
Infill/Windfall – Sites with no planning permission	67.13	1,436	67.13	1,436
Infill/Windfall	165.86	4,571	165.86	4,571
Ballyogan & Environs	71.8	4,147	71.3	4,147
Woodbrook-Shanganagh	29.53	1,998	29.53	1,998
Kiltiernan-Glenamuck	59.34	2,015	59.34	2,015
Old Connaught	50.13	2,005	50.13	2,005
Rathmichael	83.05	2,431	83.05	2,431
DLR Total (excluding Cherrywood)	459.73	17,167	459.73	17,167
Cherrywood	93.55	5,596 - 8,186	93.55	5,596 - 8,186
DLR County Total	553.28	22,763 – 25,353	553.28	22,763 – 25,353
Less Actual and Estimated Completions Q1 2020 to Q1 2022				
Adjusted Total				
HST Housing Target Q2 2022 to Q1 2028				
DLR Housing Target Q2 2022 to Q1 2028 (Inclusive of ‘Headroom’)				
Excess				

Figure 2.6: Core Strategy Table (dlr CDP 2022-2028)

While the quantum and location of zoned lands identified for development in the Draft Plan is consistent with that identified in the Core Strategy of the CDP, the residential yield pertaining to the lands has been revised upwards having regard to the more recent density parameters provided for in the Sustainable Residential Development and Compact Settlements Guidelines (2024). This will be discussed in further detail in Chapter 5 – Sustainable Urban Village.

ii Land Use Zoning and Objectives

Land use zoning at Old Connaught is illustrated on Land Use Zoning Map no. 14 of the dlr County Development Plan 2022-2028 (see Figure 2.7). The Draft Plan area extends in total to circa. 219 hectares comprising c. 68 hectares of land zoned Objective ‘A1’, “To provide for new residential communities and Sustainable Neighbourhood Infrastructure in accordance with approved local area plans”; (the 68 hectares includes both existing residential built areas and also the remainder of the as yet undeveloped A1 zoned lands (c.50 hectares)) c.134 hectares of land zoned Objective ‘GB’, “To protect and enhance the open nature of lands between urban areas”; c.12 hectares of land zoned Objective ‘F’, “To preserve and provide for open space with ancillary active recreational amenities” and c.0.4 hectares of land zoned Objective ‘SNI’, “To protect, improve and encourage the provision of sustainable neighbourhood infrastructure”.

As indicated on Land Use Zoning Map no. Map 14, there are a range of other objectives pertaining to the LAP area including: transport; heritage and conservation; environmental; and education. These objectives will be detailed further in the relevant sections of the Draft Plan.

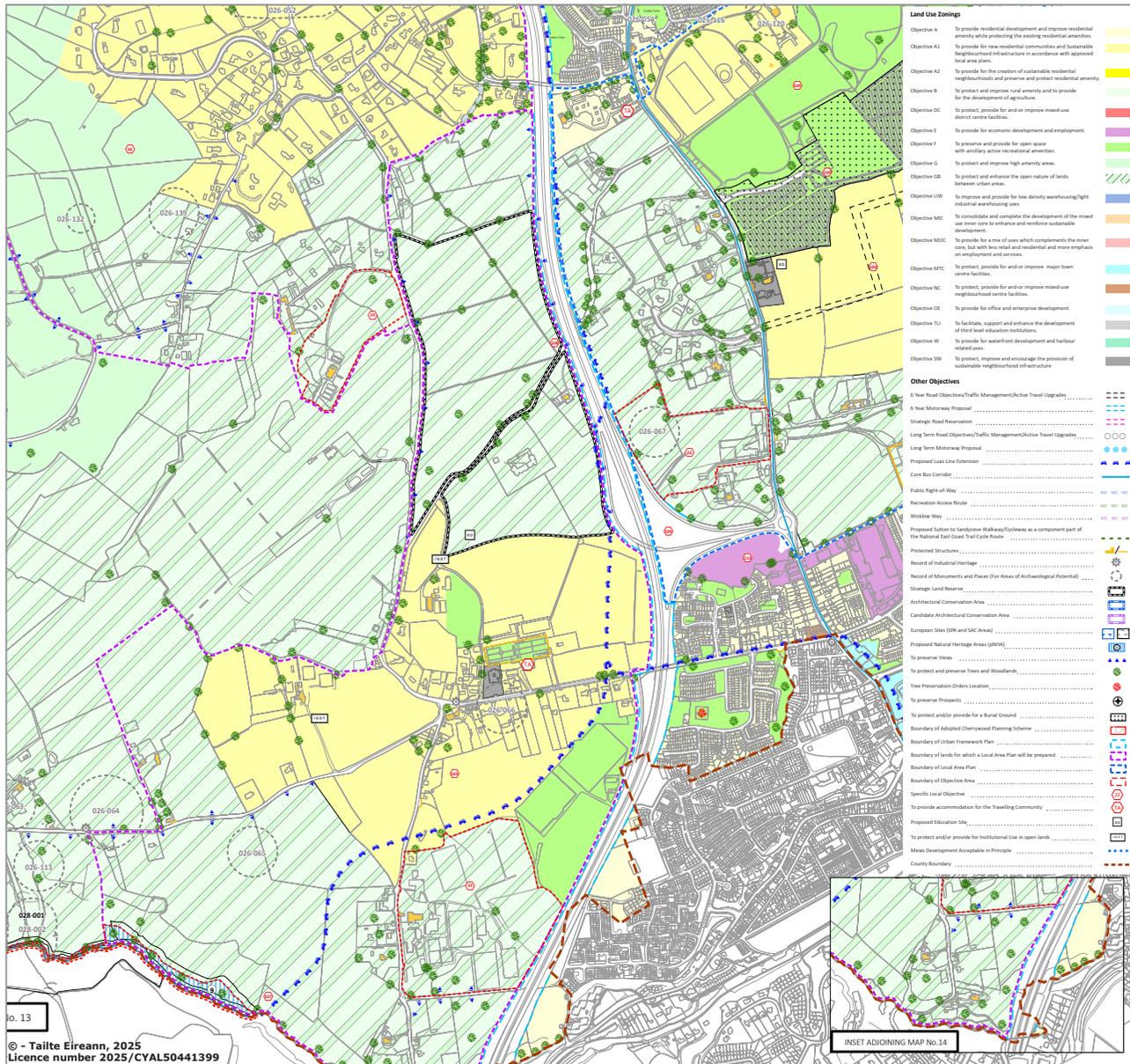


Figure 2.7: Land Use Zoning Map no.14 of the dlrcoco CDP 2022-2028

Lands to the north and south of Allies River Road are identified in the CDP as a 'Strategic Land Reserve', see Figure 2.8. The Strategic Land Reserve lands are zoned Objective 'GB' and not currently zoned for residential development. The lands are however identified and protected for inter alia potential future residential growth with an estimated residential yield of c. 1,050 new homes.

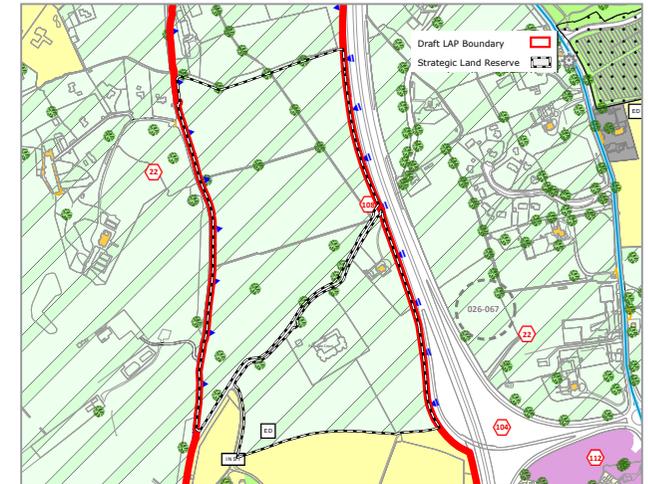


Figure 2.8: Strategic Land Reserve (Extract from Land Use Zoning Map No.14 of the dlrcoco CDP 2022-2028)



3

Climate Action

3.1 Introduction

The creation of a climate resilient County is an overarching Strategic County Outcome of the dlr County Development Plan, 2022-2028. The creation of a climate resilient County is also important in the context of the United Nations Sustainable Development Goals (UNSDGs). Goal 13 - to take urgent action to combat climate change and its impacts ¹ - contains five targets to be achieved by 2030, covering a wide range of issues surrounding climate action. These relate to:

- Strengthening resilience and adaptive capacity towards climate change-related disasters.
- Integrating climate change measures into policies and planning, building knowledge and capacity; and,
- Outlining the means of implementing the targets.

Given the ever-increasing challenge of and need to urgently address climate change, climate action comprises a central theme of this Draft Plan. This Draft Plan implements, at the local level, the climate action objectives and policies of the County Development Plan, as well as those of national and regional policy and legislation. This Chapter sets out how climate change adaptation and mitigation measures will be applied.

3.2 Policy Context

In implementing this Draft Plan, the Council will support relevant provisions contained in the National Climate Change Adaptation Framework (2018) ², the National Mitigation Plan (2017) ³, the National Climate Action Plan 2024 ⁴, the National Energy and Climate Plan 2021-2030 ⁵, dlr's Climate Action Plan 2024-2029⁶ and any Regional Decarbonisation Plan prepared on foot of commitments included in the Regional Spatial and Economic Strategy for the Eastern and Midland Region. In line with the above, the Draft Plan has had regard to the requirements of the Climate Action and Low Carbon Development (Amendment) Act 2021, to deliver climate resilience and low carbon development in the Plan area.

3.2.1 dlr County Development Plan 2022-2028

The dlr County Development Plan 2022-2028 sets out overarching policies in relation to energy efficiency, renewable energy, decarbonising motorised transport and urban greening. This Draft Plan implements at the local level the climate action policies and objectives of the County Development Plan. The relevant Policy Objectives contained in the County Development Plan apply to development in the Plan area and therefore have generally not been duplicated in this Draft Plan. Policies and objectives for inclusion have been subject to the iterative Strategic Environmental Assessment process.

¹ <https://sdgs.un.org/goals/goal13#overview>

² <https://www.gov.ie/en/publication/fbe331-national-adaptation-framework/>

³ <https://www.gov.ie/en/publication/48d4e-national-mitigation-plan/>

3.2.2 dlr Climate Action Plan 2024-2029

The dlr Climate Change Action Plan 2024-2029 (CCAP) addresses climate adaptation and mitigation across six themes as follows:

- Energy and Building
- Transport
- Flood resilience
- Nature based solutions
- Circular Economy and Resource management
- Citizen Engagement

The Draft Plan has been prepared with the purpose of integrating and implementing the policies and provisions of the dlr CCAP where relevant.

3.3 Low Carbon and Climate Resilient Community

Old Connaught presents a unique opportunity to develop as a low carbon and climate resilient community. Consistent with the overarching Strategic County Outcome of the dlr County Development Plan 2022-2028, it is policy to support the creation of a low carbon and climate resilient urban village at Old Connaught.

Policy OCLAP1 – Low Carbon and Climate Resilient Community

It is Policy to progress the development of Old Connaught as a low carbon and climate resilient community.

3.4 Climate Change Adaption and Mitigation

An overarching strategic objective of this Draft Plan, is the creation of a low carbon and climate resilient residential community at Old Connaught:

"Climate and Ecosystems - To progress the development of Old Connaught as a low carbon and climate resilient community and provide a strategy for the integrated management of land, water and living resources that promotes conservation and sustainable use in an equitable way."

While climate action comprises a standalone Chapter, the theme permeates the entire Draft Plan with policies and objectives

⁴ <https://www.gov.ie/en/publication/79659-climate-action-plan-2024/>

⁵ <https://www.gov.ie/en/publication/1d2c1-irelands-draft-updated-necp-2021-2030/>

throughout all Chapters, all contributing to support the strategic objective.

Measures to deal with climate change can be defined as either mitigation measures which reduce emissions (e.g. energy efficiency and sustainable transport) or adaptation measures (e.g. flood alleviation), with some measures incorporating elements of each (e.g. green infrastructure), see Figure 3.1. Climate change mitigation objectives are integral to the overarching objectives and principles of the Draft Plan, including, in particular, the concept of the ten-minute neighbourhoods, proximity to public transport, public transport improvements, sustainable neighbourhood infrastructure, compact growth, energy efficiency in new buildings and provision of green spaces within the area.

Table 3.1 sets out in summary how the relevant Chapters of the Draft Plan contribute to climate change adaptation or mitigation measures.

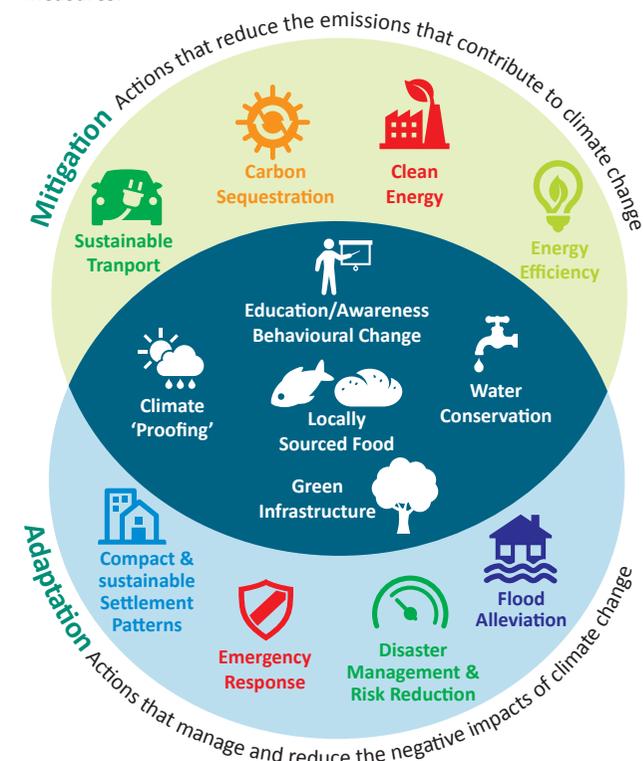


Figure 3.1: Climate Action – Mitigation and Adaption

⁶ <https://www.dlrcoco.ie/climate-action-plan-2024#:~:text=The%20Climate%20Action%20Plan%202024,extreme%20weather%20events%20and%2C%20drought.>

Chapter	How Chapters Contribute to Climate Change Adaptation or Mitigation
Vision and Strategic Objectives	<ul style="list-style-type: none"> It is a strategic objective of the Draft Plan to progress the development of Old Connaught as a low carbon and climate resilient community and provide a strategy for the integrated management of land, water and living resources that promotes conservation and sustainable use in an equitable way.
2. Strategic Planning Context	<ul style="list-style-type: none"> Sets out how the development of a sustainable residential community at Old Connaught is in line with the policies and objectives of the overarching dlr County Development Plan 2022-2028 and in accordance with national Government policy and guidance and regional policy.
3. Climate Action	<ul style="list-style-type: none"> Supports national and sectoral climate policy on climate and the implementation of the dlr Climate Action Plan 2024-2029. Includes a specific objective to progress the development of Old Connaught as a low carbon and climate resilient community.
4. Spatial Strategy and Site Development Frameworks	<ul style="list-style-type: none"> Incorporates a plan-led approach to residential density to achieve compact growth with development focused on transportation corridors to minimise carbon footprint. Focusses land-use and densities across the area in a manner that maximises opportunities for the integration of land use and transport. Promotes the efficient use of land through residential mix and type. Places emphasis on healthy placemaking and enhanced public realm to create pedestrian centred environments.
5. Sustainable Urban Village	<ul style="list-style-type: none"> Provides the policy framework to deliver a sustainable urban village at Old Connaught based on the '10-minute' settlement concept 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. Supports the provision of residential development in tandem with sustainable neighbourhood infrastructure. Places an emphasis on adaptability of social and community facilities and new homes. Includes provision for new schools that are strategically located proximate to future residential growth areas and served by planned active travel routes. Provides an equitable distribution of community facilities to serve the local community, located on planned active travel routes. Includes provision for a multi-functional neighbourhood centre to provide a wide range of retail and service uses to reduce the need to travel. Includes provision for remote working.
6. Transport and Movement	<ul style="list-style-type: none"> Supports the creation of a compact and connected Old Connaught through integrating land use and transportation, thus promoting compact climate resilient growth. Embraces the Avoid-Shift-Improve approach which changes the emphasis from moving cars to moving people with a focus on demand management. Supports modal shift.

Chapter	How Chapters Contribute to Climate Change Adaptation or Mitigation
	<ul style="list-style-type: none"> Promotes the role of Old Connaught as a location suitable for Transport Orientated Development. Sets out how existing and future transport demand at Old Connaught will be managed in a sustainable manner by developing an integrated transport network with a focus on active travel, permeability, connectivity and public transport facilities. Prioritises walking and cycling in the internal route hierarchy and creates a network of walking and cycling routes within the Plan area. Sets out a strategy for new public transport infrastructure including bus and light rail. Supports 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. Supports a range of traffic management measures including low traffic neighbourhoods, home zones, safe routes to school, remote parking and vehicle restriction areas to confer an advantage on sustainable modes. Includes a plan-led approach to car parking standards in accordance with the 'Sustainable Residential Development and Compact Settlements Guidelines for Planning Authorities' (2024). Supports the decarbonising of motorised transport and the provision of a public EV charging infrastructure.
7. Green Infrastructure and Biodiversity	<ul style="list-style-type: none"> Supports green infrastructure and the ecosystems services approach. Includes protections for Groundwater Dependent Terrestrial Ecosystems. Supports the actions of the dlr County Biodiversity Action Plan 2021-2025 (including the County Wildlife Corridors) and the dlr Ecological Network. Recognises the importance of trees and hedgerows for carbon sequestration and includes measures to protect and enhance these habitats across the Draft Plan area. Supports biodiversity led design and the potential for achieving biodiversity net gain. Supports the increased use of nature-based solutions.
8. Open Space, Parks and Recreation	<ul style="list-style-type: none"> Sets out an open space strategy where open space, parks and recreation facilities are primarily located locally and in proximity to the user, supporting the delivery of the sustainable urban village and '10-minute' neighbourhood concepts. Makes provision for a connected network of open spaces which is integrated with active travel modes enabling people to move between the spaces easily and comfortably, typically in a sustainable way – along footpaths and cycle tracks and green routes. Supports open spaces incorporating ecosystem services, climate change measures, green infrastructure, and key landscape features in their design.
9. Heritage and Conservation	<ul style="list-style-type: none"> Supports the alteration and re-use of historical building stock, where appropriate, to provide viable future uses. Supports the regeneration of historical buildings.

Chapter	How Chapters Contribute to Climate Change Adaptation or Mitigation
10. Infrastructure, Utilities and Flood Risk	<ul style="list-style-type: none"> • Provides for the delivery of water, wastewater and drainage infrastructure in tandem with and to support sustainable development. • Ensures the sustainable treatment of urban wastewater. • Supports Sustainable Urban Drainage Systems (SuDS) measures to attenuate and treat surface water runoff and improve environmental performance. • Makes provision for attenuations ponds (with potential biodiversity benefits) to provide storage to meet attenuation requirements and provide the final stage of treatment for water runoff prior to discharge to the public network/streams. • Supports Strategic Flood Risk Assessment and management. • Supports renewable energy including photo voltaic (PV) in appropriate locations and district heating. • Encourages buildings of innovative design which seek to achieve Passive or Net Zero Carbon design standards and supports the use of structural materials that have low to zero embodied energy and CO2 emissions. • Supports the development of a network of bring centres to support waste management.
11. Phasing and Implementation	<ul style="list-style-type: none"> • Includes a strategy to ensure the coordinated planning and delivery of essential infrastructure and services in tandem with population growth.
12. Monitoring and Evaluation	<ul style="list-style-type: none"> • Includes provision for Strategic Environmental Assessment monitoring to be carried out in line with the SEA Directive and to dovetail with the Strategic Environmental Assessment monitoring for the County Development Plan.

Table 3.1: How the Draft Plan Chapters contribute to Climate Change Adaption or Mitigation



4

Spatial Strategy and Site Development Frameworks

4.1 Introduction

This Chapter sets out the overall strategy for the built form to shape the future development of Old Connaught. It considers general urban design principles and built form planning parameters for the Draft Plan area and includes detailed Site Development Frameworks for identified Character Areas. Policies and objectives are also set out to inform the assessment of development within the Plan area.

Proposals for new development in the Draft Plan area will be required to comply with the urban design principles, urban form planning parameters and Site Development Frameworks set out in this Chapter. Proposals shall also comply with the policy and objectives set out in other Chapters of the Draft Plan, including in particular the Phasing and Implementation Strategy provided in Chapter 11.

4.2 Vision and Strategic Objectives

The overarching vision for Old Connaught is to support the growth of the area as a sustainable urban village with a strong sense of place and integrating both the existing and planned new communities. It is to incrementally grow the area to attract a variety of residents and families, providing opportunities to avail of good access to neighbourhood facilities, transport options, social infrastructure and recreational and amenity assets. This vision is underpinned by strategic objectives which are designed to provide a level of focus and direction to the policies and objectives within the Draft Plan.

- **Sustainable Urban Village** – To deliver a sustainable urban village at Old Connaught and provide a range of facilities and services so that the existing and new residents can access most of their day-to-day living needs within the area including housing, schools, childcare, local shops, community facilities, amenity and recreational facilities.
- **Character and Heritage** – To protect and enhance the existing character and heritage of Old Connaught and to integrate and manage new development in a manner which respects the areas unique historical and natural setting, whilst acknowledging the development of new communities.
- **Sustainable Transport and Movement** – To manage existing and future transport demand at Old Connaught in a sustainable manner by developing an integrated transport network with a focus on active travel, permeability and connectivity, public transport facilities and a coherent vehicular movement network.
- **Sustainable Neighbourhoods and Quality Housing** – To create and maintain successful urban neighbourhoods with distinct character and identity which fosters a sense of community and active citizenship, framed in a quality-built environment which provides a choice of quality new housing options.

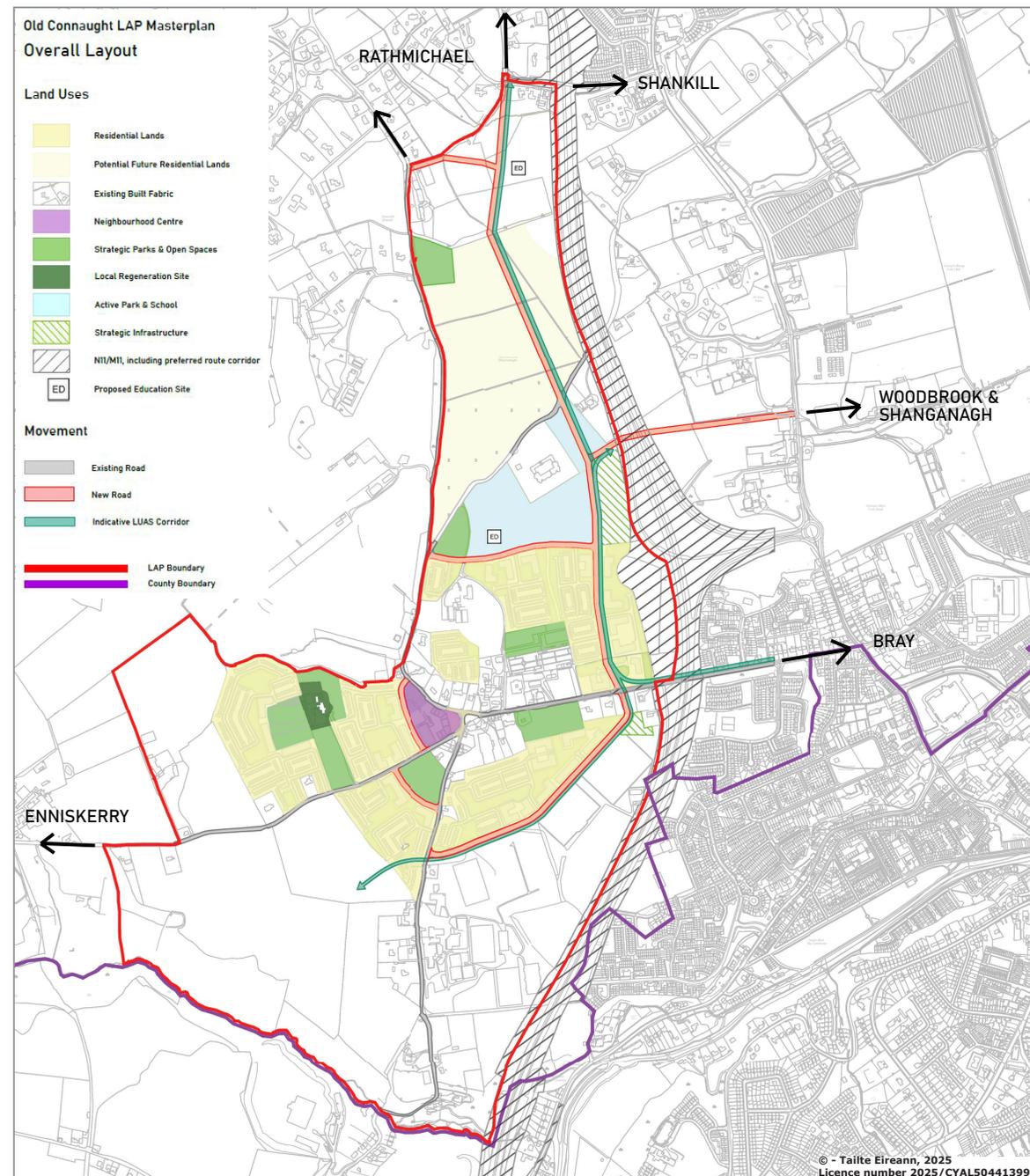


Figure 4.1: Overarching Masterplan for Old Connaught

- **Healthy Placemaking and Liveability** – To underpin the spatial design of Old Connaught with a coherent and connected network of strategic public open spaces to promote activity, health, wellbeing, social interaction and community engagement, in order to support the existing and planned new communities.
- **Climate and Ecosystems** – To progress the development of Old Connaught as a low carbon and climate resilient community and provide a strategy for the integrated management of land, water and living resources that promotes conservation and sustainable use in an equitable way.

The vision and strategic objectives for Old Connaught provide the overarching principles to guide the future development of the area. At the spatial level, these are translated through a Masterplan which provides a framework for development. The overarching Masterplan for Old Connaught is illustrated in Figure 4.1.

4.3 Land Use, Residential Density and Building Height

The following section illustrates specific planning parameters including land use, residential density and building height. The extents of the mapping are provided at an area-wide level focussed on the primary areas identified for significant development, in order to demonstrate coherence and legibility for each planning parameter across the Draft Plan area. The Site Development Framework’s included in section 4.4 replicate this information at the local level focussing on individual Character Areas.

4.3.1 Land Use

As per the dlr County Development Plan 2022-2028, there are c. 50 hectares of undeveloped ‘A1’ zoned land at Old Connaught. The ‘A1’ zoned lands within the Plan Area have an important contribution to make in terms of future housing supply and accommodating future population growth. The ‘A1’ zoning also assumes a wide 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”.

In order to achieve the sustainable urban village concept at Old Connaught and to provide a range of facilities and services so that people are able to access most of their day-to-day living needs within the area including schools, childcare, local shops, community facilities, public parks and recreational facilities, it is necessary to identify a range of distinct land uses across the Old Connaught area. The primary land uses include residential, strategic parks and spaces including an active park, education,

neighbourhood centre, strategic infrastructure and an area identified as a local regeneration site. These land uses are consistent with and should be read in conjunction with the overarching land use zoning of the land as set out in the dlr County Development Plan 2022-2028. Figure 4.2 illustrates the spatial distribution of land uses across the Old Connaught area. The drawing also includes the preferred route corridor for the potential delivery of the N11/M11 Improvement Scheme and proposed light rail reservation corridor to provide for the potential extension of the Luas Green Line.

Objective SDF1 – Land Uses

It is an objective that future development shall accord with the land uses identified in Figure 4.2, and any additional more detailed provisions set out in the Site Development Frameworks (see Section 4.4).

4.3.2 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 Draft Plan takes a plan-led approach to residential density standards to be applied at the site level across the Old

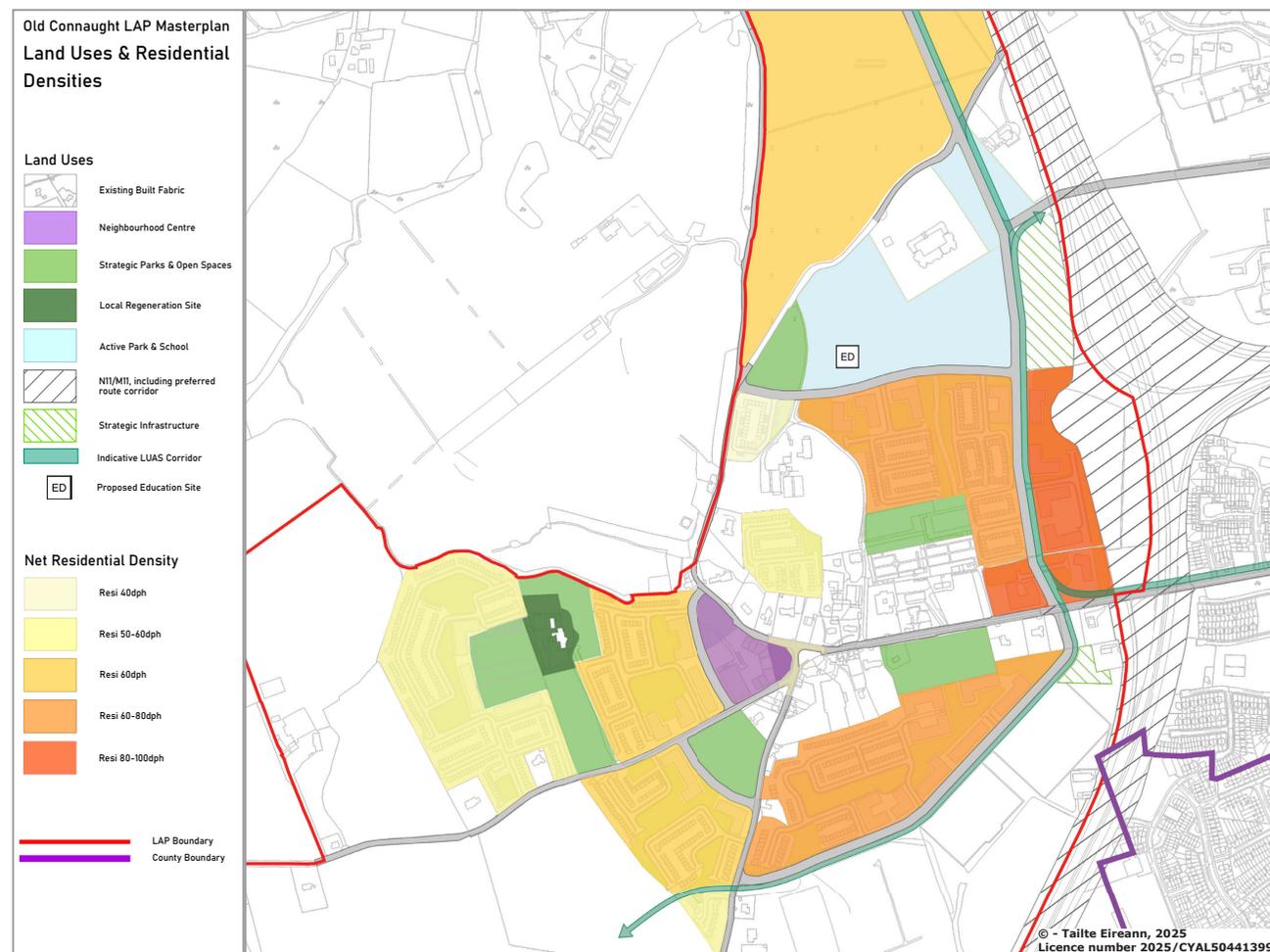


Figure 4.2: Old Connaught Masterplan – Land Use and Residential Density

Connaught area. The density standards illustrated in Figure 4.2 were determined having regard to the Section 28 Guidelines, 'Sustainable Residential Development and Compact Settlements Guidelines for Planning Authorities' (2024) and relevant policies of the overarching dlr County Development Plan 2022-2028. The density standards have also had regard to a range of other factors including the natural environment, the existing built environment and character, the extent and location of existing or planned local services and facilities, and public transport accessibility.

Density figures indicated on Figure 4.2 are to be applied to net residential site area, as defined in Appendix B of the Section 28 Guidelines for Planning Authorities 'Sustainable and Compact Settlement' (2024). The Site Development Frameworks set out in section 4.4 identify indicative net residential site areas. This section should be read in conjunction with section 5.3.4.1 'Residential Density' of Chapter 5 'Sustainable Urban Village' which includes policy objectives in relation to the implementation of residential density standards across the Draft Plan area.

4.3.3 Building Heights

Building height refers to the number of storeys within a building including ground level. Existing building heights within the Old Connaught area are primarily two storey, with some three storey residential buildings in the Village Core, at Old Connaught House and at Ferndale Court.

The Draft Plan takes a plan-led approach to building height guidance. The building height standards illustrated in Figure 4.3 were determined having regard to the Section 28 Building Height Guidelines (2018), and the dlr Building Height Strategy of the dlr County Development Plan 2022-2028 (Appendix 5). An assessment of location, character and constraints across the LAP area was undertaken and a range of urban design factors and environmental sensitivities were considered. In particular, 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, and these helped inform the building height guidance.

This section should be read in conjunction with section 5.3.4.2 'Building Heights' of Chapter 5 'Sustainable Urban Village' which includes policy objectives in relation to the implementation of building height standards across the Draft Plan area.

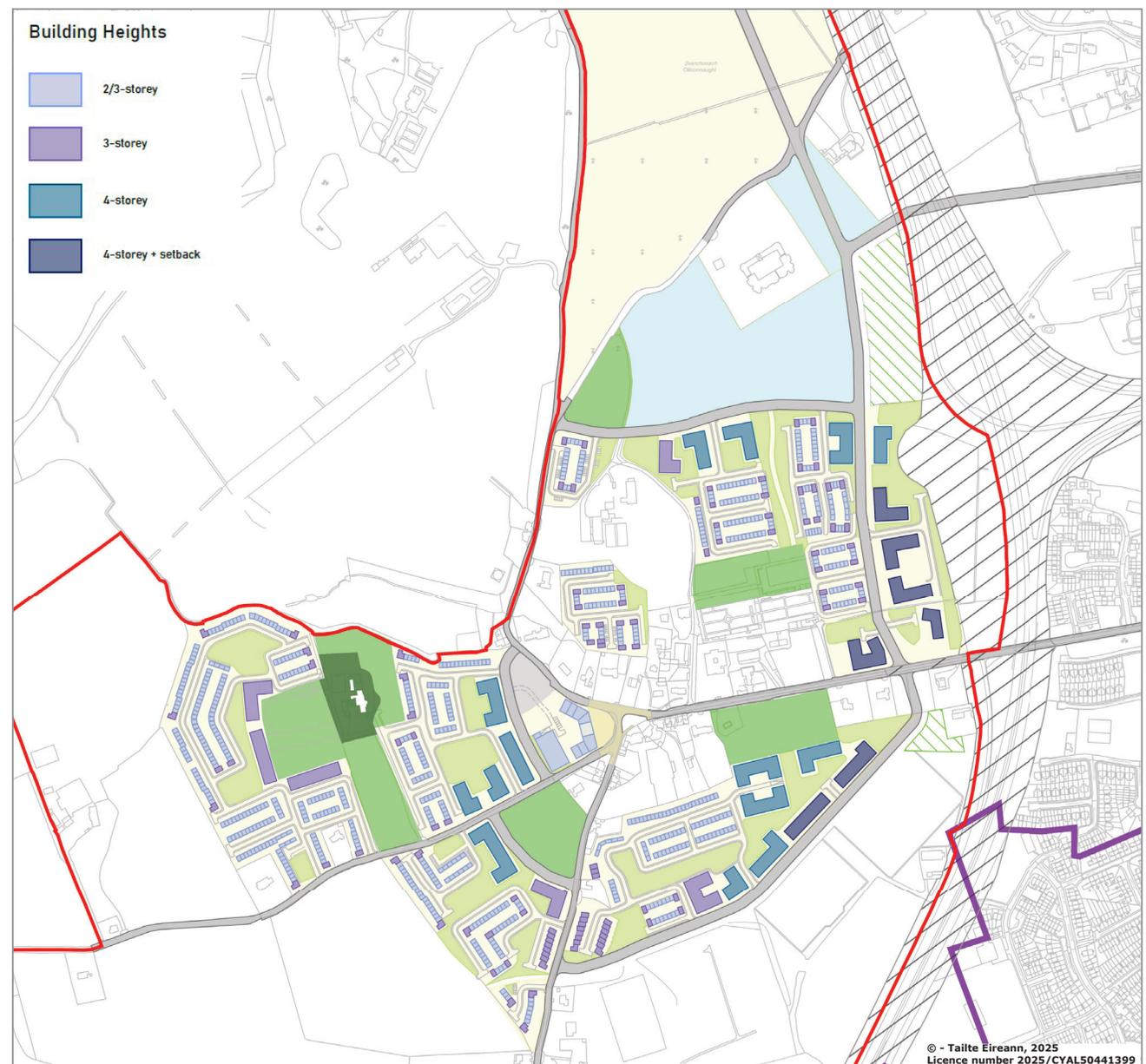


Figure 4.3: Old Connaught Masterplan – Building Heights

4.4 Character Areas and Site Development Frameworks

4.4.1 Old Connaught Character Areas

Character Areas have been identified across the Plan area based on both the existing settlement structure of Old Connaught and planned future development. It is intended that each Character area will develop with unique characteristics to support the creation of neighbourhoods with a distinct sense of place and identity. The Character Areas will be inter-connected through a network of new and improved routes providing sustainable access to a range of services, facilities and amenities.

The Character Areas identified for Old Connaught are illustrated in Figure 4.4 and comprise the following: the Village Core; the Central Character Area; the Southern Character Area; the Western Character Area; and the Northern Character Area.

4.4.2 Site Development Frameworks

A Site Development Framework (SDF) has been prepared for each Character Area. Each SDF provides a detailed framework to guide future development through the development management process. The SDFs are intended to be specific enough to secure certain objectives (e.g. land use / density / active travel etc.) while flexible enough to allow for a range of potential design solutions. It is policy that future development shall accord with the objectives, as applicable, set out in the SDFs. Furthermore, it is an objective of the Draft Plan that a Masterplan is prepared by the Applicant(s) for significant development within each Character Area, for lands within the Applicant's ownership.

Policy OCLAP2 – Site Development Frameworks

It is Policy that future development shall accord with the objectives, as applicable, set out in the Site Development Frameworks. Planning applications shall include a 'Consistency Statement' setting out how each of the objectives in the Site Development Framework will be delivered. All planning applications shall demonstrate how the respective proposal for development will facilitate and achieve full integration with adjoining landholdings and the objectives for these landholdings as set out in the Site Development Frameworks.

Objective SDF2 – Masterplan

It is an Objective that a Masterplan is prepared by the Applicant(s) for significant development within each Character Area, for lands within the Applicant's ownership. The Masterplan shall accord with the objectives set out in the SDFs and be accompanied by a 'Consistency Statement' detailing how each of the objectives, where applicable, are to be achieved. The Masterplan shall include details of how the overall scale of development is to be delivered in accordance with the phasing and implementation strategy set out in Chapter 11.

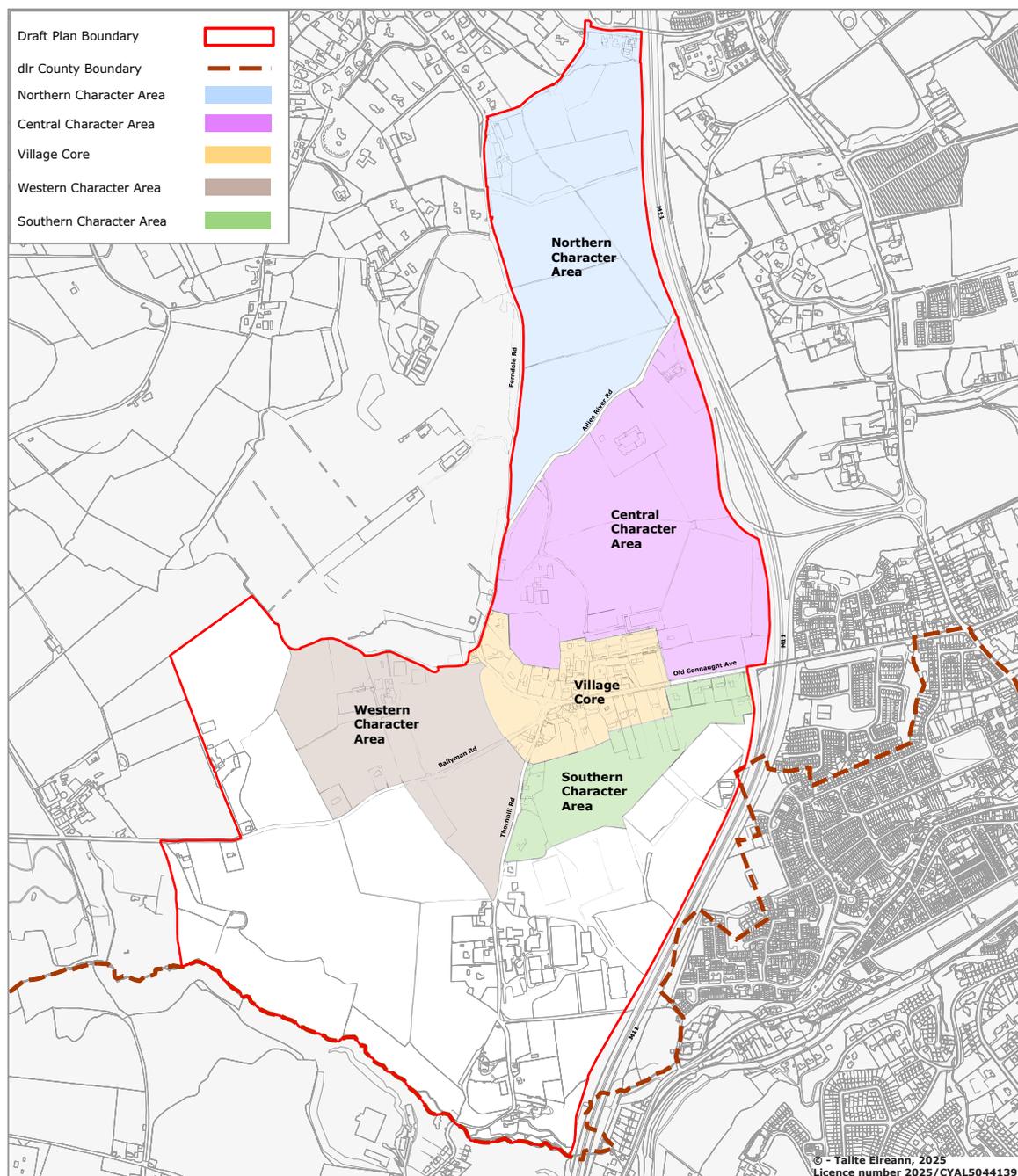


Figure 4.4: Old Connaught Character Areas

4.4.3 Urban Design and Placemaking

The provision of high-quality urban design and public realm is central to creating vibrant, attractive and sustainable places where people want to live, work, visit and enjoy the distinct sense of place. Achieving quality urban design and creating a sense of place is contingent on the provision of an authentic identity that is specific to the settlement, neighbourhood or site in question. Future development in the Old Connaught area shall promote an urban design approach and built form which contributes positively to the quality of life of its existing and future community.

The Masterplan and Site Development Framework's for Old Connaught were derived following a detailed process of analysis. Some of the main urban design and placemaking principles/objectives considered as part of this analysis and master planning process are illustrated in Figure 4.5. These principles are primarily informed by the Section 28 Guidelines 'Sustainable and Compact Settlements' (2024).

While, at a strategic level, these principles have guided the preparation of the master planning process, it's acknowledged that the successful integration and application of same will be achieved at planning application stage whereupon a finer grain level of detail may be considered.

Policy OCLAP3 – Urban Design

It is Policy to promote a high standard of urban design throughout Old Connaught in accordance with the relevant policies set out in the County Development Plan, Section 28 Guidelines and other relevant guidance documents including: the 'Compact Settlement Guidelines' (2024), and the Design Manual for Urban Roads and Streets (2019). Development shall be design-led, prioritising place making and be informed by the Key Indicators of Quality Design and Placemaking set out in the 'Compact Settlement Guidelines' (2024).

Policy OCLAP4 – Public Realm

It is Policy that new development provides connected, attractive, interesting and well used public realm and open spaces using place making and urban design principles, creating pedestrian centred environments with active, inviting public spaces and parks.

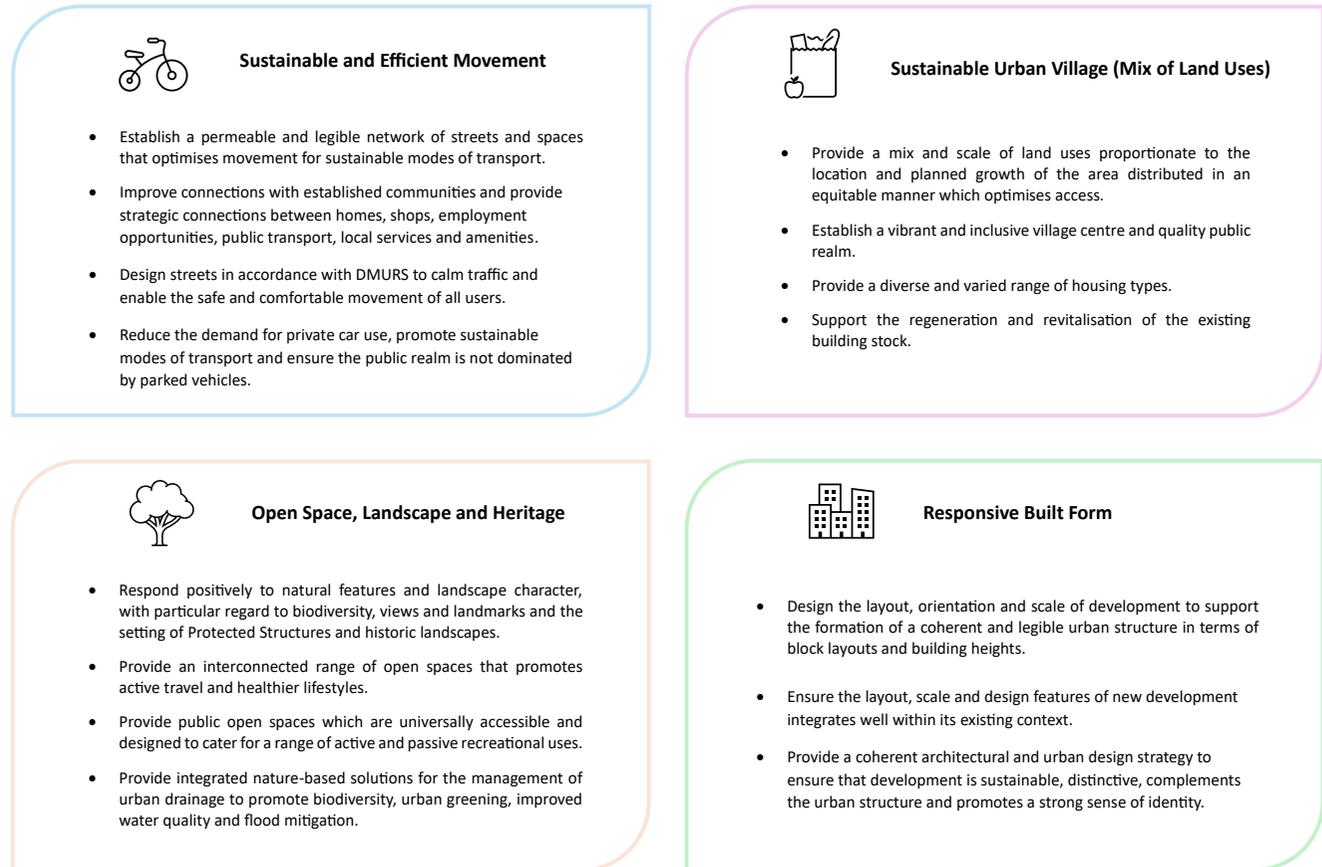


Figure 4.5: Selection of Urban Design and Placemaking Principles / Objectives

4.4.4 The Village Core

The existing village core of Old Connaught is rich in heritage and character. A distinctive oak tree and green space forms a local landmark in the heart of the village. The village core includes significant Victorian terraced and individual houses as well as a range of twentieth century individual housing. Two Protected Structures, Graigueconna and Old Bawn, frame the village core. The massing for the most part consists of houses and buildings with irregular plan forms all set within individual plots. The boundary walling is made up of a mixture of stone, hedgerows, and trees. An industrial heritage feature, a letter box, is located on the western end of Old Connaught Avenue. There are a range of gateways consisting mainly of rectangular piers, flanking walls and metal gates.

The Victorian walled gardens, formerly of Old Connaught House, are located via a laneway to the north of Old Connaught Avenue. To the south of Old Connaught Avenue is a medieval church (in ruin) and a disused graveyard. Table 4.1 details the objectives from Land Use Zoning Map No. 14 of the dlr County Development Plan 2022-2028 pertaining to the Village Core.

4.4.4.1 Area Potential and Design Challenges

The Village Core comprises the heart of the Old Connaught community that is character and heritage rich supporting a strong sense of place and identity. There is an opportunity to positively respond to the natural features and landscape character, with particular regard to existing landmarks such as the village core green space and the setting of protected structures and other buildings of heritage and archaeological interest. The consideration and integration of these features is a key factor in the urban design approach to development within this area.

Locating a neighbourhood centre within the village core provides the opportunity to enhance the existing heart of the village, providing accessible day to day retail, services, and community uses to serve the area. Having regard to the existing historic setting of the village core a sensitive design response is important.

The existing road network is car orientated with limited active travel provision. There is an opportunity for creating a traffic calmed village core with a public realm re-orientated toward public friendly spaces and an increased focus on sustainable modes of transport (walking, cycling and public transport). The village core also presents the opportunity to perform as an active travel axis for the wider Old Connaught area.

There is currently limited public open space provision within the village core. There is an opportunity to enhance existing open space provision and the public realm so as to create a more liveable and user-friendly environment, increasing opportunities for social interaction and community engagement.

Village Core – dlr County Development Plan 2022-2028	
Land Use Zoning Objectives	<ul style="list-style-type: none"> A1 – To provide for new residential communities and Sustainable Neighbourhood Infrastructure in accordance with approved local area plans. SNI - To protect, improve and encourage the provision of sustainable neighbourhood infrastructure. (St. Kieran’s National School). F – To preserve and provide for open space with ancillary active recreational amenities. (Walled Gardens).
Other Objectives	<ul style="list-style-type: none"> To protect and preserve trees and woodland. Protected Structures – Graigueconna House, Old Bawn House, Graveyard, Former Entrance Walls & Piers, Walled Garden at Festina Lente. Industrial Heritage – letter box at the western end of Old Connaught Avenue. Record of Monuments and Places – Church and Graveyard. TA - To provide accommodation for the Travelling Community.

Table 4.1: Village Core - Objectives from the dlr CDP 2022-2028

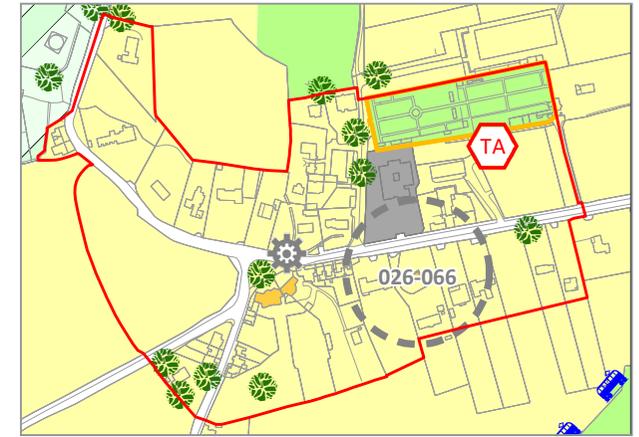


Figure 4.6: Village Core on Land Use Zoning Map (dlr CDP 2022-2028)



Figure 4.7: Village Core Character Area on Aerial Imagery

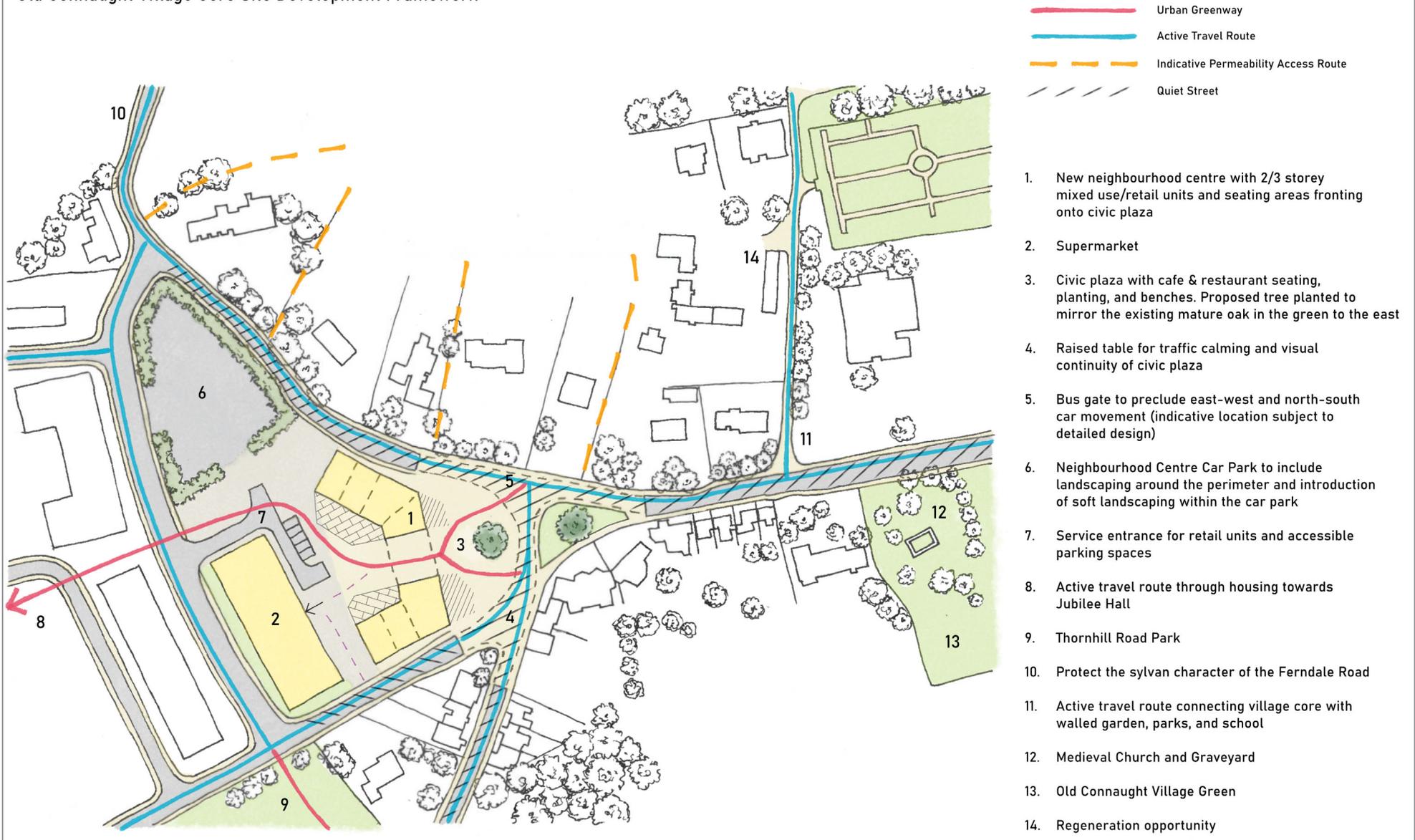
4.4.4.2 The Village Core – Site Development Framework

The following section sets out the Site Development Framework for the Village Core Character Area. Table 4.2 details a range of objectives that any planning application within the area will be expected to comply with (as appropriate). The objectives set out in Table 4.2 should be read in conjunction with the accompanying drawings and relevant sections referenced elsewhere in the Draft Plan.

The Village Core – Site Development Framework Objectives	
Vision	<ul style="list-style-type: none"> To provide for the sensitive development of the Village Core having regard to the distinct character and intrinsic qualities of the historic built area.
Land Uses	<ul style="list-style-type: none"> Neighbourhood Centre / Strategic Public Open Space (in accordance with Figure 4.2).
Net Density	<ul style="list-style-type: none"> To be assessed on a case by case basis (see Policy Objective OCLAP17 in Chapter 5).
Building Height	<ul style="list-style-type: none"> Neighbourhood centre – 2/3 storeys. All other proposals to be assessed on a case by case basis.
Transport and Movement	<ul style="list-style-type: none"> Active travel network (in accordance with Figure 6.12). Permeability – implement bus gates at Old Connaught Avenue. New roads – new link road between Ballyman Road and Ferndale Road (as illustrated in Figure 6.20). Vehicular movement – implement one-way system on part of Ferndale Road / Old Connaught Avenue quiet street / traffic calming interventions at village core. Explore potential feasibility of provided a mobility hub at neighbourhood centre lands.
Green Infrastructure and Biodiversity	<ul style="list-style-type: none"> Protection of existing trees and hedgerows (see section 7.5.6, Chapter 7). Retain the sylvan character of Ferndale Road (see Objective GIB10, Chapter 7). Protect the Old Connaught Tributary (see section 7.5.7, Chapter 7).
Open Spaces, Parks and Recreation	<ul style="list-style-type: none"> Provision of strategic open spaces – Old Connaught Village Green / Village Centre Civic Plaza (see section 8.4.1 in Chapter 8). Public open space for residential schemes - 10% of total net residential site area.
Heritage and Conservation	<ul style="list-style-type: none"> Any development at or in proximity to the Historic Village Core to have regard to the distinct character and intrinsic qualities based on its historic built form and layout (see section 9.4.3, Chapter 9). Enhance and extend the public realm setting of the Walled Gardens / Ensure that any development in proximity of the Walled Gardens protects, conserves and enhances its setting (see Objective HC1, Chapter 9).
Neighbourhood Centre	<ul style="list-style-type: none"> Provision of a multi-function neighbourhood centre (see section 5.4.5). Ensure that any proposed advertising material/ signage is of high quality and visually responds to the existing character of the village core area. In addition, ensure that new shopfronts are well designed, through the sympathetic use of scale, proportion and materials.
Infrastructure and Phasing	<ul style="list-style-type: none"> In accordance with the provisions of Chapter 11 – Phasing and Implementation.

Table 4.2: Village Core – Site Development Framework

Old Connaught Village Core Site Development Framework



- 1. New neighbourhood centre with 2/3 storey mixed use/retail units and seating areas fronting onto civic plaza
- 2. Supermarket
- 3. Civic plaza with cafe & restaurant seating, planting, and benches. Proposed tree planted to mirror the existing mature oak in the green to the east
- 4. Raised table for traffic calming and visual continuity of civic plaza
- 5. Bus gate to preclude east-west and north-south car movement (indicative location subject to detailed design)
- 6. Neighbourhood Centre Car Park to include landscaping around the perimeter and introduction of soft landscaping within the car park
- 7. Service entrance for retail units and accessible parking spaces
- 8. Active travel route through housing towards Jubilee Hall
- 9. Thornhill Road Park
- 10. Protect the sylvan character of the Ferndale Road
- 11. Active travel route connecting village core with walled garden, parks, and school
- 12. Medieval Church and Graveyard
- 13. Old Connaught Village Green
- 14. Regeneration opportunity

Figure 4.8: Old Connaught Village Core Site Development Framework

4.4.5 The Central Character Area

The Central Character Area is located to the north of Old Connaught Village, see Figure 4.9. The area is bordered by the M11 to the east, Ferndale Road to the west, and Allies River Road to the north. The topography of the lands rises from east to west.

The primary land use comprises managed agricultural land. Residential lands within the area include the multi-unit residential schemes of Ferndale Court and Old Connaught House (a Protected Structure). Cúilín House, a Protected Structure, is located in the northeast of the Character Area. There are a variety of woodlands and individual trees which add to the character of the area. A watercourse, the Old Connaught Tributary traverses the southern extents of the Character Area.

Table 4.3 details the objectives from Land Use Zoning Map No. 14 of the dlr County Development Plan 2022-2028 pertaining to the Central Character Area.

4.4.5.1 Area Potential and Design Challenges

The Central Character Area is primarily greenfield in nature which presents an opportunity for the creation of a new residential neighbourhood with a distinct sense of place and identity informed by the natural landscape and environment of the area. The primarily undeveloped nature of the lands allows for the creation of a coherent movement strategy to the serve the area with emphasis on an active travel network to enable future residents to move around the area in a sustainable way – along footpaths, cycle tracks and green routes.

The dlr County Development Plan 2022-2028 includes an indicative corridor for the proposed extension of the Luas Green Line through the Central Character Area. The incorporation of a reservation corridor through the lands for light rail public transport presents the opportunity for compact growth and the identification of densities across the area in a manner that maximises opportunities for the integration of land use and transport.

Having regard to the topography of the lands, amongst other factors, there is potential for lands in the east of the Character area to incorporate built form with comparatively increased height. Lands to the west, nearing Ferndale Road comprise a more constrained environment. Existing landscape and environmental features including topography, views, trees and hedgerows, the Old Connaught Tributary existing built heritage and potential noise impacts associated with the M1 motorway are all important considerations in the development of the Central Character Area.

Central Character Area – dlr County Development Plan 2022-2028	
Land Use Zoning Objectives	<ul style="list-style-type: none"> A1 – To provide for new residential communities and Sustainable Neighbourhood Infrastructure in accordance with approved local area plans. F – To preserve and provide for open space with ancillary active recreational amenities. (Open space associated with Old Connaught House). GB – To protect and enhance the open nature of lands between urban areas.
Other Objectives	<ul style="list-style-type: none"> SLR – Strategic land reserve. ED – Proposed education site. To protect and preserve trees and woodland. Protected Structures – Old Connaught House, Cúilín (House) and Cúilín Gateway. INST – To protect and provide for Institutional Uses (on Old Connaught House site). Proposed Luas line Extension. 6 Year Motorway Proposal – M11 upgrade. SLO 108 - To provide pedestrian/cycle access across the M11 corridor in the vicinity of Allies River Road, the corridor and route selection process outlined in Policy Objective T24 should be followed.

Table 4.3: Central Character Area - Objectives from the dlr CDP 2022-2028



Figure 4.10: Central Character Area on Aerial Imagery

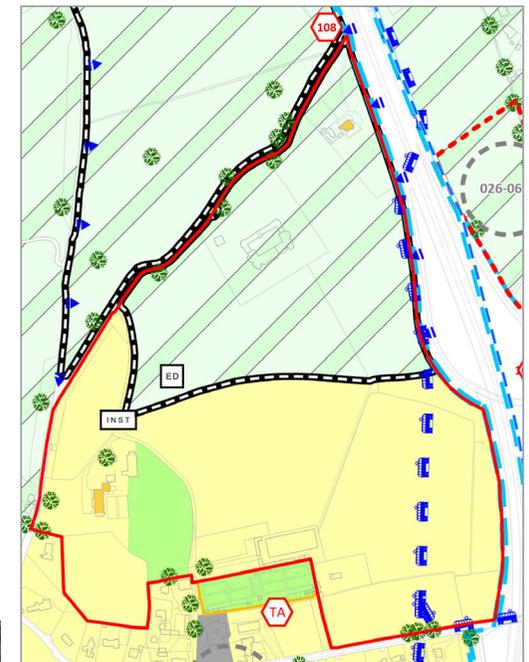


Figure 4.9: Central Character Area on Land Use Zoning Map (dlr CDP 2022-2028)

4.4.5.2 Central Character Area – Site Development Framework

The following section sets out the Site Development Framework for the Central Character Area. Table 4.4 details a range of objectives that any planning application within the area will be expected to comply with (as appropriate). The objectives set out in Table 4.4 should be read in conjunction with the accompanying drawings and relevant sections referenced elsewhere in the Draft Plan.

The Central Character Area – Site Development Framework Objectives	
Vision	<ul style="list-style-type: none"> To provide for a new residential neighbourhood with a focus on compact medium density development and the integration of land use and transport.
Land Uses	<ul style="list-style-type: none"> Residential / Strategic Public Open Space / Strategic Infrastructure / Active Park and School (in accordance with Figure 4.2).
Net Density	<ul style="list-style-type: none"> 40-100 units per hectare (plot specific in accordance with Figure 4.2).
Housing Mix	<ul style="list-style-type: none"> Apartments and houses (generally in accordance with the built form illustrated in Figure 4.11).
Building Height	<ul style="list-style-type: none"> 2 – 4 storey plus setback (generally in accordance with Figure 4.11).
Transport and Movement	<ul style="list-style-type: none"> Active travel network (generally in accordance with Figure 4.12). Strategic active travel routes – Cherrywood to Bray Greenway / Allies River Road Greenway and active travel bridge. Permeability – provision of a modal filter at Allies River Road for active modes / implement bus gates at Old Connaught Avenue. Safe routes to schools - Create a school zone and safe access for active travel. New roads - new north-south road (part) / link road between Ferndale Road and north-south road (as illustrated in Figure 4.13). Vehicular movement – implement one-way system on part of Ferndale Road / Old Connaught Avenue quiet street / Consider the incorporation of road and traffic management measures as part of residential schemes (see section 6.6.5, Chapter 6). Public transport – Preserve the light rail reservation corridors identified in Figure 4.13.
Green Infrastructure and Biodiversity	<ul style="list-style-type: none"> Protection of trees and hedgerows (see section 7.5.6, Chapter 7). Retain the sylvan character of Ferndale Road and Allies River Road (see Objective GIB10, Chapter 7). Consider the Glendoo Mountain to Shanganagh Wildlife Corridor (see section 7.5.4, Chapter 7). Consider potential biodiversity benefits in the design of the primary attenuation pond. Protect the Old Connaught Tributary (see section 7.5.7, Chapter 7).
Open Spaces, Parks and Recreation	<ul style="list-style-type: none"> Provision of strategic open spaces – Walled Gardens Park / Allied River Road Park / Allies River Road Active Park (see section 8.4.1, Chapter 8). Public open space for residential schemes - 10% of total net residential site area. Provide for a north-south greenway spine connecting the Walled Gardens Park and Allies River Road Active Park and School.
Heritage and Conservation	<ul style="list-style-type: none"> Enhance and extend the public realm setting of the Walled Gardens / Ensure that any development in proximity of the Walled Gardens protects, conserves and enhances its setting (see Objective HC1, Chapter 9)
Community Facilities	<ul style="list-style-type: none"> Provision of community facilities as part of the Allies River Road Active Park campus (see section 5.2.1.2 of Chapter 5).
Strategic Infrastructure	<ul style="list-style-type: none"> Primary area-wide attenuation pond (see Figure 4.11). Wastewater pumping station and connection east (see section 10.3.2 of Chapter 10).
Infrastructure and Phasing	<ul style="list-style-type: none"> In accordance with the provisions of Chapter 11 – Phasing and Implementation.

Table 4.4: Central Character Area – Site Development Framework

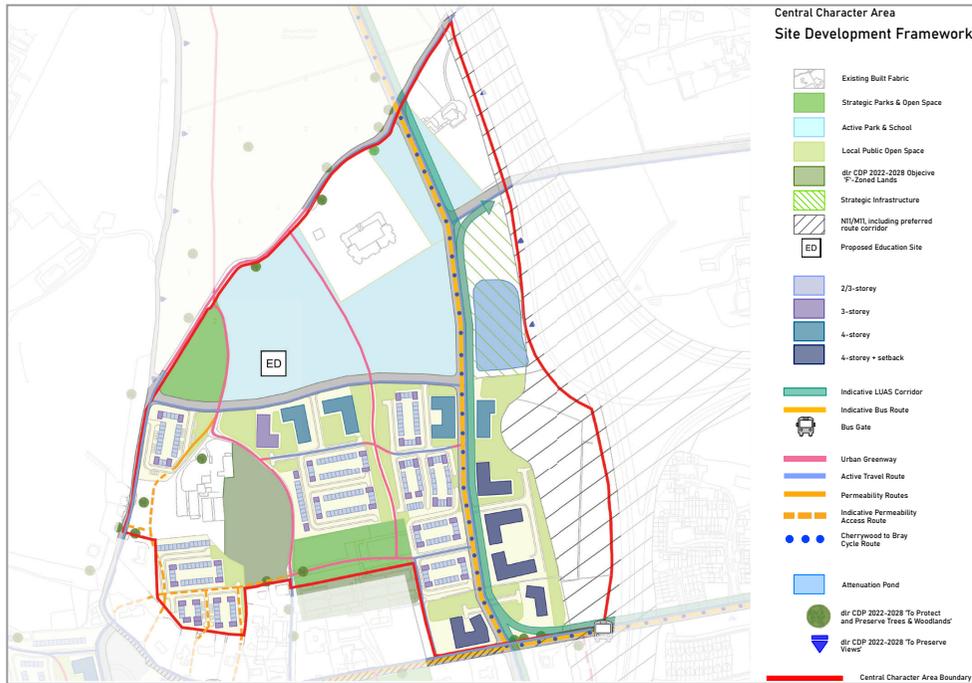


Figure 4.11: Central Character Area – Site Development Framework

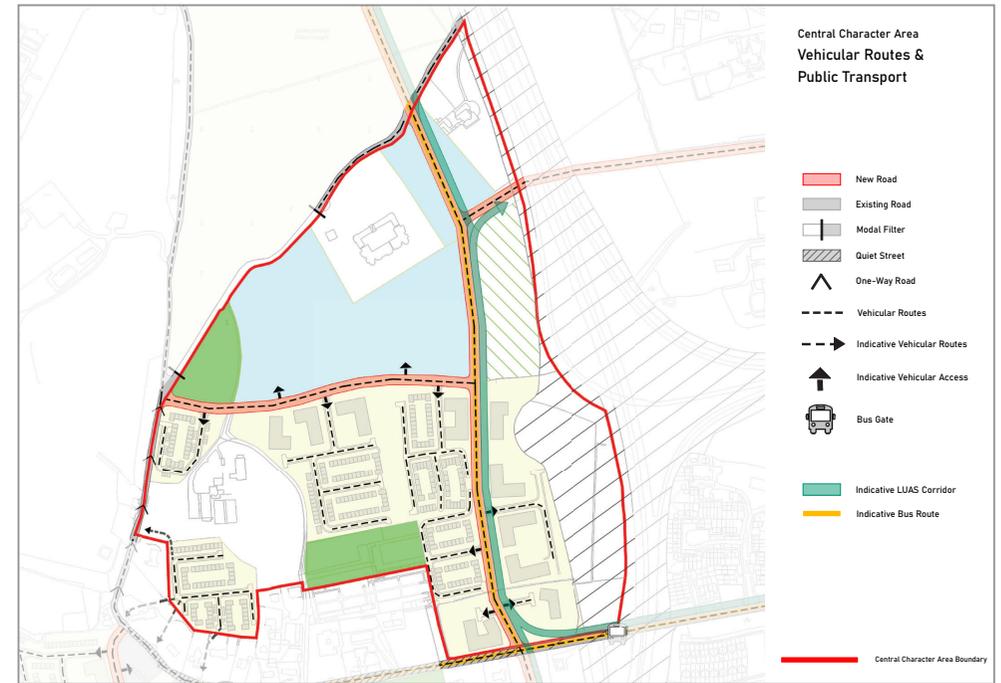


Figure 4.13: Central Character Area – Vehicular Routes and Public Transport

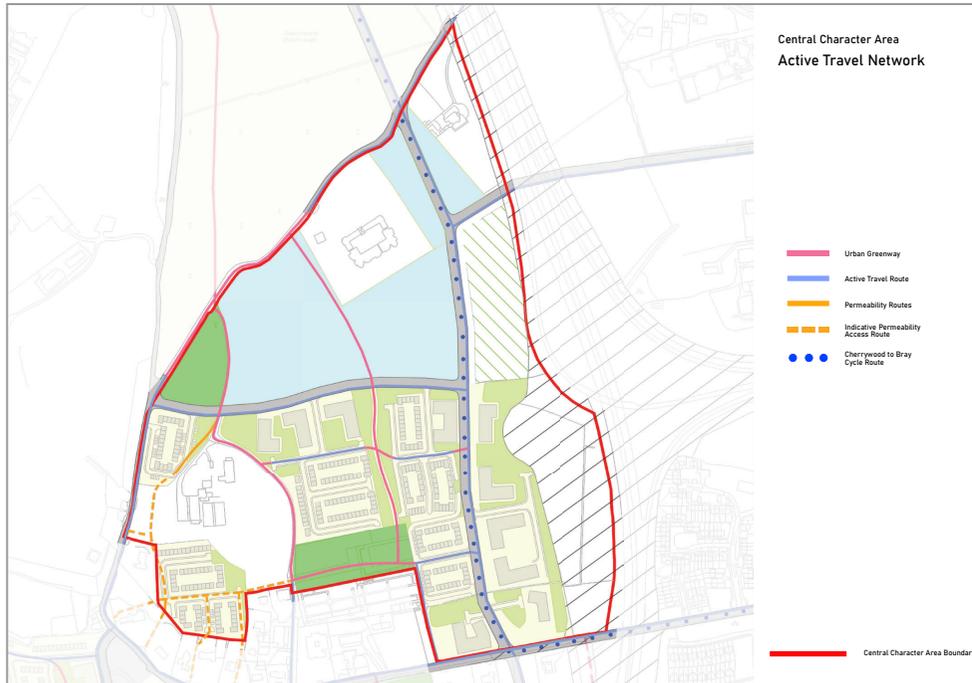


Figure 4.12: Central Character Area – Active Travel Network

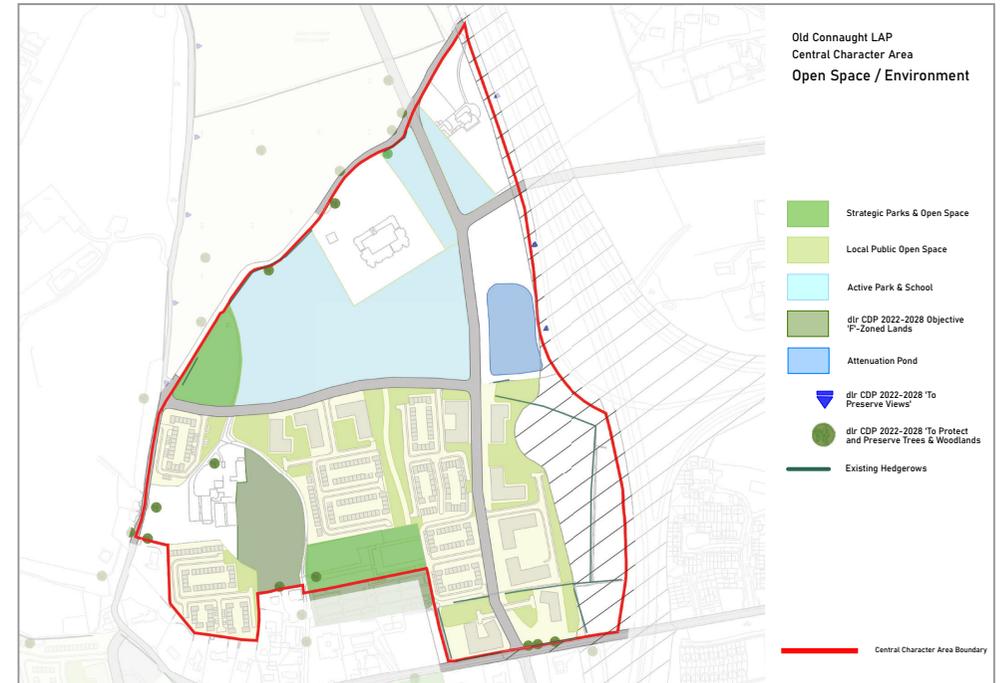


Figure 4.14: Central Character Area – Open Space and Environment

4.4.6 The Southern Character Area

The Southern Character Area is located south of Old Connaught Village, see Figure 4.15. The area is bordered to the east by the M11 slip road, to the north by Old Connaught Avenue, to the west by Thornhill Road and to the south by the grounds of St. Gerard’s School and Bray Emmets GAA Club. The topography of the land rises gently from east to west.

The primary land use of the Southern Character Area comprises cultivated agricultural land. There are a number of individual residential properties on large plots located along Old Connaught Avenue and Thornhill Road. The original entrance railings, pier and gates of Thornhill House (a Protected Structure) are located at Thornhill Road. There are a variety of mature trees which add to the character of the area. The existing 38kV electrical substation is located in the east of the Character Area, adjacent to the entrance driveway to Bray Emmets GAA Club.

Table 4.5 details the objectives from Land Use Zoning Map No. 14 of the dlr County Development Plan 2022-2028 pertaining to the Southern Character Area.

4.4.6.1 Site Potential and Design Challenges

The Southern Character Area is largely greenfield in nature which presents an opportunity for the creation of a new residential neighbourhood with a distinct sense of place and identity informed by the natural landscape and environment of the area. In terms of built form, there are opportunities for increased height and density in the east and south of the Southern Character Area where aspect, orientation and prospective views can be optimised.

The primarily undeveloped nature of the lands allows for the creation of a coherent movement strategy connecting with the wider area, with an emphasis on an active travel network to enable future residents to move around the area in a sustainable way – along footpaths, cycle tracks and green routes. Delivering permeability, in places through existing residential plots, will be important to ensure an optimal active travel and vehicular movement network is achieved.

The adjacency of the Southern Character Area to educational and recreational facilities at St. Gerard’s School and Bray Emmets GAA Club provides an opportunity for increasing active travel permeability. The presence of the original entrance railings, pier and gates of Thornhill House (a Protected Structure) also present a potential opportunity for incorporating local heritage as part of the active travel network for the area, adding to the character of the area.

Existing landscape and environmental features including topography, views, trees and hedgerows and existing heritage, in addition to the potential amenity impacts associated with the existing 38kV electrical substation are all important considerations in the development of the Southern Character Area.

Southern Character Area - dlr County Development Plan 2022-2028	
Land Use Zoning Objectives	<ul style="list-style-type: none"> • A1 – To provide for new residential communities and Sustainable Neighbourhood Infrastructure in accordance with approved local area plans.
Other Objectives	<ul style="list-style-type: none"> • Proposed LUAS line Extension. • To protect and preserve trees and woodland. • Protected Structure - Original entrance railings, pier and gates of Thornhill House. • 6 Year Motorway Proposal – M11 upgrade. • SLO 105 - To prepare a Local Area Plan for Old Connaught.

Table 4.5: Southern Character Area - Objectives from the dlr CDP 2022-2028



Figure 4.15: Southern Character Area on Land Use Zoning Map (dlr CDP 2022-2028)



Figure 4.16: Southern Character Area on Aerial Imagery

4.4.6.2 Southern Character Area – Site Development Framework

The following section sets out the Site Development Framework for the Southern Character Area. Table 4.6 details a range of objectives that any planning application within the area will be expected to comply with (as appropriate). The objectives set out in Table 4.6 should be read in conjunction with the accompanying drawings and relevant sections referenced elsewhere in the Draft Plan.

The Southern Character Area – Site Development Framework Objectives	
Vision	<ul style="list-style-type: none"> To provide for a new residential neighbourhood, one which will develop its own unique character and sense of place, with quality public realm and building design, and which will successfully integrate with the existing residential community.
Land Uses	<ul style="list-style-type: none"> Residential / Strategic Public Open Space / Strategic Infrastructure (in accordance with Figure 4.2).
Net Density	<ul style="list-style-type: none"> 60-80 units per hectare (plot specific in accordance with Figure 4.2).
Housing Mix	<ul style="list-style-type: none"> Apartments and houses (generally in accordance with the built form illustrated in Figure 4.17).
Building Height	<ul style="list-style-type: none"> 2 – 4 storey plus setback (generally in accordance with Figure 4.17).
Transport and Movement	<ul style="list-style-type: none"> Active travel network (generally in accordance with Figure 4.18). Permeability – implement bus gates at Old Connaught Avenue. New Roads – new link road between Old Connaught Avenue and Thornhill Road (as illustrated in Figure 4.19). Road upgrade – Thornhill Road (part) (as illustrated in Figure 4.19 and Figure 6.20, Chapter 6). Vehicular movement – Consider the incorporation of road and traffic management measures as part of residential schemes (see section 6.6.5, Chapter 6). Public Transport – Preserve the light rail reservation corridors identified in Figure 4.19.
Green Infrastructure and Biodiversity	<ul style="list-style-type: none"> Protection of trees and hedgerows (see section 7.5.6, Chapter 7). Consider potential biodiversity benefits in the design of the secondary area-wide attenuation pond.
Open Spaces, Parks and Recreation	<ul style="list-style-type: none"> Public open space for residential schemes - 10% of total net residential site area.
Heritage and Conservation	<ul style="list-style-type: none"> Integrate the protected gates of Thornhill House as part of the area-wide active travel network.
Community Facilities	<ul style="list-style-type: none"> Provision of community facilities adjacent to the Village Green (see section 5.2.1.2 of Chapter 5).
Retail and Services	<ul style="list-style-type: none"> Provision of a café use as part of residential development adjacent to the Village Green.
Strategic Infrastructure	<ul style="list-style-type: none"> Secondary area-wide attenuation pond (see Figure 4.17). 38kv electricity substation at lands adjacent to the existing 38kV substation (see section 10.6.1 of Chapter 10).
Infrastructure and Phasing	<ul style="list-style-type: none"> In accordance with the provisions of Chapter 11 – Phasing and Implementation.

Table 4.6: Southern Character Area – Site Development Framework

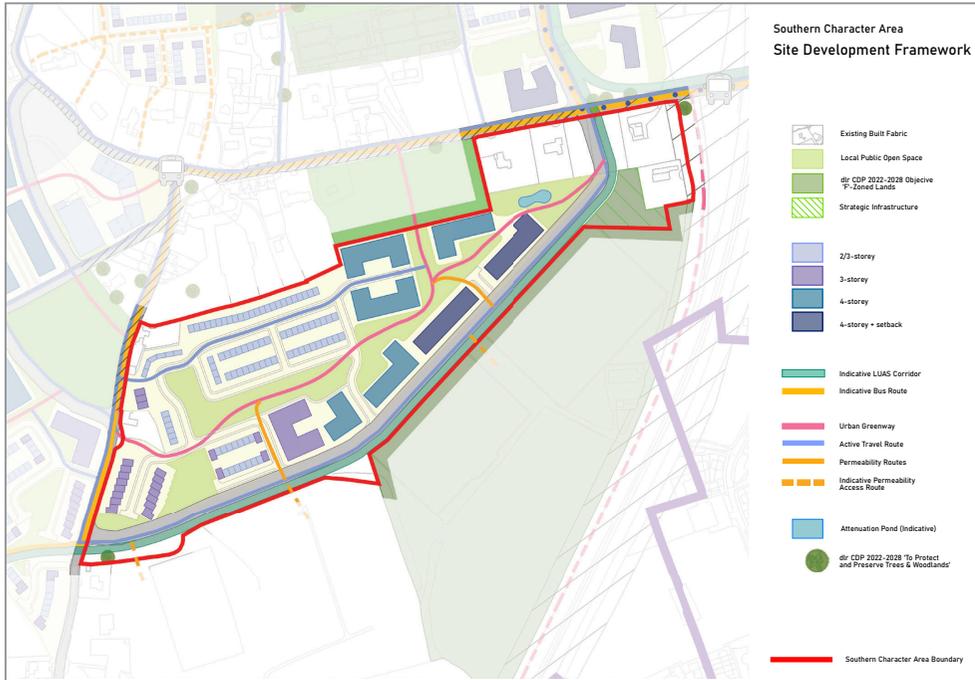


Figure 4.17: Southern Character Area – Site Development Framework

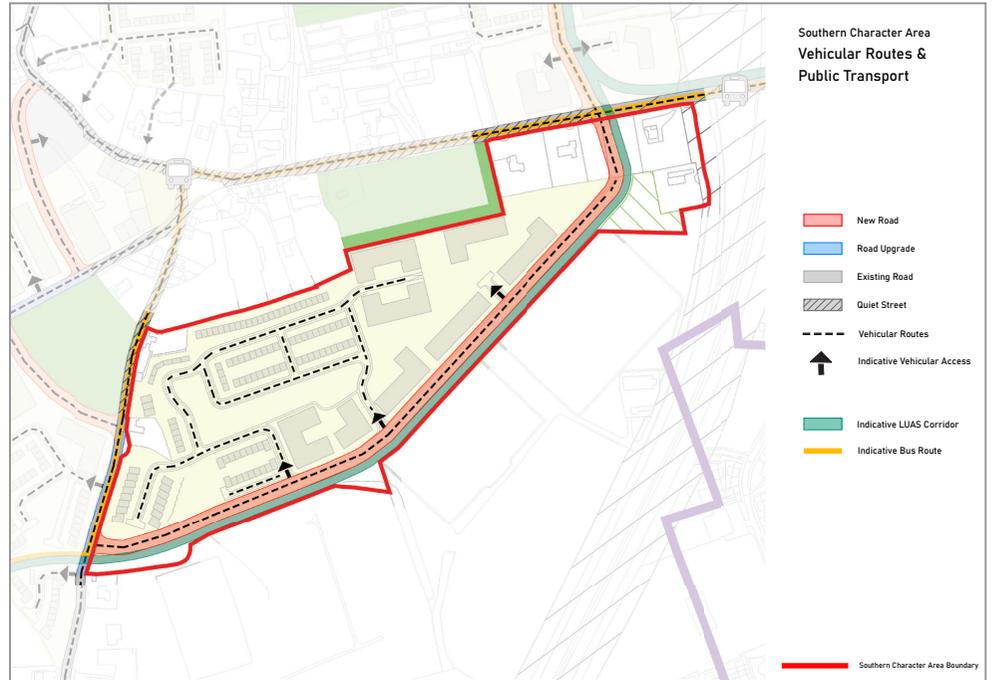


Figure 4.19: Southern Character Area – Vehicular Routes and Public Transport

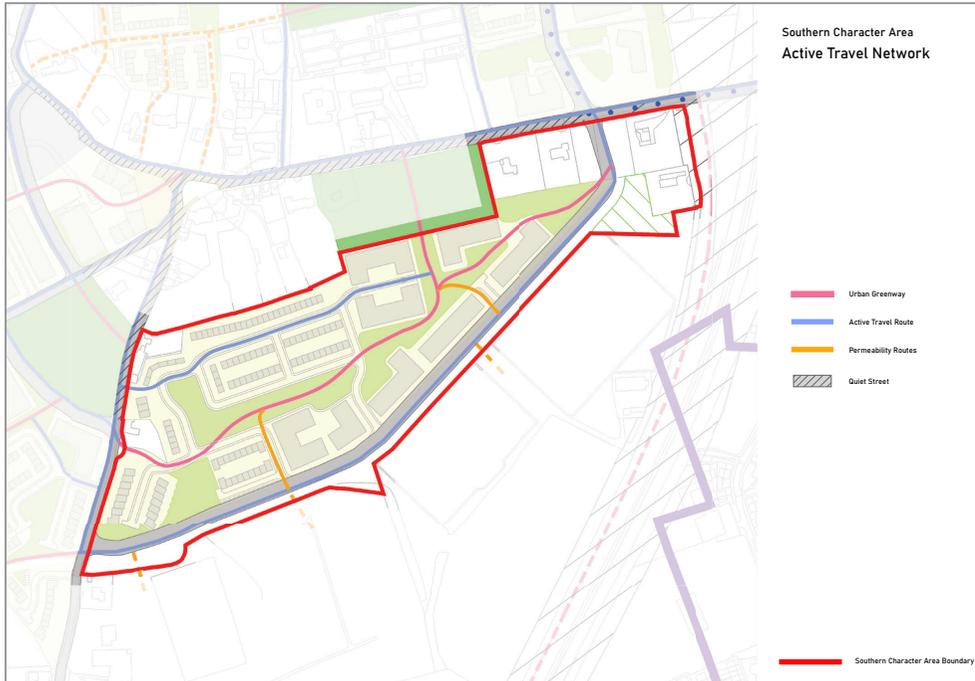


Figure 4.18: Southern Character Area – Active Travel Network

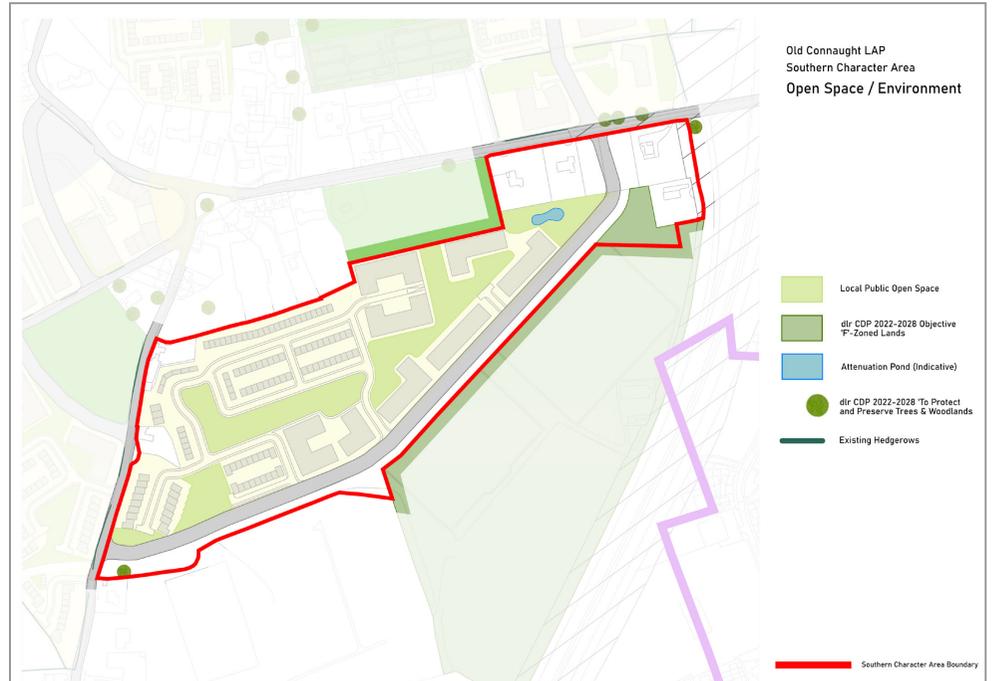


Figure 4.20: Southern Character Area – Open Space and Environment

4.4.7 The Western Character Area

The Western Character Area is located in the western environs of the Old Connaught area. The lands are intersected by the Ballyman Road which connects Old Connaught with Enniskerry Village. Lands to the east of the Western Character Area comprise Thornhill Road and Old Connaught Village core, lands to the north comprise Old Conna Golf Course, while lands to the south and west are lands primarily in agricultural use. The existing roads of Ballyman Road and Thornhill Road are generally rural in type. The topography of the land rises from east to west.

The primary land use of the Western Character Area is agricultural lands. There are two existing residential properties located at Ballyman Road. Jubilee Hall, a vacant Protected Structure, is located in the north of the Character Area and comprises a large two storey Victorian mock-castle type house with extensive out buildings. The lands include a variety of mature trees and hedgerows which are an important environmental feature of the area. Table 4.7 details the objectives from Land Use Zoning Map No. 14 of the dlr County Development Plan 2022-2028 pertaining to the Western Character Area.

4.4.7.1 Site Potential and Design Challenges

The Western Character Area is largely greenfield in nature which presents an opportunity for the creation of a new residential neighbourhood with individual character and sense of place which responds sympathetically to the existing landscape, heritage and character of the area. While the area is currently served for vehicular movement by the Ballyman and Thornhill Roads, these roads are generally rural in character with limited active travel infrastructure, comprising single side paths along the main vehicular routes. The upgrading and enhancement of the existing transport network is a consideration in delivering a movement strategy integrated with the wider area.

Topography is an important characteristic of the Western Character Area. The elevation of the land rises from east to west, from c. 45m in the east to c. 85m in the west. The lands enjoy views east towards the Irish Sea and south towards the Dublin Mountains. Carrickgollogan Hill is located to the north-west and provides a backdrop to the lands. The topography and views from the lands require a sensitive approach to development.

A prominent feature of Western Character Area is Jubilee Hall, a Protected Structure which has remained vacant for a prolonged period of time. The regeneration of Jubilee Hall and its grounds provides an opportunity for establishing character and enhancing sense of place. The lands around Jubilee Hall offer a significant opportunity for the integration of heritage and amenity provision through the identification of strategic public open space. Some of the lands benefit from an intact rural character including the presence of mature trees and hedgerows. In this regard it is considered that there is scope for the development of a new residential neighbourhood that develops its character and sense of place in response to existing environmental features.

Western Character Area - dlr County Development Plan 2022-2028	
Land Use Zoning Objectives	<ul style="list-style-type: none"> • A1 – To provide for new residential communities and Sustainable Neighbourhood Infrastructure in accordance with approved local area plans.
Other Objectives	<ul style="list-style-type: none"> • To protect and preserve trees and woodland. • INST – To protect and/or provide for Institutional Use in open lands. • Protected Structure - Jubilee Hall House and Out Offices. • Proposed Luas line extension. • To preserve views.

Table 4.7: Western Character Area - Objectives from the dlr CDP 2022-2028

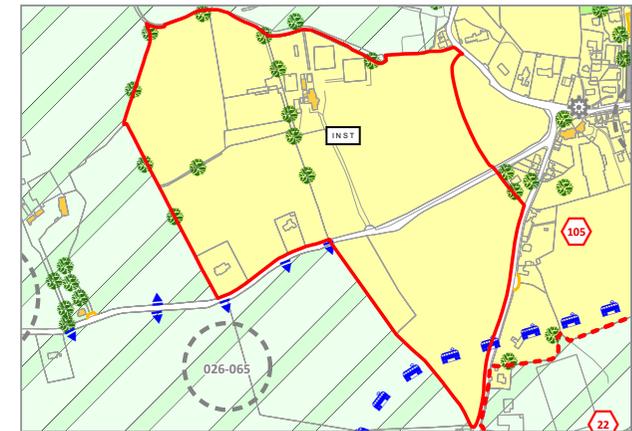


Figure 4.21: Western Character Area on Land Use Zoning Map (dlr CDP 2022-2028)



Figure 4.22: Western Character Area on Aerial Imagery

4.4.7.2 Western Character Area – Site Development Framework

The following section sets out the Site Development Framework for the Western Character Area. Table 4.8 details a range of objectives that any planning application within the area will be expected to comply with (as appropriate). The objectives set out in Table 4.8 should be read in conjunction with the accompanying drawings and relevant sections referenced elsewhere in the Draft Plan.

The Western Character Area – Site Development Framework Objectives	
Vision	<ul style="list-style-type: none"> To provide for the development of a new residential neighbourhood with individual character and sense of place which responds sympathetically to the existing landscape, heritage and character of the area.
Land Uses	<ul style="list-style-type: none"> Residential / Strategic Public Open Space / Local Regeneration (in accordance with Figure 4.2).
Net Density	<ul style="list-style-type: none"> 50-60 units per hectare (plot specific in accordance with Figure 4.2).
Housing Mix	<ul style="list-style-type: none"> Apartments and houses (generally in accordance with the built form illustrated in Figure 4.23).
Building Height	<ul style="list-style-type: none"> 2 – 4 storey (generally in accordance with Figure 4.23).
Transport and Movement	<ul style="list-style-type: none"> Active travel network (generally in accordance with Figure 4.24). New Roads – new link road between Thornhill Road and Ballyman Road / new link road between Ballyman Road and Ferndale Road (as indicated in Figure 4.25). Road upgrades – Thornhill Road (part) / Ballyman Road (part) – as indicated in Figure 4.25 and Figure 6.20, Chapter 6. Vehicular movement – Consider the incorporation of road and traffic management measures as part of residential schemes (see section 6.6.5, Chapter 6). Public Transport – Preserve the light rail reservation corridors identified in Figure 4.25.
Green Infrastructure and Biodiversity	<ul style="list-style-type: none"> Protection of trees and hedgerows (see section 7.5.6, Chapter 7).
Open Spaces, Parks and Recreation	<ul style="list-style-type: none"> Provision of strategic open spaces – Jubilee Hall Park / Thornhill Road Park (see section 8.4.1, Chapter 8). Public open space for residential schemes - 10% of total net residential site area.
Heritage and Conservation	<ul style="list-style-type: none"> Regeneration of Jubilee Hall (see Objective HC2 – Jubilee Hall in Chapter 9, Heritage and Conservation).
Infrastructure and Phasing	<ul style="list-style-type: none"> In accordance with the provisions of Chapter 11 – Phasing and Implementation.

Table 4.8: Western Character Area – Site Development Framework

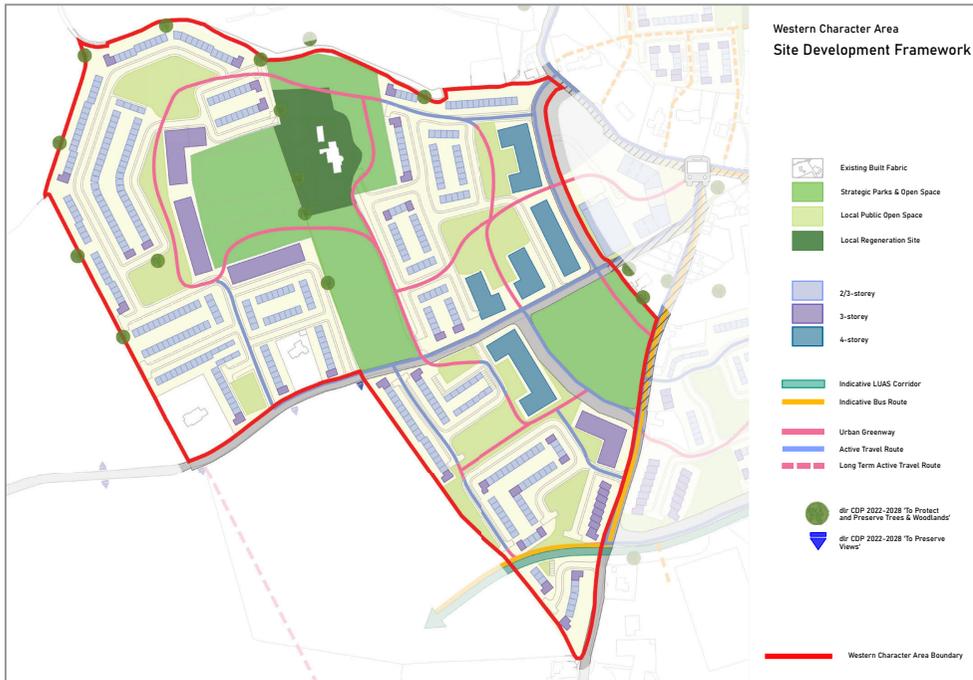


Figure 4.23: Western Character Area – Site Development Framework



Figure 4.25: Western Character Area – Vehicular Routes and Public Transport

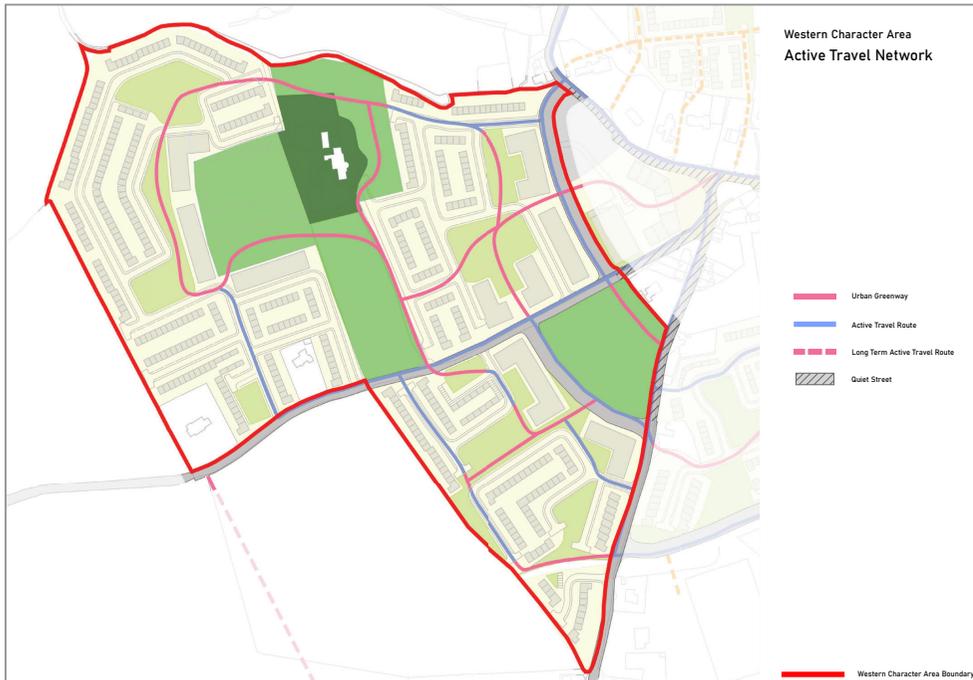


Figure 4.24: Western Character Area – Active Travel Network

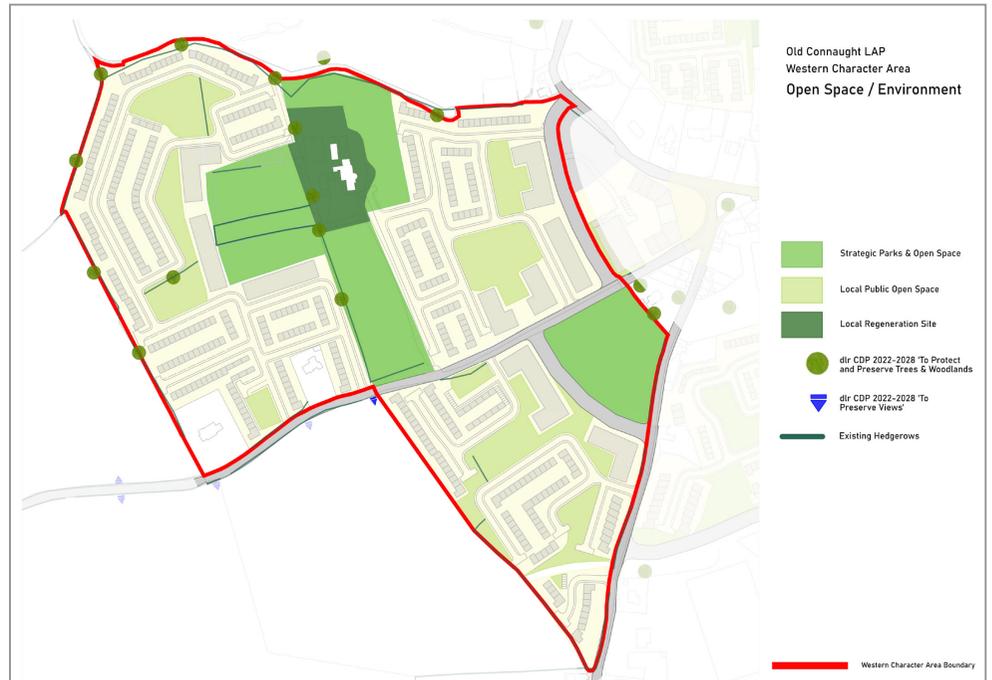


Figure 4.26: Western Character Area – Open Space and Environment

4.4.8 The Northern Character Area

The Northern Character Area is located to the north of Old Connaught Village, see Figure 4.27. The area is bordered by the M11 to the east, Ferndale Road to the west, Allies River Road to the south, and Crinken Lane to the north. The topography of the land rises from east to west.

The primary land uses of the Northern Character Area are cultivated agricultural land and a conifer plantation. Some residential uses are present with a number of properties located in the vicinity of Crinken Lane, and a residential property at lands off Ferndale Road. There are a variety of mature trees and hedgerows throughout the Northern Character Area. Both Allies River Road and Ferndale Road present a rural and sylvan character. The Crinken Stream flows from the upland area of Carrickgolligan through the Rathmichael area and traverses the northern extents of the Character Area.

Table 4.9 details the objectives from Land Use Zoning Map No. 14 of the dlr County Development Plan 2022-2028 pertaining to the Northern Character Area.

4.4.8.1 Site Potential and Design Challenges

The Northern Character Area is largely greenfield in nature which presents an opportunity for the creation of a new residential neighbourhood with a distinct sense of place and identity informed by the natural landscape and environment of the area. The area is strategically located between the existing and emerging residential communities of Old Connaught, Rathmichael, Shankill and Woodbrook, presenting opportunities for external strategic connectivity with the wider area.

The Flood Zone Maps of the dlr County Development Plan 2022-2028 identify areas of Flood Zone A and B in the north-eastern part of the Character Area associated with the Crinken Stream. Flood risk management is an important consideration in this area.

The existing tree-lined road network of Ferndale Road and Allies River Road is primarily rural in character and presents a pleasant sylvan character. Existing landscape, environmental and other features including topography, views, trees and hedgerows, flooding associated with the Crinken Stream, and potential noise impacts associated with the M1 motorway are all important considerations in the development of the Northern Character Area.

Northern Character Area - dlr County Development Plan 2022-2028	
Land Use Zoning Objectives	<ul style="list-style-type: none"> A1 - To provide for new residential communities and Sustainable Neighbourhood Infrastructure in accordance with approved local area plans. Objective GB - To protect and enhance the open nature of lands between urban areas.
Other Objectives	<ul style="list-style-type: none"> SLR - Strategic Land Reserve. To protect and preserve trees and woodland. To preserve views. Public Right-of-Way (Ferndale Road to Crinken Lane). 6 Year Motorway Proposal - M11 Upgrade. SLO 108 - To provide pedestrian/cycle access across the M11 corridor in the vicinity of Allies River Road, the corridor and route selection process outlined in Policy Objective T24 should be followed.

Table 4.9: Northern Character Area - Objectives from the dlr CDP 2022-2028

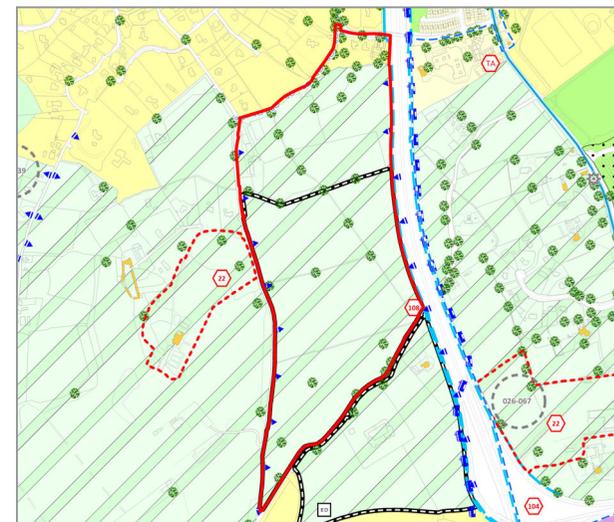


Figure 4.27: Northern Character Area on Land Use Zoning Map (dlr CDP 2022-2028)

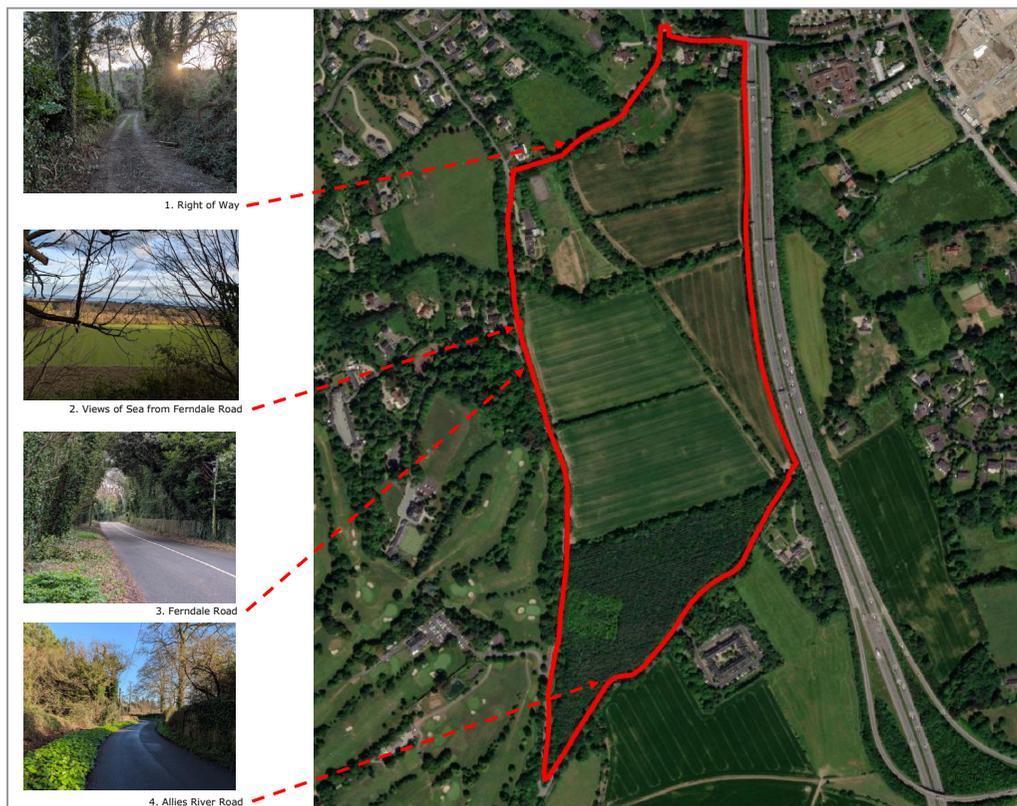


Figure 4.28: Northern Character Area on Aerial background

4.4.8.2 Northern Character Area – Site Development Framework

The following section sets out the Site Development Framework for the Northern Character Area. While the lands are not currently zoned for residential development they are, in part, identified under the current dlr County Development Plan 2022-2028 as a Strategic Land Reserve, indicating potential for residential development in the long term.

The Northern Character Area seeks to provide a high level framework for residential development should the lands in this Character Area be zoned appropriately at a future point in time by way of a variation to or revision of the current County Development Plan. As the subject lands are not currently zoned for residential development, the Site Development Framework progressed for this Character Area has not assessed the lands at the same level of detail as that for the existing 'A1' zoned land at Old Connaught. This Site Development Framework, therefore, provides a high level framework for the potential future development of these lands to be further assessed and determined through the development management process. Table 4.10 details a range of objectives that any planning application within the area will be expected to comply with (as appropriate). The objectives set out in Table 4.10 should be read in conjunction with the accompanying drawing and relevant sections referenced elsewhere in the Draft Plan.

Northern Character Area – Site Development Framework Objectives	
Vision	<ul style="list-style-type: none"> To provide for a new residential neighbourhood, one which will develop its own unique character and sense of place, with quality public realm and building design, and which responds sympathetically to the existing landscape and character of the area.
Land Uses	<ul style="list-style-type: none"> Residential / Strategic Public Open Space / Education (generally in accordance with Figure 4.29).
Net Density	<ul style="list-style-type: none"> 60 units per hectare (in accordance with Figure 4.29).
Housing Mix	<ul style="list-style-type: none"> Apartments and houses.
Building Height	<ul style="list-style-type: none"> 2 – 4 story plus setback.
Transport and Movement	<ul style="list-style-type: none"> Active travel network (in accordance with Figure 4.29) / additional requirement to provide a comprehensive active travel network at the neighbourhood level. Strategic active travel routes – Cherrywood to Bray Greenway / Allies River Road Greenway and active travel bridge. Protection of Public Right-of-Way from Crinken Lane to Ferndale Road. Permeability – provision of a modal filter at Allies River Road for active modes. Safe routes to schools - Create a school zone and safe access for active travel. New roads – completion of new north-south road / new northern link road between Ferndale Road and north-south link road (final routing to be agreed with the Planning Authority) (see Figure 4.29). Consider the incorporation of road and traffic management measures as part of residential schemes (see section 6.6.5, Chapter 6). Vehicular access to be restricted to the new road network. Public transport – Preserve the light rail reservation corridors identified in Figure 4.29.
Green Infrastructure and Biodiversity	<ul style="list-style-type: none"> Protection of trees and hedgerows (see section 7.5.6, Chapter 7). Retain the sylvan character of Ferndale Road and Allies River Road (see Objective GIB10, Chapter 7). Consider the Glendoo Mountain to Shanganagh Wildlife Corridor (see section 7.5.4, Chapter 7). Protect the Crinken Stream (see section 7.5.7, Chapter 7). Flood risk management of the Crinken Stream.
Open Spaces, Parks and Recreation	<ul style="list-style-type: none"> To provide strategic open space at Ferndale Road Park to connect with the wider network of strategic parks and open spaces (see section 8.4.1, Chapter 8). To provide a publicly accessible full size sports playing pitch at land zoned 'GB' to be co-located adjacent to the proposed education site. Public open space for residential schemes - 10% of total net residential site area.
Retail and Services	<ul style="list-style-type: none"> Requirement to be assessed in accordance with Policy OCLAP23 – Multi-Functional Neighbourhood Centre, Chapter 5.
Strategic Infrastructure	<ul style="list-style-type: none"> Potential provision of strategic wastewater infrastructure. To be further assessed and determined through the development management process.
Infrastructure and Phasing	<ul style="list-style-type: none"> In accordance with the provisions of Chapter 11 – Phasing and Implementation.

Table 4.10: Northern Character Area – Site Development Framework

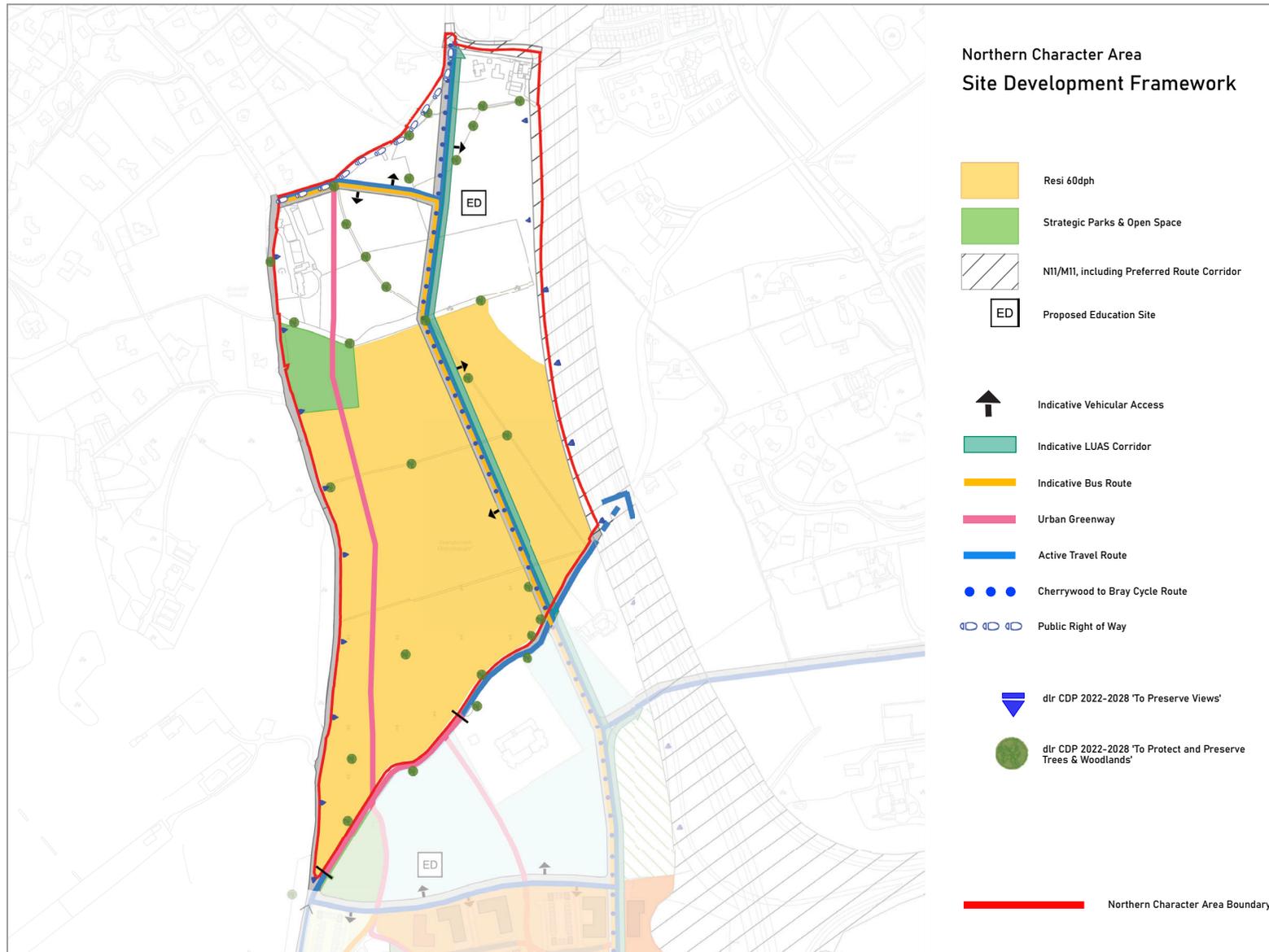


Figure 4.29: Northern Character Area – Site Development Framework



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.

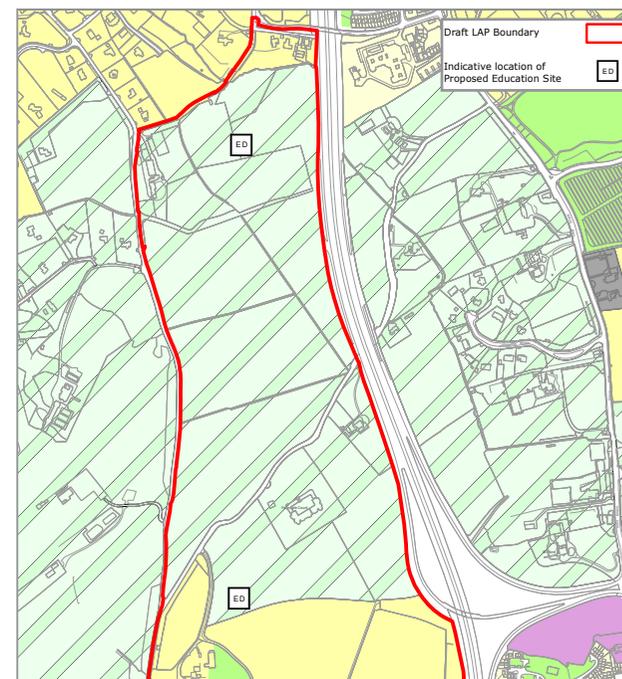


Figure 5.1: Proposed Education Sites at Old Connaught

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 of 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.

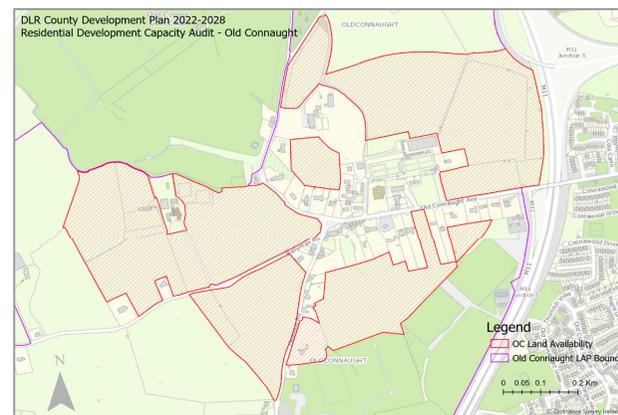


Figure 5.3: Residential Development Capacity Audit, dlr CDP 2022-2028

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.

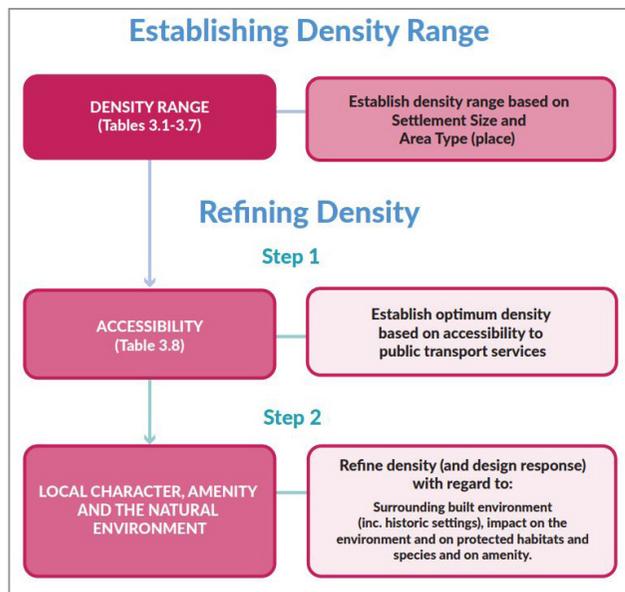


Figure 5.4: Illustration of the process for establishing, optimising and refining appropriate density for a statutory plan (Section 28 Guidelines Extract)

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'.

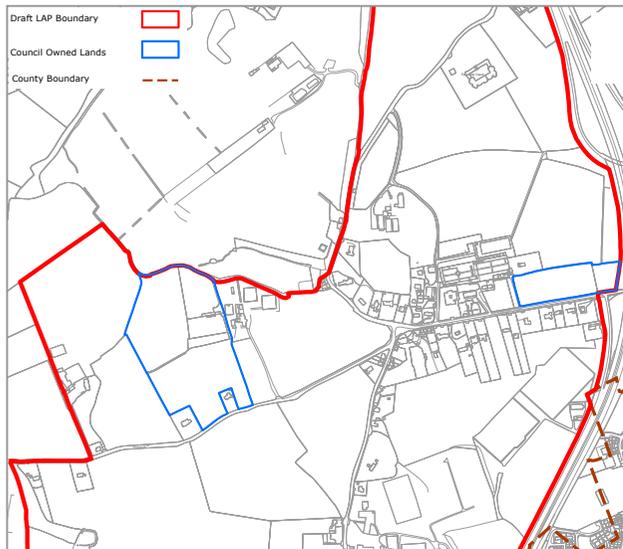


Figure 5.5: Council Owned Lands at Old Connaught Avenue and Ballyman Road

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.



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.

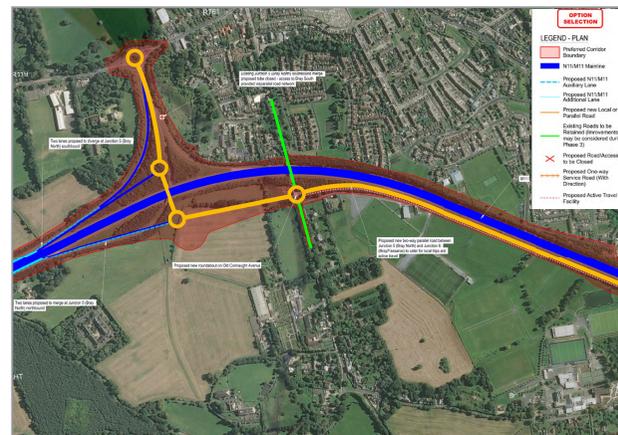


Figure 6.1: N11/M11 Junction 4 to Junction 14 Improvement Scheme Preferred Corridor and Road Improvement Option Plan Layout

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.

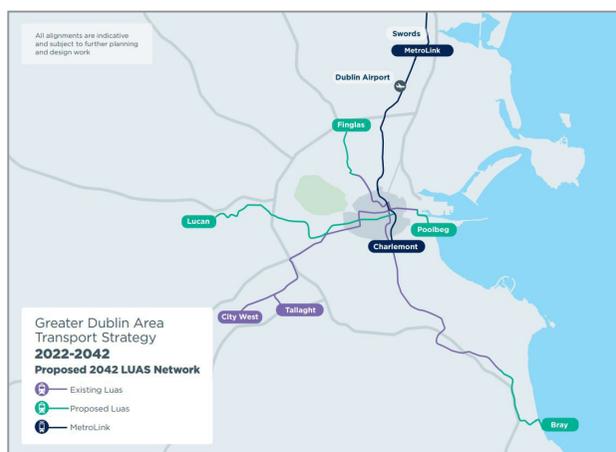


Figure 6.2: Proposed 2042 LUAS network (Source: GDA Transport Strategy 2022-2042)

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.

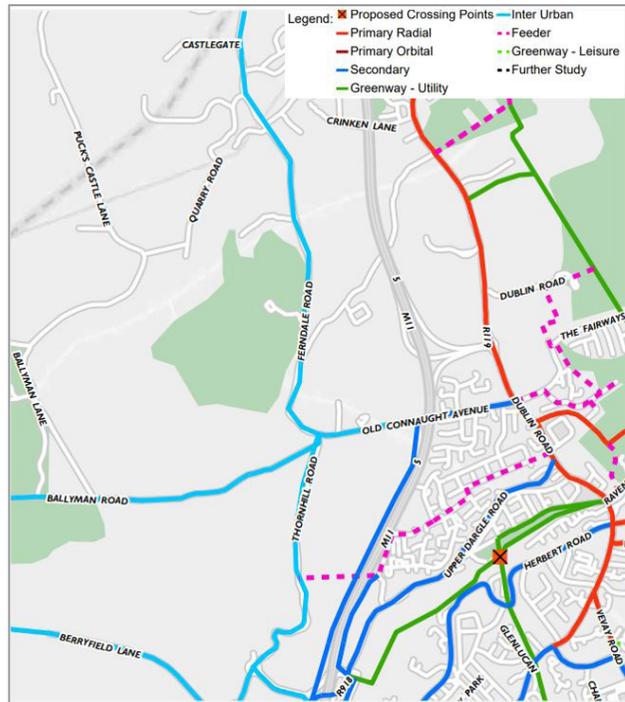


Figure 6.4: 2022 GDA Cycle Network Plan – Bray & Enniskerry (Extract)

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.

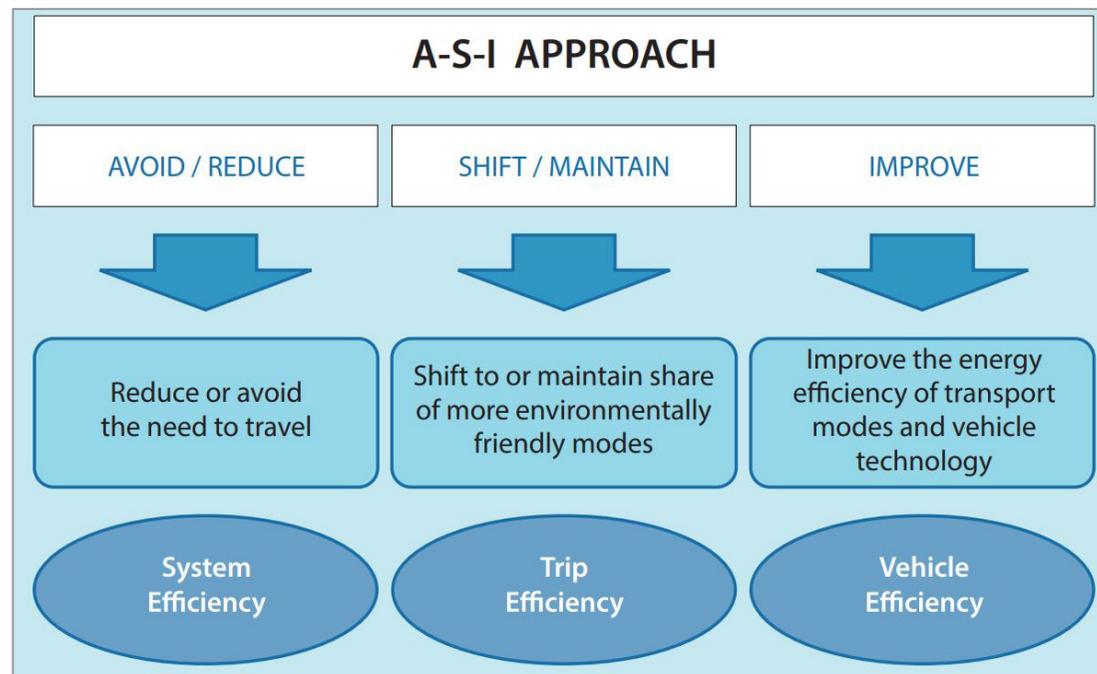
Policy Objective T3 of the County Development Plan supports the delivery of transport enabling infrastructure to allow development take place in accordance with the Core Strategy of the County

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.

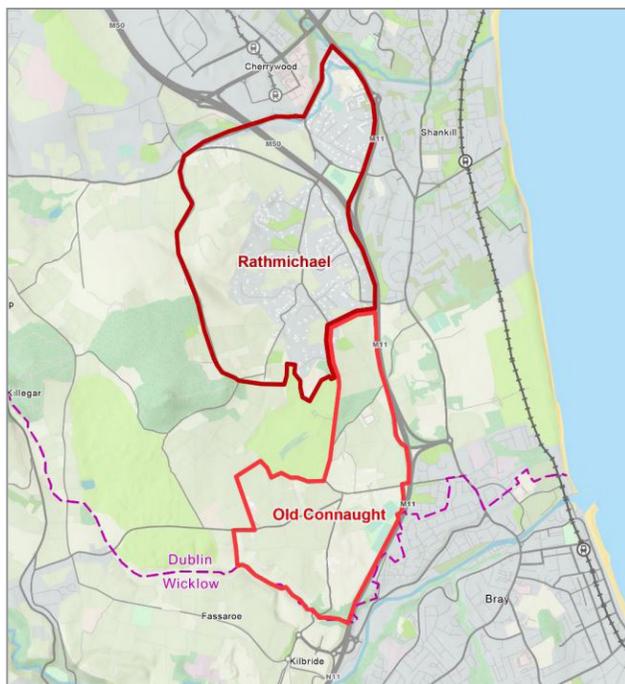


Figure 6.5: ABTA Study Area

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.

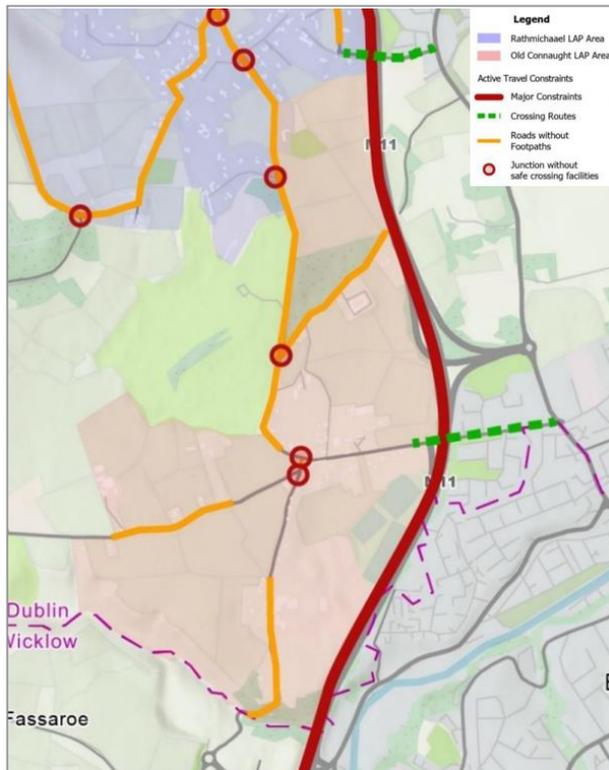


Figure 6.7: Current Active Travel Constraints and existing Crossing Routes

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.

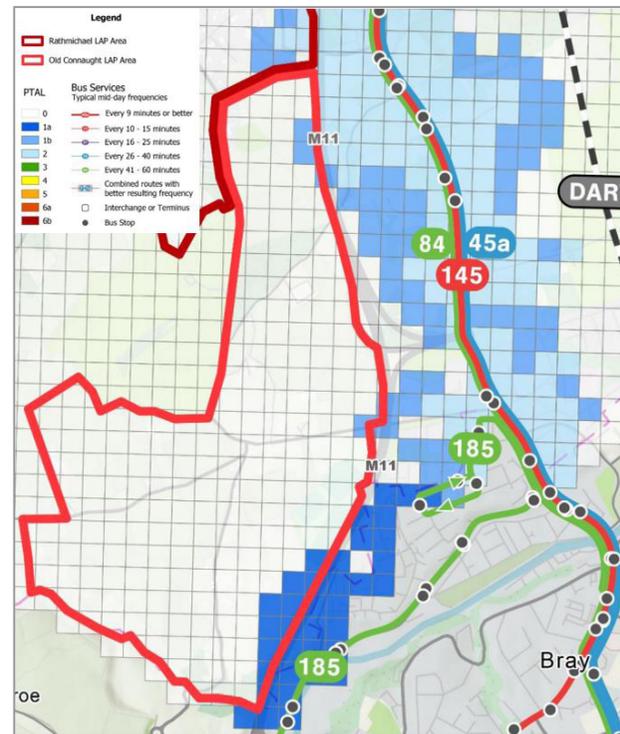


Figure 6.8: PTAL output for the Old Connaught LAP area

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.

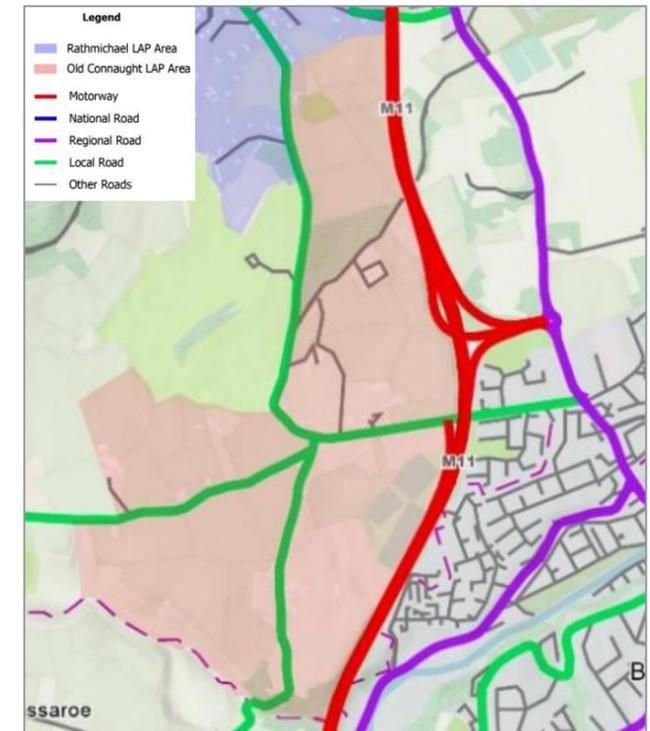


Figure 6.9: Existing Road Network in the Old Connaught LAP area

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.

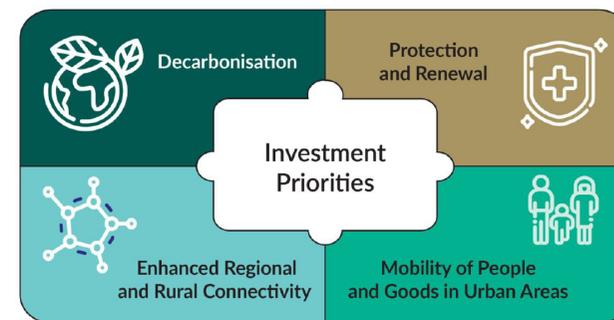


Figure 6.11: National Investment Framework for Transport in Ireland Investment Priorities

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

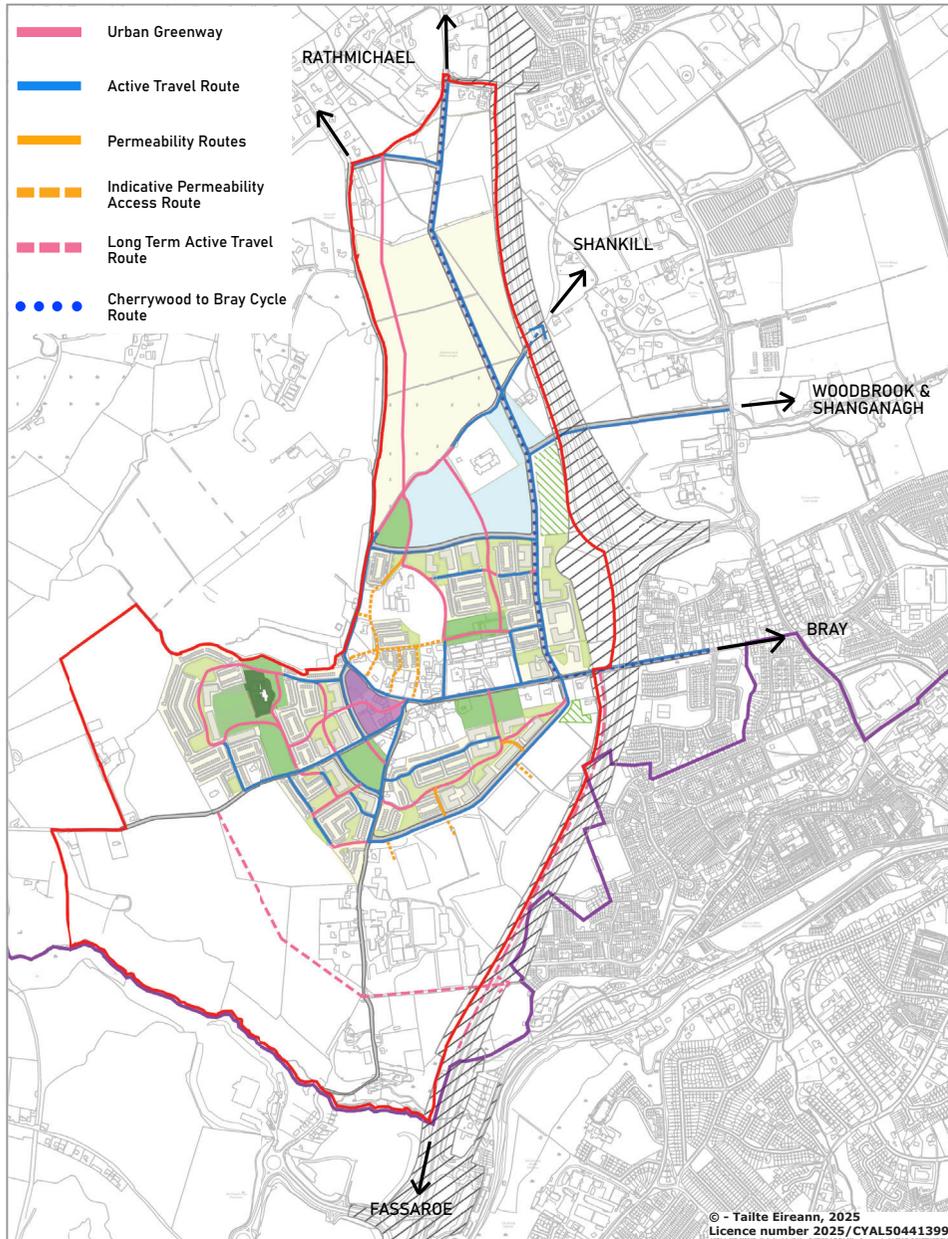


Figure 6.12: Proposed Active Travel Network for Old Connaught (Full LAP Area)

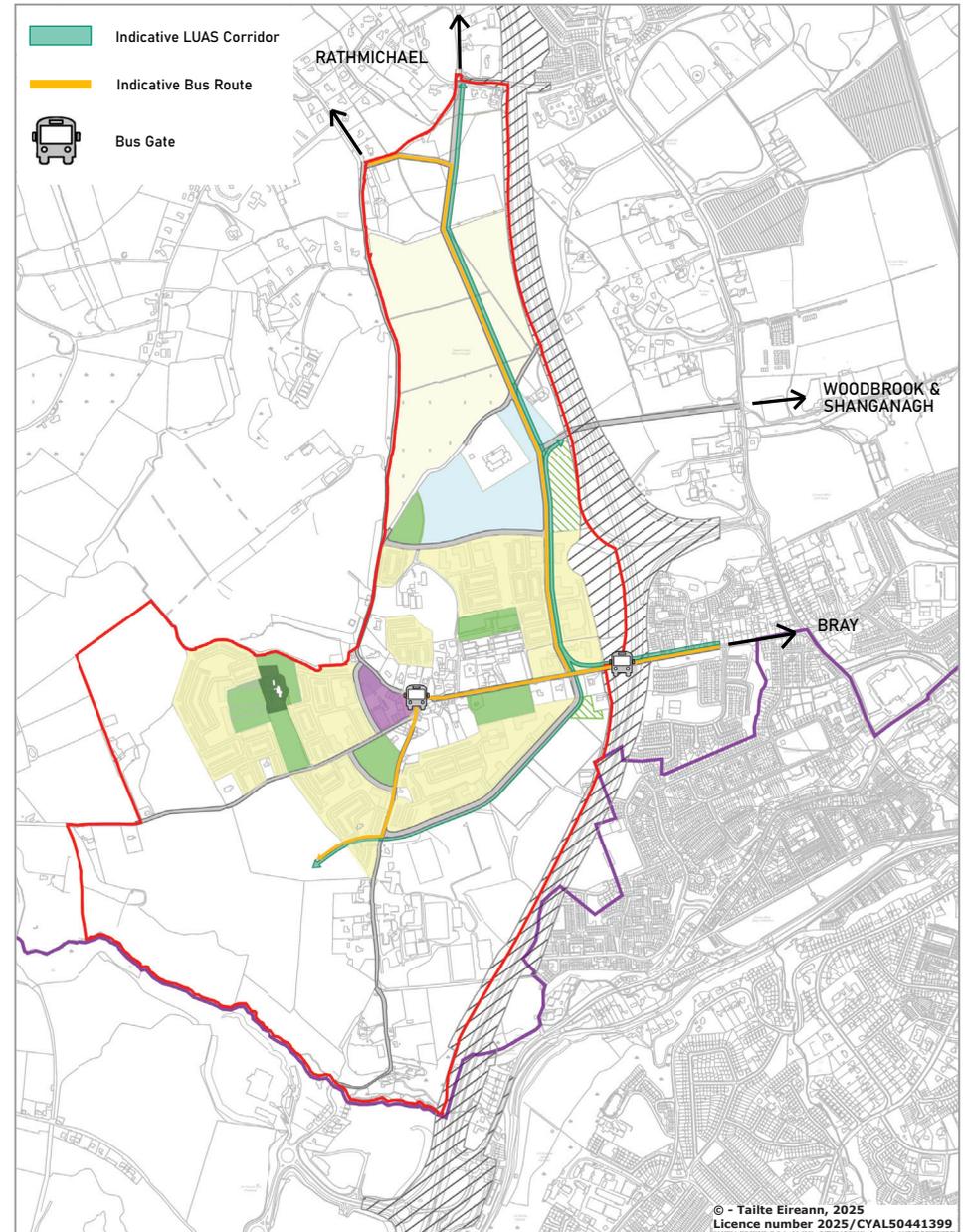


Figure 6.13: Proposed Public Transport Network for Old Connaught (Full LAP Area)

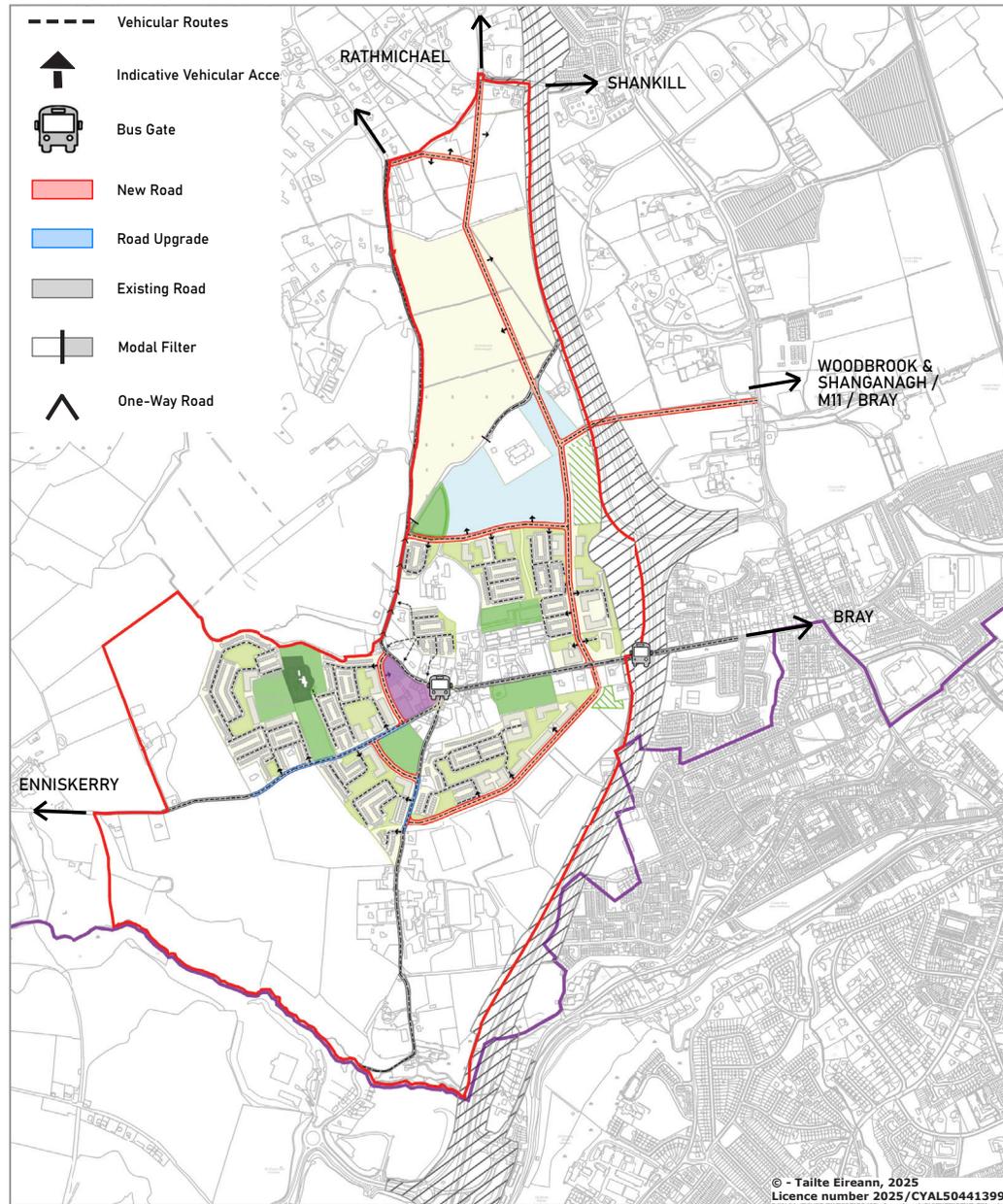


Figure 6.14: Proposed Vehicular Transport Network for Old Connaught (Full LAP Area)

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.

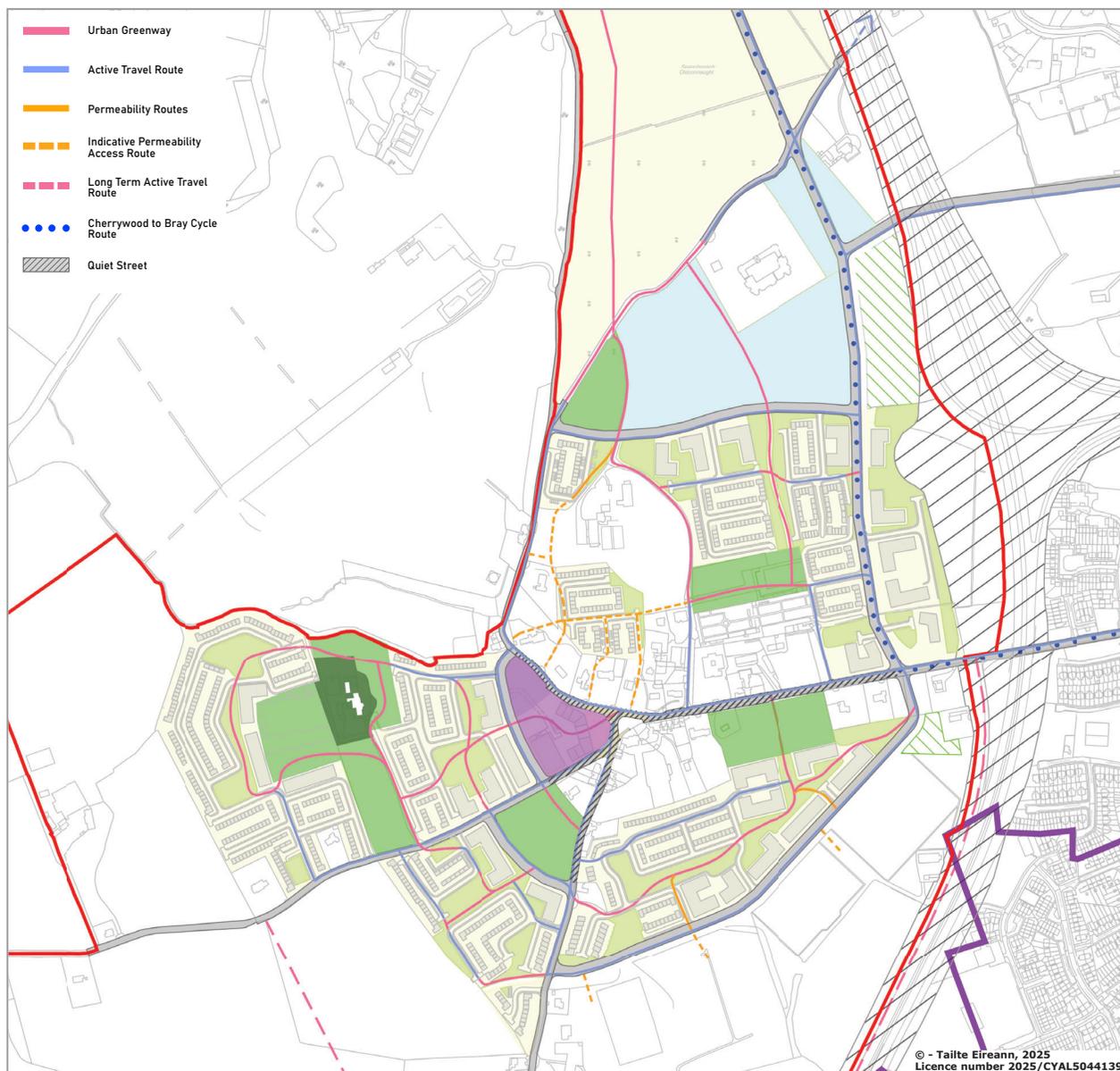


Figure 6.15: Proposed Active Travel Network for Old Connaught (Primary development area)

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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.

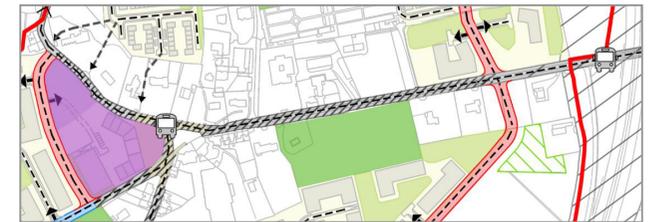


Figure 6.17: Bus Gates and Traffic Calming at Old Connaught

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.

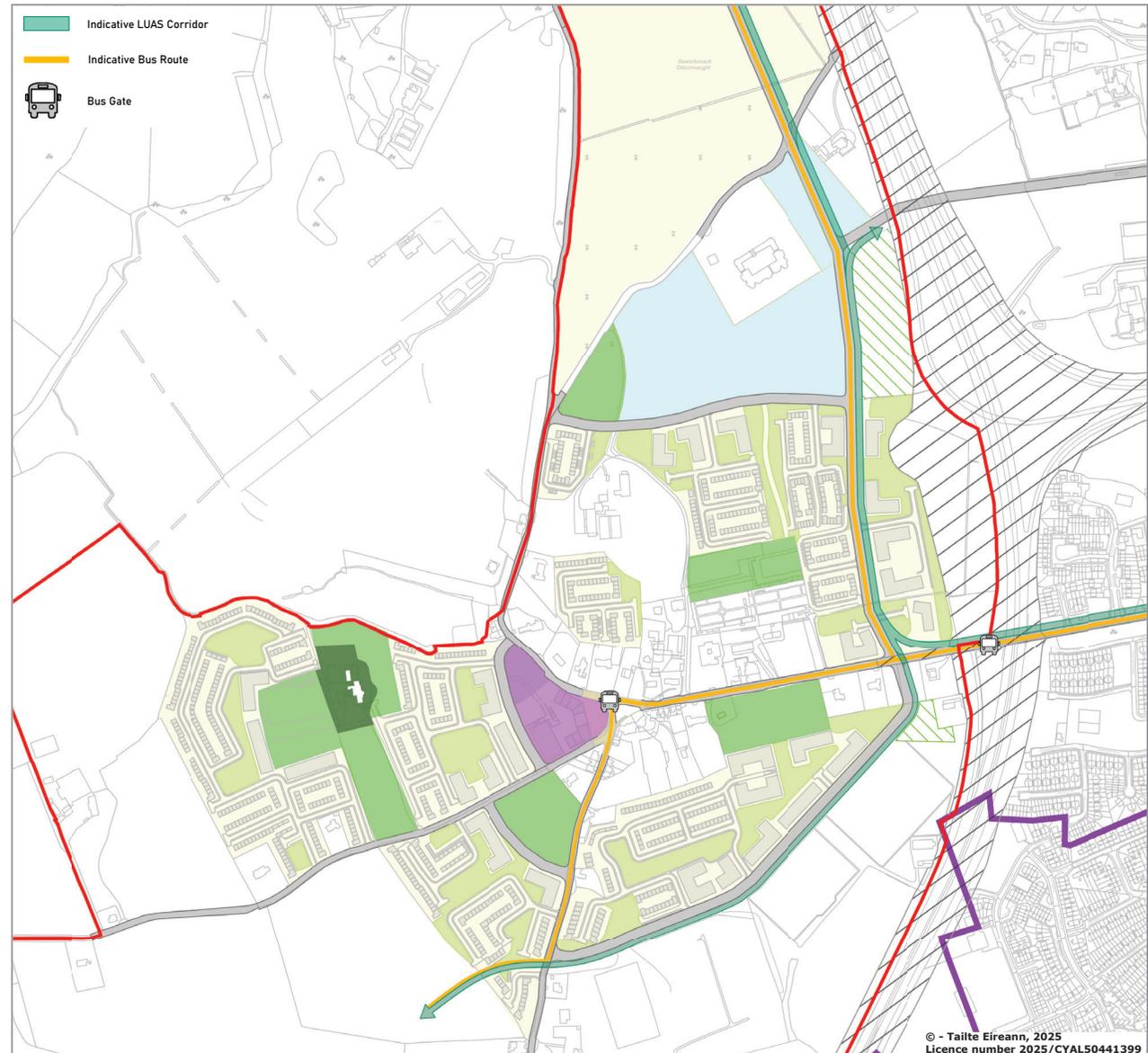


Figure 6.18: Proposed Public Transport Network for Old Connaught (Primary development area)

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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.

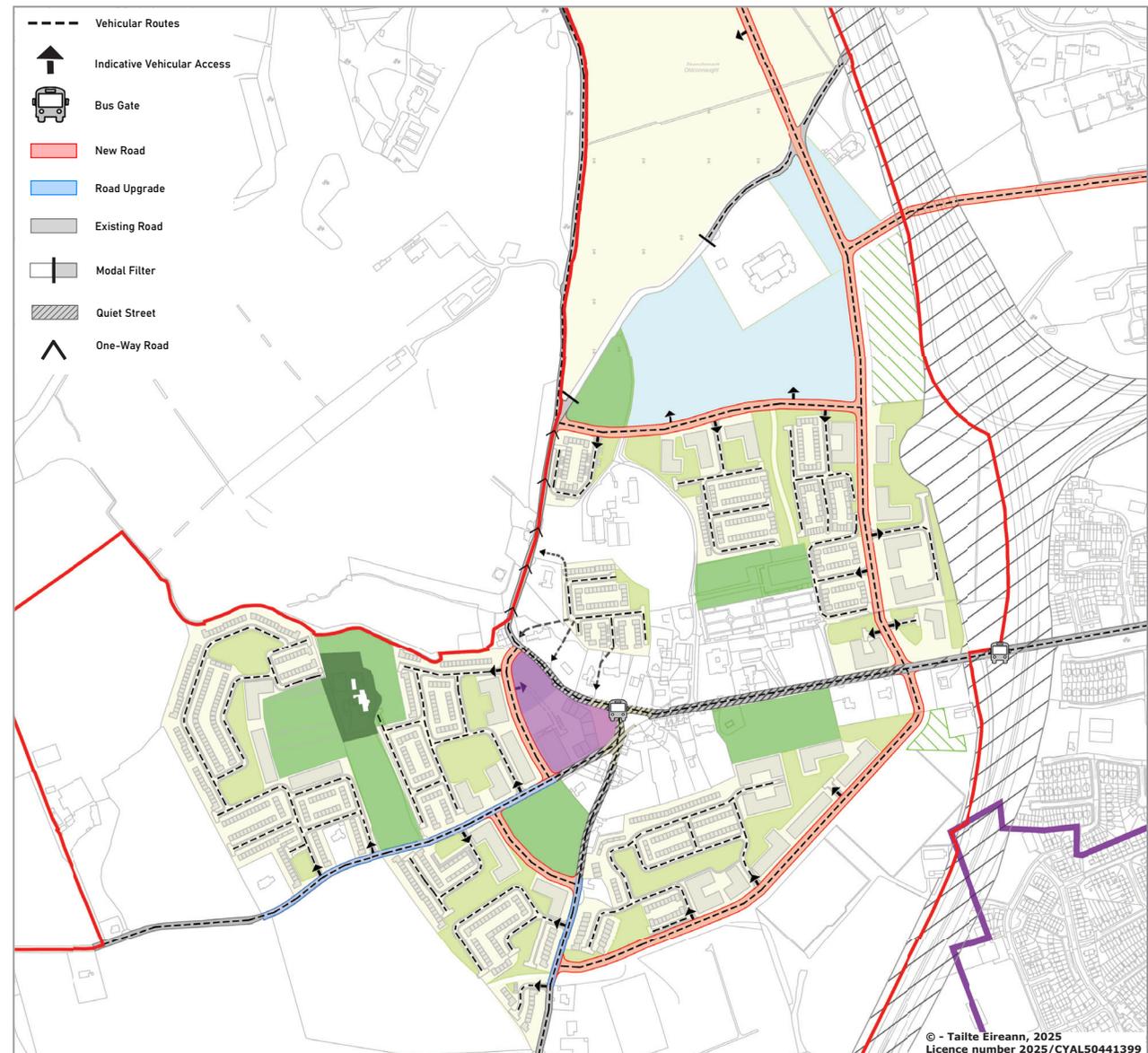


Figure 6.20: Proposed Vehicular Transport Network for Old Connaught (Primary development area)

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.

A decorative graphic in the top-left corner of the page. It features a large, bold, dark blue number '7' centered within a white, downward-pointing chevron shape. The background of this graphic is composed of various shades of blue, including triangles and circles, creating a complex geometric pattern.

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.

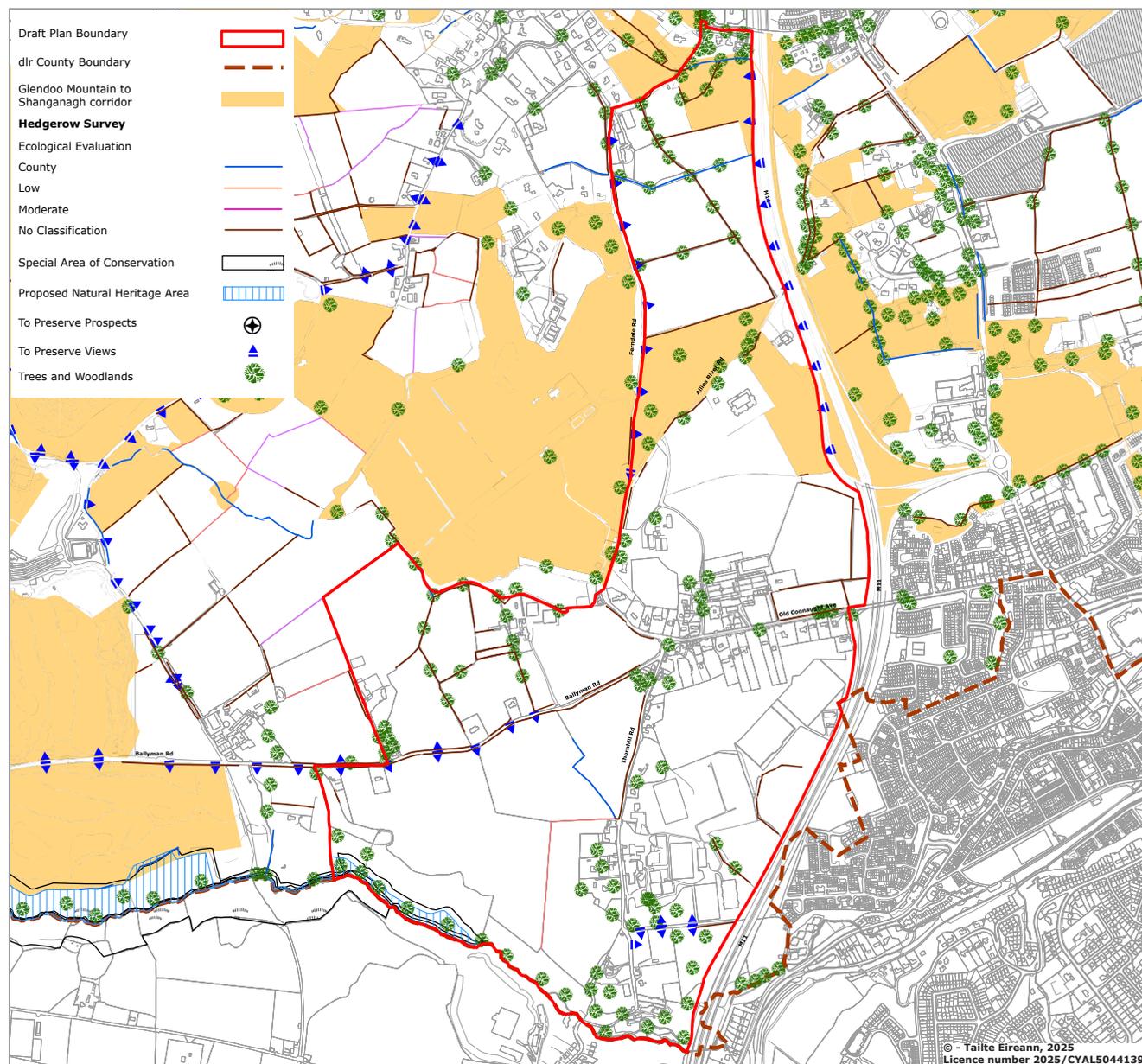


Figure 7.1: Map showing Biodiversity Importance in the Draft Plan area

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.

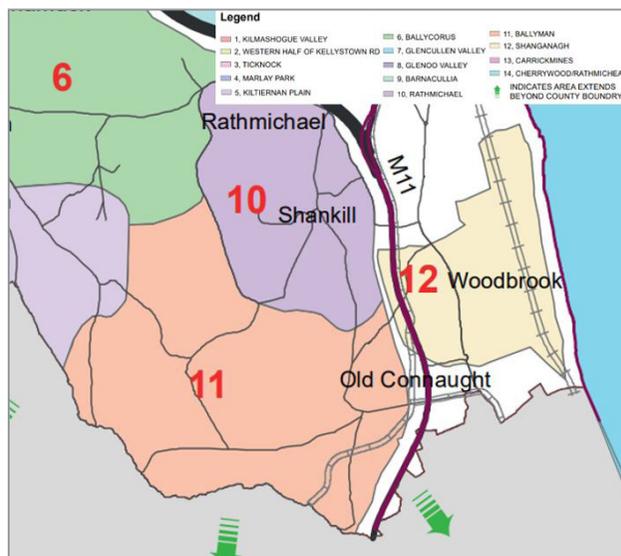


Figure 7.2: Landscape Character Areas (Extract from the dlr CDP 2022-2028 – Appendix 8)

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.

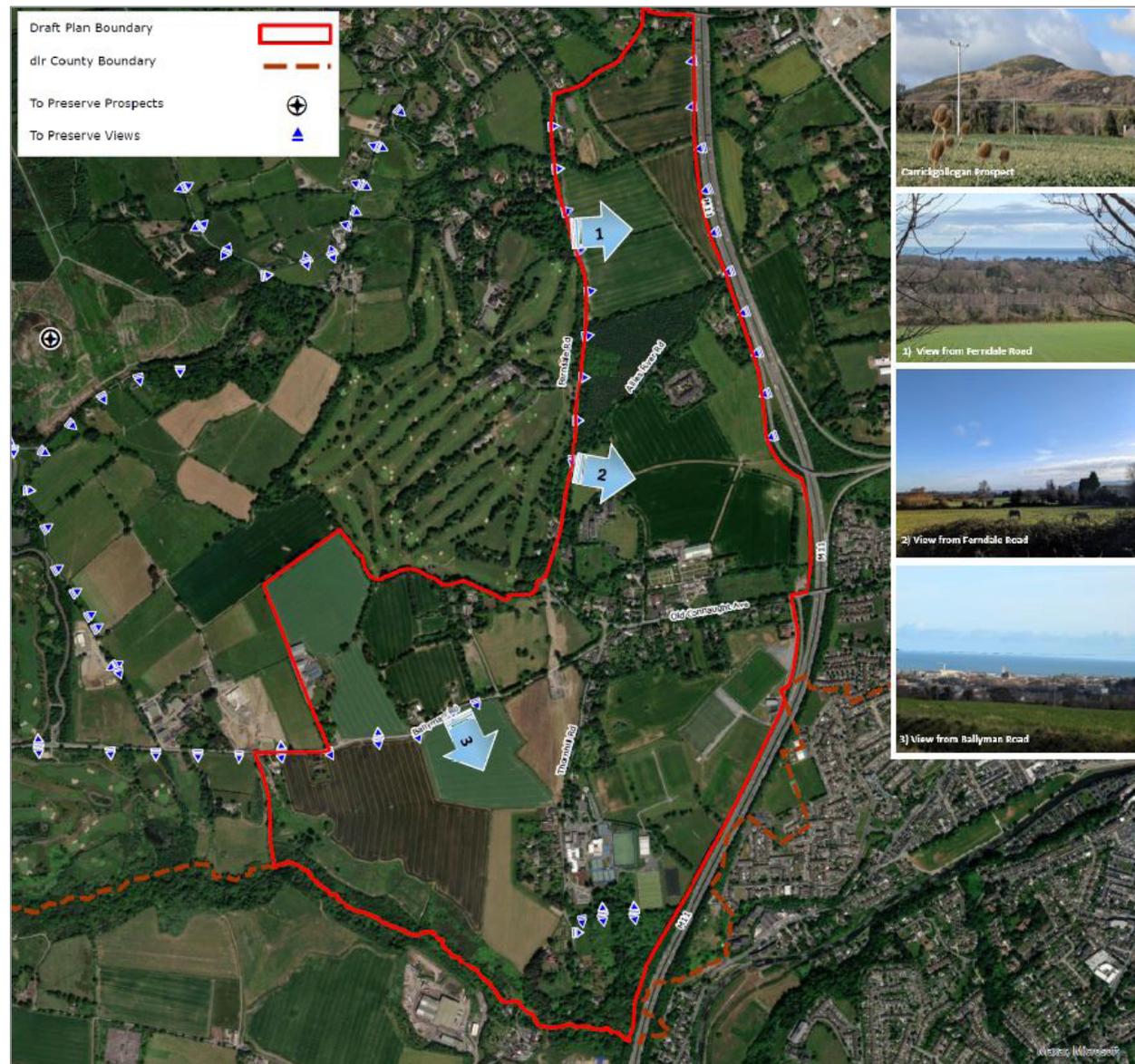


Figure 7.3: Protected Views and Prospects (dlr CDP 2022-2028)

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

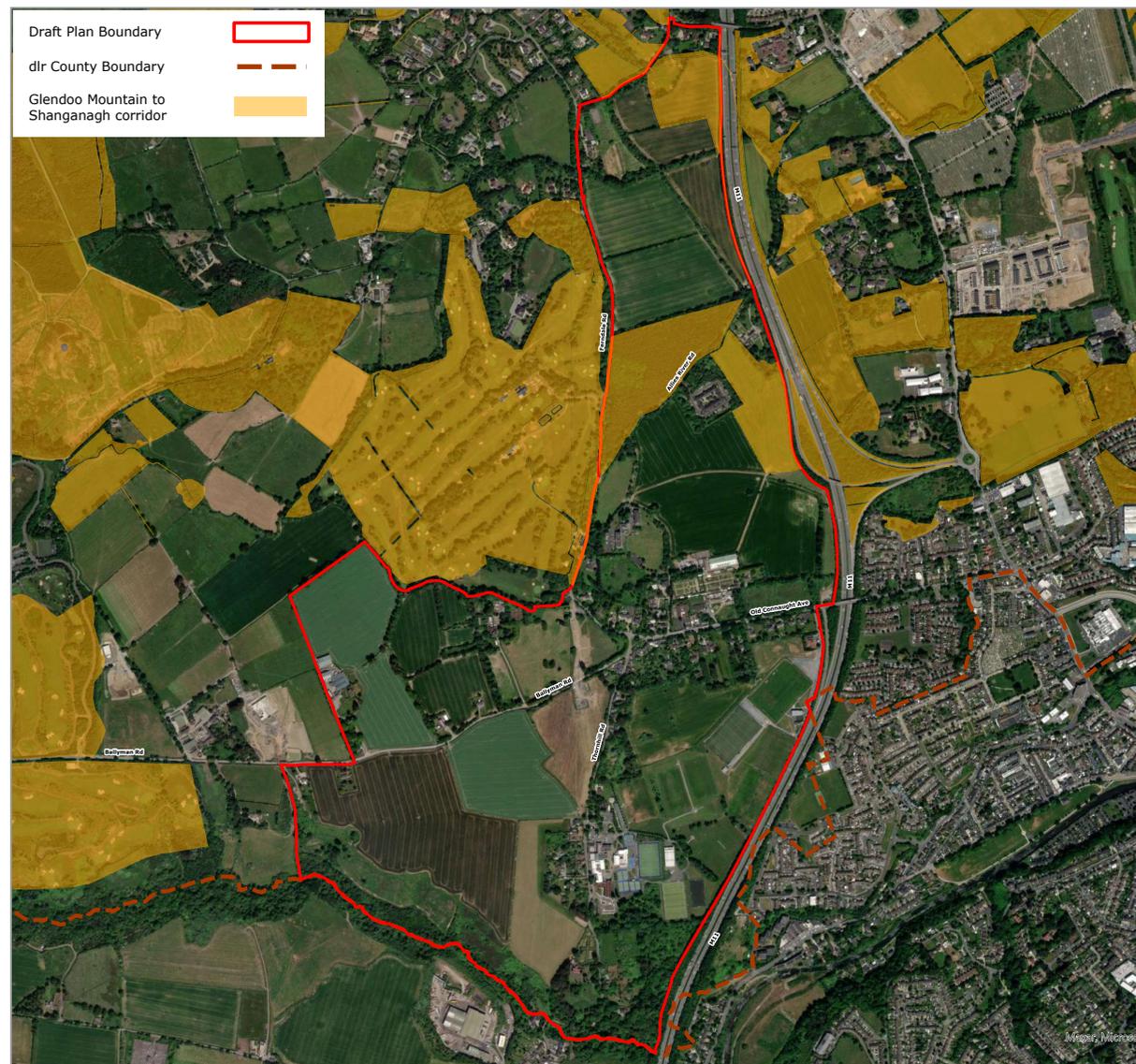


Figure 7.4: Glendoo Mountain to Shanganagh Wildlife Corridor

(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.

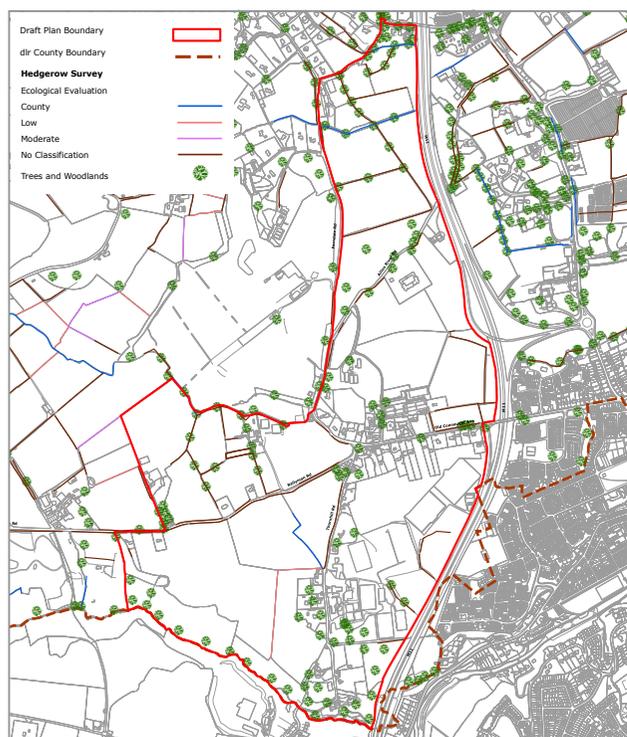


Figure 7.5: Trees (CDP Designated) and Hedgerows in the Old Connaught Draft Plan Area

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 attenuation 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

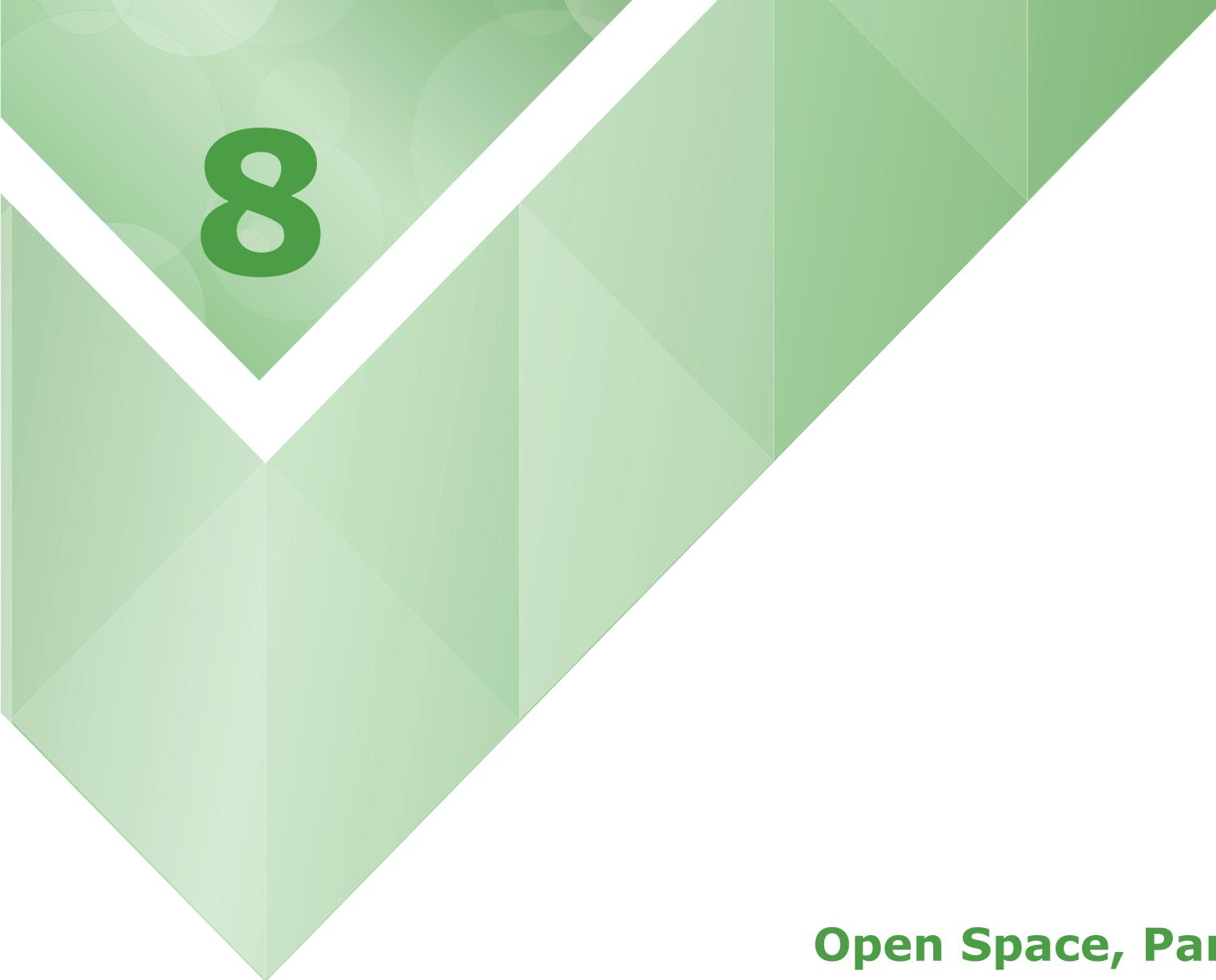
It is Policy to ensure biodiversity is factored into nature based solutions when developing proposals within the Draft Plan area.

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 attenuation 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.

A decorative graphic on the left side of the page. It features a large, stylized number '8' in a dark green color. The background of the graphic is composed of various shades of green, including a light green area with a pattern of overlapping circles and a darker green area with a pattern of overlapping triangles. The graphic is set against a white background.

8

Open Space, Parks and Recreation

8.1 Introduction

Open spaces, parks and recreation will play an important role in enhancing quality of life for both the existing and future community residing in Old Connaught. Having safe and easy access to a network of open space and parks, means that the recreational needs of residents are met, while enhancing their health and well-being, by providing opportunities for exercise and social interaction, thereby creating an inclusive liveable neighbourhood.

Old Connaught has a unique location and character. Its elevated position affords views out to the Irish Sea and back to the foothills of the Dublin and Wicklow Mountains. The Draft Plan aims to create a green infrastructure and open space network that conserves, maintains and enhances the unique character, heritage and distinctiveness of the Old Connaught area and enables residents to enjoy a high quality, inclusive environment with good leisure and recreation amenities.

This Chapter sets out a strategy for the provision of an integrated hierarchy of public open spaces across the Old Connaught area to meet the needs of the local community.

8.2 Policy Context

8.2.1 Section 28 Guidelines 'Sustainable and Compact Settlements' (2024)

The Section 28 Guidelines 'Sustainable and Compact Settlements' (2024) state that all statutory development plans, which includes Local Area Plans, should include a strategy for the provision of an integrated hierarchy of public open spaces and corridors across the Plan area to meet the needs of the planned population.

The Guidelines note that while there is no set standard of open space provision per settlement in Ireland, the level of provision should take account of the needs of the planned population, protected zones, landscape character and statutory obligations to protect certain habitats and biodiversity. Ideally, all residents within a settlement will have access to a multi-functional public open space within walking distance of their home. The Guidelines state that the form, size and distribution of new public open spaces should be planned and take account of open space provision within the area and broader nature conservation and environmental considerations.

The Guidelines distinguish between public open space at the strategic area-wide level and public open space provided as part of development proposals, noting that the public open space strategy of the LAP should include objectives relating to the provision of the following categories:

- Regional, district and local level public parks and greenways. These are generally publicly owned and managed parks e.g. a Local Authority.

- Public open space provided as part of new development proposals. These spaces should be designed to retain and protect natural features and habitats of importance within the site and to maximise biodiversity gain. They should also form an integral part of the overall scheme design. These spaces may be offered for taking in charge by the Local Authority following the completion of the development.

The public open space strategy set out in this Chapter was prepared having regard to the provisions of the Section 28 Guidelines. The strategic level network of public open spaces across the Draft Plan area is set out in section 8.4.1 while the provision of public open space to be provided as part of new residential development proposals is addressed separately in section 8.5. The combination of both of these categories will provide the cumulative open space provision for the Old Connaught area.

8.2.2 dlr County development Plan 2022-2028

The dlr County Development Plan 2022-2028 provides that public open space shall be provided throughout the County on a hierarchical basis, ranging in descending order from regional parks with Countywide importance, to small incidental spaces. This hierarchy is underpinned by the Greenways Network, which seeks to encompass and connect the parks and open spaces and other green infrastructure, to enable enhanced connectivity to wider strategic networks.

Policy Objective OSR2 of the County Development Plan supports the provision of a hierarchy of attractive parks and public open spaces which vary in size and nature and are all inclusive by being readily accessible and at a convenient distance from people's home and/or places of work. The public open space hierarchy set out in the dlr County Development Plan 2022-2028 is summarised in Table 8.1.

Type of Public Open Space	Definition (Summarised)
Greenways Network	These are the collective networks of parks and open spaces, green modes of movement, walking and cycling.
Regional Parks	These are the premier parks in the County, which provide for a wide range of uses and attractions and include opportunities for both high quality active and passive recreation.
District Parks	District Parks provide for a range of needs for several neighbourhoods. They offer a wide variety of uses and facilities, and they provide for both active and passive recreation.

Local Parks	These parks lie within easy reach of most dwellings and businesses in a locality. They provide for the needs of a local neighbourhood.
Amenity Open Spaces	These spaces are commonly located within residential areas/housing estates and are also found in commercial areas/business estates.
Civic Spaces	These are located in the urban centres close to civic, institutional and commercial buildings. They generally feature a mixture of hard landscaping with planting and seating areas.

Table 8.1: Hierarchy of Public Open Spaces, dlr County Development Plan 2022-2028

Policy Objective OSR5 of the County Development Plan supports the objectives of public health policy including Healthy Ireland and the National Physical Activity Plan (NPAP) 2016, to increase physical activity levels across the whole population thus creating a society, which facilitates people whether at home, at work or at play to lead a more active way of life. In strategic terms, the overall objectives of County Development Plan in relation to open space, healthy placemaking and recreation, in line with the provisions of the RSES, include:

- Provision of open space should consider types of recreation and amenity uses required.
- Public open spaces should have good connectivity and be accessible by safe, secure walking and cycling routes.
- Open space should be planned for on a multifunctional basis incorporating ecosystem services, climate change measures, green infrastructure, and key landscape features in their design.
- Open spaces should be inclusive and cater for all users.

In terms of sports and recreational facilities, it is a Policy Objective of the County Development Plan to promote the provision, and management of high-quality sporting, and recreational infrastructure throughout the County (Policy Objective OSR9). In terms of play facilities, the County Development Plan provides that it is a Policy Objective to support the provision of structured, and unstructured play areas with appropriate equipment and facilities, incorporating and facilitating nature-based play with respect to the provision of play opportunities and to support the provision of the dlr Play Policy (Policy Objective OSR13).

8.3 Existing Provision

There are over 800 hectares of parks and public open spaces of varying landscape types throughout Dún Laoghaire-Rathdown. At present, however, there is no publicly accessible open space areas or parks within the Draft Plan area. There are a number of private/charitable run facilities in the Plan area that provide quite well-developed sporting and recreational opportunities, including:

- Bray Emmets GAA Club comprises three playing pitches and an associated pavilion/changing rooms.
- St. Gerards School campus includes extensive outdoor pitches and indoor sporting facilities.
- Festina Lente offers a multi-faceted range of recreational, educational and training facilities.

Outside of the Draft Plan area, Old Connaught benefits from its proximity to the open space and recreational amenities at a range of locations including Bray Town and seafront and the Dublin and Wicklow Mountains. The Old Connaught area provides vistas to Carrickgollogan, the Sugarloaf’s and Bray Head, all of which are popular recreational areas in their own right.

The nearest dlr owned park, Shanganagh Park, is located c. 2km to the north-east of the Plan area. Shanganagh Park is currently a District level park which serves a wide catchment area and includes both active and passive recreation provision. Having regard to its character, location and size, it is the intention of the Council (separate to this Draft Plan) to upgrade Shanganagh Park to Regional park status. Rathmichael Woods is located c. 2.5km to the north-west from Old Connaught and provides outdoor recreational walking trails in the uplands. To the north of Rathmichael is Ticknick Park, which provides a range of recreational facilities. While the Old Connaught area is located in proximity to a wide range of outdoor recreational locations, there is limited active travel connectivity.

In terms of play provision, the dlr Play Policy 2023-2028 includes an analysis of facilities across the County. Figure 8.1 illustrates the distribution of fixed play space provision and there is a notable lack of facilities in the south-east area of the County. While this primarily reflects existing demographic factors including population density, it does emphasise the future need for play provision at Old Connaught, having regard to planned levels of population growth. It will be important to ensure that sufficient play opportunities are provided in terms of quantity and quality for children and young people within the area.

The open space strategy for Old Connaught, set out in this Draft Plan, has had regard to both existing provision within the area and provision outside of the Draft Plan area. Acknowledging both current and planned growth levels at Old Connaught, in addition to adjoining and nearby areas, it is considered appropriate that, relevant to the scale of the planned new residential community

at Old Connaught, that open space, parks and recreation facilities should be primarily located locally and in proximity to the user. This approach supports the delivery of the sustainable urban village and ‘10-minute’ neighbourhood concepts.

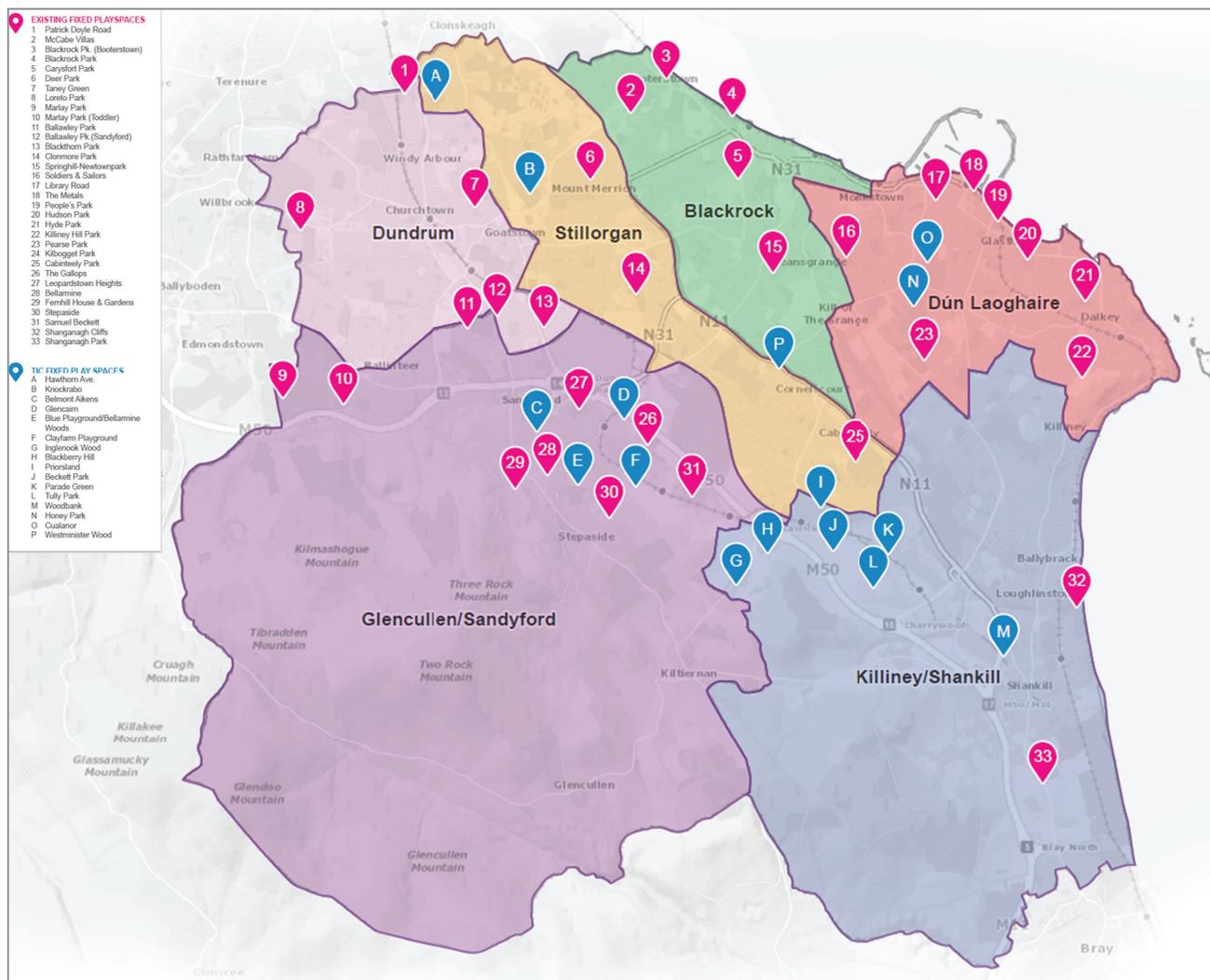


Figure 8.1: Fixed Playspace Distribution in dlr (Source: Map 3.2, dlr Play Policy 2023-2028)

8.4 Public Open Space Strategy – Strategic Parks and Spaces

The following section sets out the plan-led approach to the provision of a network of strategic parks and open spaces to support the sustainable development of Old Connaught. These spaces are identified as strategic in scale and/or function and are separate to the requirements for public open space to be provided at residential scheme level (see section 8.5). The public open space strategy has taken into account a range of guiding principles including:

- Environment** – The distinct qualities of the Old Connaught environment provides opportunities for public open spaces to be connected into the local environment. The strategic level network of open spaces has been prepared in response to inter alia the topography of the area, its unique views and prospects, and existing trees and hedgerows.
- Connectivity** – Spaces become more successful the more they are connected to other green space, making them part of an overall network of green infrastructure. This enables people to move between the spaces easily and comfortably, typically in a sustainable way – along footpaths and cycle tracks and green routes. The strategic level network of open spaces at Old Connaught provides a connected network of public open spaces which is integrated with active travel modes focussed on walking and cycling.
- Historical Landscape** – The historical landscape at Old Connaught is distinctive and rich in its archaeological, built and cultural heritage. The strategic level network of open spaces at Old Connaught integrates new public open spaces with existing heritage elements at Old Connaught including Festina Lente, Jubilee Hall, Old Connaught church and graveyard and the historic village core. Enhancing existing heritage landscape qualities in a sensitive manner with new public open space will promote a sense of place and character.
- Accessibility** – Where possible, amenity spaces will be developed to be universally accessible. This means that the places can be used by everyone as far as possible, regardless of age or disability.
- Function and Use** – The Strategy provides guidance with regards to the function and type of uses to be provided to ensure variety and distinctiveness across strategic open spaces.

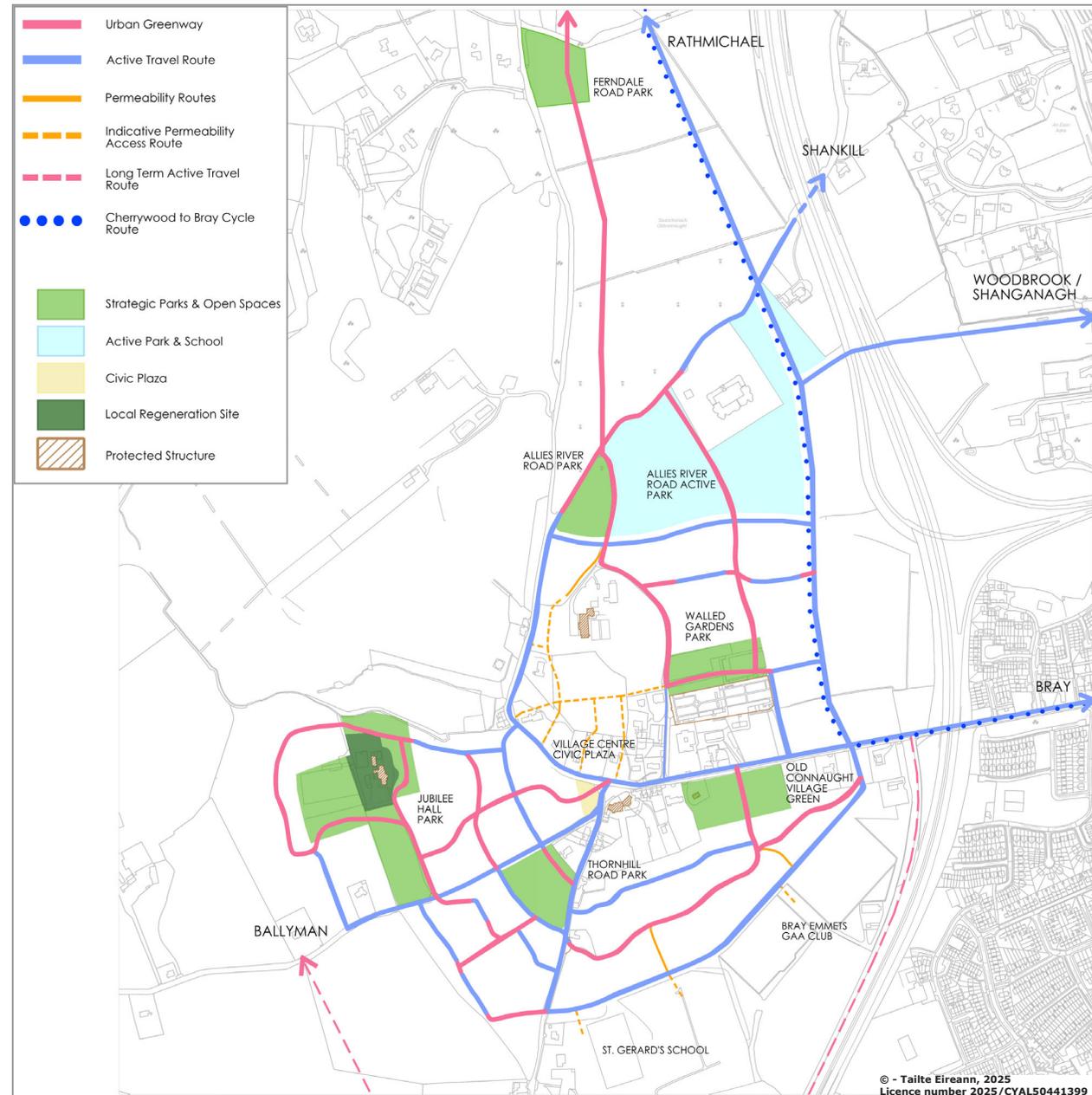


Figure 8.2: Old Connaught Public Open Space Strategy – Strategic Plan Level

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8.4.1 Network of Strategic Parks and Spaces

The network of strategic parks and open spaces at Old Connaught is illustrated in Figure 8.2. The main components of the network are detailed in Table 8.2 and described thereunder.

Strategic Park / Space	Approx. Area Hectares	Description / Function
Allies River Road Active Park	7.3 ¹	Active park focussed on the provision of sport, recreational and community facilities.
Allies River Road Park	0.8	Destination park providing panoramic views of the surrounding area in a quiet and contemplative setting.
Walled Gardens Park	1.2	Heritage park integrating with the Walled Gardens in a sensitive historic landscape and incorporating ornamental and horticultural elements.
Old Connaught Village Green	1.5	Village Green providing quality placemaking and a focal point for the local community.
Thornhill Road Park	1.2	Destination park providing a destination play area for the Old Connaught area.
Jubilee Hall Park	3.6	Heritage Park complementing the existing grounds and structures at Jubilee Hall and providing distinct character areas and uses which complement the existing grounds/structures and the natural environment.
Village Centre Civic Plaza	0.16	Civic plaza to provide a high-quality setting for the Village Centre complementing the existing sensitive historic landscape.
Ferndale Road Park	1.2	Destination park providing both passive and active amenity provision and panoramic views of the surrounding area.
Sports Pitch	1.4	Publicly accessible full size sports playing pitch.

Table 8.2: Description of Strategic Parks and Spaces at Old Connaught

¹ This area incorporates provision for the proposed education site, see section 5.2.1.1.

8.4.1.1 Allies River Road Active Park

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 to provide for both the existing and new residential community at Old Connaught and its environs. The benefits accruing from participation in sport and recreational activities are well documented. The provision of a high quality sporting and recreational campus at Allies River Road to support the growth of Old Connaught is consistent with Policy Objective OSR9 of the dlr County Development Plan 2022-2028.

In terms of function and use, Allies River Road Park may provide both indoor and outdoor recreational and sporting facilities which seek to promote accessibility and inclusion for as many local people as possible through the provision of a diverse range of sports. 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 requirement for community facilities and a 'changing places bathroom' at this location is detailed in Section 5.2.1.2 and 5.2.1.5 of the Draft Plan. The co-location of the park adjacent to the planned school will also provide for the sharing of outdoor recreational facilities.

The location of Allies River Road Park has had regard to the need to ensure facilities are located where they are of most value and accessible to the Old Connaught community in the long term. The Park is integrated with planned active travel routes as part of the movement strategy for the Draft Plan to promote and encourage walking and cycling trips. Having regard to the scale and function of Allies Rover Road Park, it is an Objective that an overall campus masterplan is progressed to provide a coherent framework to guide the development of the Park.

8.4.1.2 Allies River Road Park

Allies River Road Park will comprise a destination park providing panoramic views of the surrounding area in a quiet and contemplative setting. The existing landscape enjoys distinct environmental qualities which reflect the character of Old Connaught. The location of the park makes the most of the opportunities presented by the site through the incorporation of existing features such as topography, views and prospects and green infrastructure. Allies River Road Park seeks to capture these environmental characteristics in a primarily passive recreational setting to be enjoyed by the local community.

8.4.1.3 Walled Gardens Park

The Walled Gardens Park will comprise a heritage based park integrating the heritage of the Walled Gardens in a sensitive historic landscape and incorporating ornamental and horticultural elements. The existence of the Victorian Walled Gardens in the heart of Old Connaught is a significant asset and focal point

for community activity and engagement with local heritage and landscape. The Walled Gardens Park seeks to enhance and extend the public realm setting of the Walled Gardens in a sensitive manner which protects, conserves and enhances its setting while introducing complementary uses to reflect its character and heritage.



8.4.1.4 Old Connaught Village Green

The Village Green represents a significant intervention at a strategic location in the centre of Old Connaught, fronting onto Old Connaught Avenue. The intention of the Village Green is to provide a focal point for the Old Connaught community focussed on a traditional village green setting with a focus on quality placemaking.

The design of the Village Green should resonate with the existing character of Old Connaught and enhance the established streetscape through the inclusion/incorporation of elements including low stone walls, existing mature landscape features and, where possible, long distance views via considered gaps in buildings.

To support the community focussed nature of the Village Green, it is intended that the space will provide a hybrid function with limited hard surfacing to facilitate a playground and potential market space/local event space in the east, transitioning to softer features in the west, complementing and respecting the heritage of the adjacent graveyard and church ruins. The medieval church and surrounding graveyard are statutorily designated heritage and archaeological features (see Chapter 9) and the transitioning between the Village Green and these heritage sites will require a sympathetic and sensitive design approach.

New residential development adjoining the Village Green will require high quality and careful design and layout. The relationship of buildings to the Village Green will need to successfully balance the benefits of providing spatial enclosure whilst ensuring adequate levels of sunlight reach the Village Green and also allowing for the potential of incorporating long distance views from the Village Green. The location of community infrastructure (see section 5.2.1.2) and a café fronting onto the Village Green will increase footfall and encourage people to meet and linger. The provision of these uses should ensure that they

are in keeping with the Village Green setting.

8.4.1.5 Thornhill Road Park

Thornhill Road Park will comprise a destination park incorporating the main natural play space for Old Connaught. As stated in the dlr County Development Plan 2022-2028, the Council is moving towards a more nature based play philosophy and approach with respect to the provision of play opportunities. This involves shifting the emphasis from merely equipment-based provision to using and leveraging the genius loci and landscape character of outdoor sites in combination with natural elements (e.g. earth sculpting, mounding, ponds, tree stumps). The nature-based approach provides more rewarding experiences and improves health and well-being.

The design of the Thornhill Road Park will be underpinned by natural play provision, as encouraged in the dlr Play Policy 2023-2028. It is intended that the park will facilitate a broad range of ages with an emphasis on natural play. Where appropriate, greater space will be allocated to natural play with limited barriers and boundary fences. This will facilitate more inclusive play spaces with more natural incorporation into the wider landscape. Inclusivity will be a core consideration in play provision. New tree planting will support the park blend into the local character of Old Connaught.

8.4.1.6 Jubilee Hall Park

Jubilee Hall Park will comprise a heritage based park complementing the existing grounds and structures at Jubilee Hall. It is intended that the park will have distinct character areas and uses which complement the existing grounds/ structures and the natural environment. The overall area identified for the park benefits from existing high value trees and hedgerows which, where appropriate, are to be protected and preserved. There is potential to provide both passive and active spaces across the park with an effective balance to be achieved between both.

A segmented approach to open space and amenity provision is proposed. Lands to the south of Jubilee Hall enjoy distinct environmental qualities including topography, views and green infrastructure. These lands provide the opportunity for a recreational setting incorporating views of the wider area set within a backdrop of mature trees and hedgerows.

The former walled gardens of Jubilee Hall are located to the west of the main house and appear to be largely overgrown and in poor condition. While these do not form part of the Protected Structure, there is an opportunity to integrate the former walled gardens as a heritage feature as part of the park.

To the north of Jubilee Hall, it is intended to explore the feasibility of providing a community garden. Community gardens can have several benefits including the promotion of healthy

lifestyles, biodiversity, allow for active participation in the growing of food, and include other sustainable activities. The provision of a community garden at Jubilee Hall Park will support social interaction and foster community engagement.



Jubilee Hall Park Sketch

8.4.1.7 Village Centre Civic Plaza

The civic plaza will provide a high-quality setting for the village centre. The existing village centre at Old Connaught includes a range of significant Victorian terraced and individual houses and cottages. The buildings and streetscape at the village core exhibits a distinct character and intrinsic quality based on its historic built form and layout, including existing open space and a prominent existing mature oak tree. The new civic plaza will seek to complement and respect the heritage of the historic village centre while providing its own unique and distinct setting. The incorporation of a mature tree at a strategic location in the civic plaza will serve to mirror the old and the new.

The civic plaza will be located at the gateway to the proposed neighbourhood centre. This will provide opportunities for active frontages facing onto the civic plaza with potential uses including café and restaurant providing outdoor seating, promoting vibrancy and activity. Pedestrians will take priority over vehicular movements in a traffic calmed environment. There will be an emphasis on high-quality, durable materials to ensure the longevity and integrity of the plaza.

8.4.1.8 Ferndale Road Park

Ferndale Road Park will comprise a destination park providing both passive and active amenity provision. The location of the park makes the most of the opportunities presented by the site through the incorporation of existing features such as topography, panoramic views and prospects and green infrastructure. Ferndale Road Park will form part of a necklace of strategic open spaces at Old Connaught and Rathmichael connected along an active travel corridor.

8.4.1.9 Sports Playing Pitch

It is an objective to provide a publicly accessible full size sports playing pitch in the northern extents of the Plan area, at land zoned 'GB', to be co-located adjacent to the proposed education site.

8.4.1.10 Strategic Parks and Spaces – Policy Provision

Policy OCLAP44 – Network of Strategic Parks and Spaces

It is Policy to implement the network of strategic parks and open spaces set out in Figure 8.2 and detailed in section 8.4.1. Plans, designs, detailed schedules and specifications of work for all strategic parks and spaces are to be agreed with the Local Authority.

Objective OPR1 – Allies River Road Active Park

It is an Objective that an overall campus masterplan is progressed to provide a coherent framework to guide the development of Allies River Road Active Park.

8.5 Public Open Space as part of Residential Schemes

This section relates to public open space to be provided as part of new residential development proposals. This refers to the open spaces that form part of the public realm within a residential development and is based on net residential site area. This is distinct from strategic parks and spaces discussed in section 8.4.1.

Policy and Objective 5.1 of the Section 28 Guidelines 'Sustainable and Compact Settlements' (2024) state that it is a policy and objective of the Guidelines that statutory development plans include an objective(s) relating to the provision of public open space in new residential developments. The Guidelines provide that the requirement for public open space provision shall be not less than a minimum of 10% of net site area and not more than a minimum of 15% of net site area, save for in exceptional circumstances. The Guidelines provide that different minimum

requirements (within the 10-15% range) may be set for different areas and the minimum requirement should be justified taking into account existing public open space provision in the area and broader nature conservation and environmental considerations.

It is a policy to provide a plan-led approach to public open space standards to be provided as part of new residential development across the Old Connaught LAP area. Having regard to the form, size and distribution of the network of strategic parks and open spaces across the LAP area, as set out in section 8.4.1, it is considered appropriate that a default minimum 10% of total net residential site area shall comprise public open space in new residential developments.

Policy OCLAP45 – Public Open Space for Residential Schemes

It is Policy that a minimum of 10% of total net residential site area shall comprise public open space in new residential developments. Public open space provision for residential schemes will be based on net residential area as defined in Appendix B of the Section Guidelines 'Sustainable and Compact Settlements' (2024).



8.6 Connectivity and Permeability

Connectivity and permeability comprise fundamental components of the area wide open space strategy for Old Connaught. Spaces become more successful the more they are connected, making them part of an overall network of green infrastructure. This enables people to move between the spaces easily and comfortably, typically in a sustainable way. The network of open spaces at Old Connaught are intended to provide a connected network of public open spaces which are integrated with active travel modes. It will be an objective that all proposals for open space promote active travel and demonstrate connectivity and

permeability with the wider network of sustainable movement routes across the LAP area.

Objective OPR2 – Public Open Space – Accessibility and Permeability

It is an Objective that all proposals for open space promote active travel and demonstrate connectivity and permeability with the wider network of sustainable movement routes across the Draft Plan area.

9

Heritage and Conservation

9.1 Introduction

The Old Connaught LAP area is rich in heritage, which contributes positively to its identity and unique sense of place. Heritage elements include both built heritage and archaeological heritage. The conservation and preservation of this heritage is important at both a County and local level in terms of protecting the existing heritage and ensuring that new development respects the historic built environment and archaeology that currently exists.

The over-arching approach at Old Connaught will be to ensure the architectural and historical significance of the area is protected, conserved, and enhanced, leveraging opportunities for historic structures to become focal points and/or sensitively integrated into future development proposals.

This Chapter sets out general policies for the conservation of Old Connaught's heritage, in addition to more specific objectives relating to some of the areas unique heritage and archaeological assets, set out in Chapter 7, including Landscape Character Assessment and Historic Landscape Character Assessment. Where relevant overarching policy objectives relating to heritage and conservation are already included in the County Development Plan, these are generally not repeated in the Draft Plan.

9.2 Historical Context

The area around Old Connaught displays evidence of settlement which stretches back to the Neolithic period. The pattern of this 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 which is based on the estates of the landed gentry of the eighteenth and nineteenth centuries.

Settlement in the prehistoric period, was strongly influenced by the landscape. The upland nature of the area to the west of Old Connaught with its light, well drained soils and thin forest cover was suitable for early agricultural practices. Throughout the Neolithic period and into the Bronze Age, use was made of these upland sites, with the extensive forestry of the lowlands relatively untouched.

The majority of the archaeological elements in Old Connaught date from the early medieval period onwards and are indicative of a dispersed early rural settlement typology. At a physical level this dispersed model of individual holdings characterised by individual ringforts and church sites, linked in a production-based pattern of land use only plays a minor part in the present-day landscape character.

However, the pattern suggests that these fertile lowlands were favoured over the nearby upland areas as residential areas and this pattern is the foundation of the present-day character of the area. Due to the shortage of detailed evidence, it is difficult to ascertain the character of the landscape in these early periods. It may have been that the settlement forms in the area were established at these early stages, with present day church sites, settlement and agricultural land use following a pattern established in the early historic period.

Unlike earlier periods, there is plentiful evidence of development in the area from the eighteenth century onwards. Throughout this period estate houses, gate lodges and a range of tenant cottages were laid out. A range of supporting morphological elements accompanied the various scales of house. These included narrow roads, stone walling, gateways, dramatic vistas, landscaped gardens and trees. Some new road patterns evolved which have remained largely unchanged since the mid-1700s. It was also during this period that the triangular green space at the western end of Old Connaught Avenue was formed, which today characterises the core of Old Connaught.

The First edition 6 Inch mapping surveyed by Ordnance Survey between 1829 and 1834 displays a settlement and formal layout very similar to the present-day settlement pattern. The Historic Ordnance Survey map illustrates the area as a landlord-dominated landscape with the presence of many large houses,

for example, Old Connaught House, Jubilee Hall, Knocklinn House and Thornhill House (currently St. Gerard's school). The impact of parklands and demesne land on the landscape remains evident today, particularly the walled gardens of Old Connaught House (and the Festina Lente complex) and the trees and bands of trees in the area.

The early twentieth century saw the development of a range of individual houses throughout the area, somewhat in-filling the landscape. These houses often consist of modest single storey bungalows with characteristic 1930s elements including symmetrical forms, rendered walling, hipped tiled roofs, large metal framed windows, and bay windows.

However, the introduction of these structures has not caused any major change in the character of the local landscape. The present-day landscape is an amalgam of elements passed down through centuries of change, but the overarching pattern is one of continuity rather than fundamental change. The kernel of the landscape character in Old Connaught is based on large 'well appointed' villa style estate houses, set in expansive landscaped demesnes, with a scattering of high-quality smaller housing in the surrounding landscape. A secondary characteristic of the landscape arising from this is the high aesthetic quality of the landscape in terms of vistas, views, environmental quality and general tranquillity which one experiences in this area.



Figure 9.1: First edition 6 Inch mapping surveyed by Ordnance Survey between 1829 and 1834 and Aerial Photography from 2024

9.3 Policy Context

9.3.1 dlr County Development Plan 2022-2028

The County Development Plan plays a key role in identifying, valuing and safeguarding our shared past. The CDP guides decision-making on what we choose to hand on to the next generation through protection, management, sensitive enhancement or appropriate repurposing. The overall policy thrust in the CDP in relation to the protection of our shared heritage is not about preventing change - rather it is about providing the appropriate tools and mechanisms to manage change in a positive way, so that it enhances rather than diminishes the evolving character of the County.

Chapter 11 of the current County Development Plan 'Heritage and Conservation', includes specific objectives and guidance relating to the protection of the County's heritage under the headings of archaeological heritage, architectural heritage and countywide heritage (which includes the dlr Heritage Plan), and important overarching themes which require specific, additional consideration. In the case of relevant overarching policy objectives already contained in the County Development Plan relating to heritage and conservation, these policy objectives are generally not repeated in the LAP.

9.3.2 dlr County Heritage Plan 2021-2025

It is Council policy to implement the dlr Heritage Plan 2021-2025 and successive versions. This third iteration of the dlr Heritage Plan ¹ targets the implementation of new projects in the areas of heritage education and research, improving heritage management and access and raising awareness amongst a broad audience.

9.4 Built Heritage

9.4.1 Protected Structures

Old Connaught contains a significant number of buildings that feature on the Record of Protected Structures, see Table 9.1. Appendix 4 in the dlr County Development Plan 2022-2028 lists the structures included in the Record of Protected Structures in Dún Laoghaire-Rathdown. Many of the Protected Structures at Old Connaught are in residential use, namely, Old Connaught House (now divided into apartments), Old Bawn, Graigueconna, Vallambrosa, The Ochra House and Gate Lodge, Knocklinn Gate Lodge, and Cuilin.

Thornhill House is now in operation as St. Gerard's Senior School, and the eighteenth century Victorian Walled Garden is in temporary occupation by Festina Lente as a publicly accessible equestrian and horticultural learning centre. Jubilee Hall, a former Spanish School, has been vacant for a number of years while Knocklinn House, off the Ballyman Road, also appears to be vacant.

The most appropriate way to conserve historic buildings is to maintain them in active use. Therefore, it is Council policy to permit the refurbishment, re-use and, where appropriate, redevelopment of Protected Structures, attendant grounds, curtilage and setting. Any proposed changes should not adversely affect the Protected Structure and its setting; should not damage its special interest or character, and proposals should be reversible if appropriate.

Structure Name	Location	Description	RPS Number
Thornhill (Saint Gerard's School)	Thornhill Road	House (in School Complex)	1885
		Original Entrance Railings, Pier & Gates	
Thornhill	Thornhill Road	Chapel (Former)	1976
Graigueconna	Old Connaught Avenue	House	1882
Old Bawn	Old Connaught Avenue	House	1881
Old Connaught House	Ferndale Road	House	1875
Graveyard	Old Connaught Avenue	Graveyard	1880
Vallambrosa	Thornhill Road	House, Pavilion and Out Offices	1886
Knocklinn	Ballyman Road	House and Outbuildings	1883
		Entrance Walls Gate Lodge	1985
Jubilee Hall	Ballyman Road	House and Out Offices	1879
Cuilin	Allies River Road	House	1868
		Gateway	2075
Palermo	Old Connaught Avenue	Walled Garden at Festina Lente	1876
Glenfield	Thornhill Road	House	1964
The Ochra	Thornhill Road	Gate Lodge (Exterior Only)	1977
		House	1982

Table 9.1: Protected Structures within the Old Connaught LAP Area

The following subsections provide more detailed objectives pertaining to individual Protected Structures, namely, the Victorian Walled Gardens and Jubilee Hall.



¹ https://www.dlrcoco.ie/sites/default/files/atoms/files/dun_laoghaire-rathdown_county_heritage_plan_2021-2025_final_screen.pdf

9.4.1.1 Victorian Walled Gardens

The Victorian Walled Gardens to the north of Old Connaught Avenue date back to the 1780's when it was built as part of the Old Connaught House Estate, an eighteenth-century home to the Conyngham-Plunkets. The gardens would have provided for the household throughout the year, producing fruit, vegetables, herbs and flowers. In 1996, the Victorian Walled Gardens and stable yard of Old Connaught House was leased to Festina Lente, a non-profit foundation assisting people at risk from social and economic exclusion.

The Victorian Walled Gardens in the core of the Village comprises a focal point for community activity and engagement with local heritage and landscape. While the grounds are currently leased to Festina Lente, it is noted that Festina Lente have plans to relocate to permanent grounds outside of the Plan area in County Wicklow.

The existence of the Victorian Walled Gardens in the core of the village is a significant asset and focal point for community activity and engagement with local heritage and landscape. Its retention as a focal point for the community and continued use is considered appropriate. It is an objective to support the continued use and/or potential adaptive re-use of the Walled Gardens in line with its underlying land use Objective 'F' zoning status.

It is a further objective to enhance and extend the public realm setting of the Walled Gardens through the integration of strategic public open space immediately to the north of the Gardens (see section 8.4.1.3 – Walled Gardens Park). It is an objective to ensure that any development in proximity of the Walled Gardens, including improvements to the public realm, protects, conserves and enhances its setting.

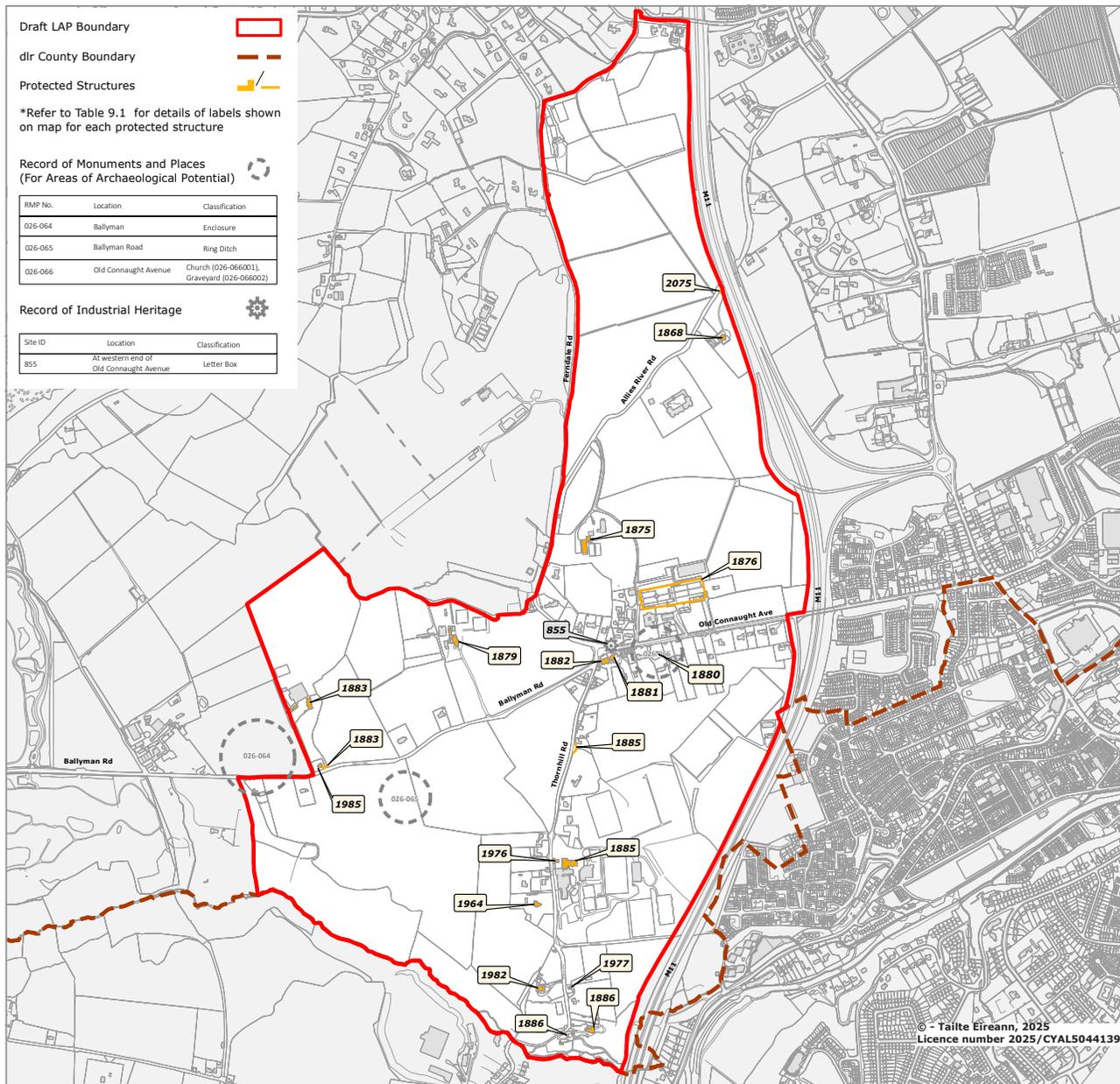


Figure 9.2: Built and Archaeological Heritage within the Old Connaught LAP Area



9.4.1.2 Jubilee Hall

Jubilee Hall was built in the mid to late nineteenth century and comprises a large two storey Victorian mock-castle type house with extensive out buildings. The building has been vacant for a number of years and presents a regeneration opportunity at a strategic location.

It is an objective to seek the regeneration of Jubilee Hall as part of the wider re-development of the Western Character Area (see Chapter 4). It is an objective to consider positively proposals that improve, alter, extend or change the use of Jubilee Hall that results in a viable modern use, subject to appropriate design, materials and construction methods. The heritage benefits associated with the development of Jubilee Hall should be leveraged to enable new residential communities to connect with the building and its landscape.

It is a further objective to enhance and extend the public realm setting of Jubilee Hall through the integration of the Protected Structure with strategic public open space surrounding the structure (see section 8.4.1.6 – Jubilee Hall Park). The former walled gardens of Jubilee Hall are located to the west of the main house and appear to be largely overgrown and in poor condition. While these do not form part of the Protected Structure, it is an objective to integrate the former walled gardens as a heritage feature as part of Jubilee Hall Park.



Jubilee Hall off Ballyman Road

Policy OCLAP46 – Built Heritage

It is Policy to conserve, protect and enhance (as appropriate) the built heritage of Old Connaught including Protected Structures and attendant grounds, in accordance with best conservation practice and policy objectives set out in Chapter 11 and Section 12.11 of the dlr County Development Plan, 2022-2028.

Policy OCLAP47 – Alterations to Protected Structures

It is Policy to support proposals that enhance, extend or change the use of Protected Structures which result in a viable modern use, subject to appropriate design, materials and construction methods. All such proposals shall accord with Policy Objective HER8 and Section 12.11 of the County Development Plan 2022-2028.

Policy OCLAP48 – Re-use of Protected Structures

It is Policy to consider positively the change of use of Protected Structures where it can be shown that the structure, character, appearance and setting will not be adversely affected and where its reuse for an alternative purpose is necessary to ensure a viable future for the building(s).

Objective HC1 – Victorian Walled Gardens

It is an Objective to:

- Support the continued use and/or potential adaptive re-use of the Victorian Walled Gardens in line with its underlying Objective 'F' zoning status.
- Enhance and extend the public realm setting of the Walled Gardens through the integration of strategic public open space immediately to the north (see section 8.4.1.3 – Walled Gardens Park).
- Ensure that any development in proximity of the Walled Gardens, including improvements to the public realm, protects, conserves and enhances its setting.

Objective HC2 – Jubilee Hall

It is an Objective to:

- Seek the regeneration of Jubilee Hall as part of the wider re-development of the Western Character Area and consider positively proposals that improve, extend or change the use of Jubilee Hall that results in a viable modern use, subject to appropriate design, materials and construction methods.
- To ensure a holistic approach to the regeneration of Jubilee Hall, proposals for the protected structure must form part of an application for the wider re-development of the area.
- Enhance and extend the public realm setting of Jubilee Hall through the integration of the Protected Structure with strategic public open space surrounding the structure (see section 8.4.1.6 – Jubilee Hall Park).
- Integrate the former walled gardens of Jubilee Hall as a heritage feature as part of Jubilee Hall Park.

9.4.2 Buildings of Vernacular and Heritage Interest

Old Connaught has existing older buildings and features of heritage interest which are not included on the Record of Protected Structures. Such structures are the focus of Council policy to retain, where appropriate, and encourage their rehabilitation and suitable reuse (even where not designated as a Protected Structure). Their inclusion is in acknowledgement of their positive contribution to the character and appearance of local streetscapes (Policy Objective HER20: 'Buildings of Vernacular and Heritage Interest' contained within 'Chapter 11: Heritage and Conservation' of the current County Development Plan refers). The retention and reuse of these buildings adds to the area's sense of place, encourages inter-generational connections within the community and has an important role in the future sustainable development of the Old Connaught LAP area.

9.4.3 Areas of Cumulative Heritage Interest - Old Connaught Village Core

The existing village core at Old Connaught includes a range of significant Victorian terraced and individual houses and cottages (the area referred to is indicated in Figure 9.3). The urban grain is marked by a series of individual house plots that flank the roads. The massing for the most part consists of small-scale houses and buildings with irregular plan forms all set within individual plots. There are a range of gateways consisting mainly of rectangular piers, flanking walls and metal gates. Of particular interest is the pair of tall portal gateways to Regency type houses of Old Bawn and Graigueconna (both Protected Structures).

The buildings, streetscape and adjoining open space at the village core exhibits a distinct character and intrinsic quality based on its historic built form and layout. Only two of the houses located within this area are listed on the Record of Protected Structures. It is considered that the character of the area is derived from the cumulative impact of the buildings and their setting. Recognising the distinct character of the Old Connaught village core it is a policy that future development at or in proximity to this area has regard to the distinct character and intrinsic qualities based on its historic built form and layout.

Furthermore, it is considered that further appraisal of the Old Connaught village core (area indicated in Figure 9.3) is appropriate to assess and determine whether the area meets the requirements and criteria to be designated an Architectural Conservation Area. Under the Planning and Development Act 2000 (as amended), an Architectural Conservation Area is defined as a place, area, group of structures or townscape that is of special architectural, historical, archaeological, artistic, cultural, scientific, social, technical interest or value, or contributes to the appreciation of Protected Structures. In general terms, the purpose of ACA designation is to protect and enhance the special character of an area.

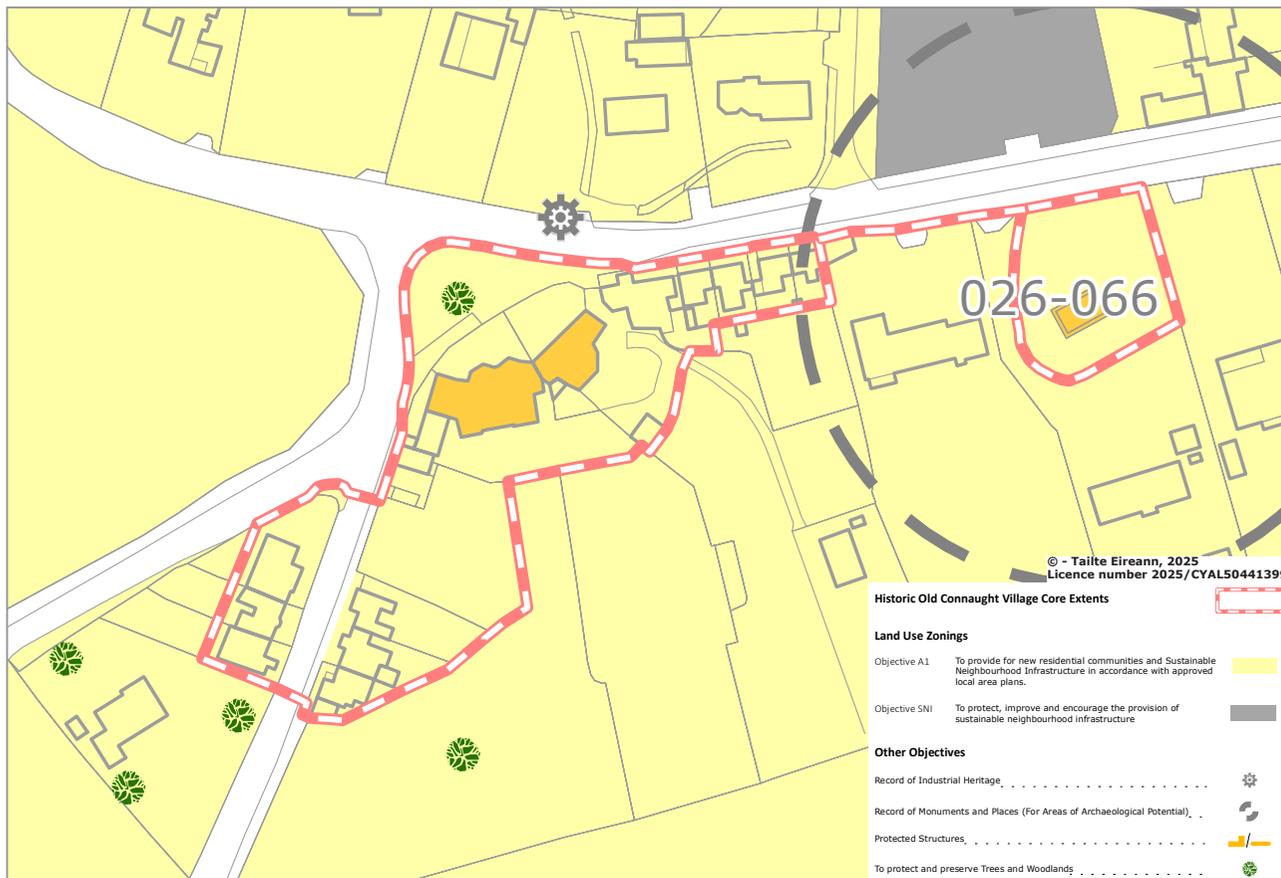


Figure 9.3: Old Connaught Historic Village Core



Open Space setting at Old Connaught Village Core with backdrop of Old Bawn and Graigueconna Houses (Protected Structures)



Group of houses at Old Connaught Avenue from the early nineteenth-century

Policy OCLAP49 – Old Connaught Village Core

It is Policy that future development at or in proximity to the Historic Old Connaught Village Core (see Figure 9.3) has regard to the distinct character and intrinsic qualities based on the areas historic built form and layout.

Objective HC3 – Cumulative Heritage Interest

It is an Objective to protect, enhance and promote Old Connaught's built heritage through the possible designation of the village core as a candidate / Architectural Conservation Area as part of the forthcoming review of the dlr County Development Plan. An indicative boundary is shown in Figure 9.3

9.4.4 Integration of New Development

Old Connaught’s heritage is a significant component of its identity, and it is important to recognise and protect this through the appropriate integration of new development. Built heritage assists in creating a sense of place and reflects the evolution of the area across the centuries. It is important that this is not overwhelmed by new development but is instead respected, reinvigorated and enhanced.

It is a policy to ensure the protection of the historical character of Old Connaught and that future development / redevelopment is carried out in a manner sympathetic to its special character thus ensuring that the distinct character and intrinsic heritage qualities of the Old Connaught area are recognised. Having regard to the scale of development planned at Old Connaught, it is a policy to seek to achieve an interesting and vibrant mix of the old and the new, to enhance the sense of place, character and identity of the Old Connaught area. The Council also supports the potential role of high quality contemporary architecture which has regard to Old Connaught’s historical character and contributes new elements to the visual landscape.

Policy OCLAP50 – Historic Character

It is Policy to ensure the protection of the historical character of Old Connaught and ensure that future development / redevelopment is carried out in a manner sympathetic to its special character, thus ensuring that the distinct character and intrinsic heritage qualities of the Old Connaught area are recognised.

Policy OCLAP51 – Character

It is Policy to encourage an interesting and eclectic mix of the old and the new, to strengthen the sense of place, character and identity of the Old Connaught area.

Policy OCLAP52 – High Quality Architecture

It is Policy to support appropriate development of high quality both in terms of design and materials which enhances the visual richness and character of the area.

9.5 Archaeological Heritage

It is the policy of the Council to manage the development of Old Connaught in a manner that protects and conserves the archaeological heritage of the area. Archaeological heritage assets have the potential to contribute to quality of life and help to generate an overall sense of place, and the Council recognises its role in protecting this resource for future generations to enjoy.

dIrc County Council is committed to ensuring that the rich archaeological heritage of Old Connaught is protected in accordance with national policy. Archaeological heritage is

protected by the National Monuments Acts 1930-2004 and is comprised of:

- Recorded sites and features of historical and archaeological importance included in the Record of Monuments and Places (RMP).
- Registered sites and features of historical and archaeological importance included in the Register of Historic Monuments, as established under Section 5 of the National Monuments Act, 1987.
- National Monuments in State Ownership or Guardianship.
- National Monuments, which are the subject of Preservation Orders.
- All previously unknown archaeology that becomes known (e.g. through ground disturbance, fieldwork or the discovery of sites underwater).

Archaeological heritage within the Old Connaught area is illustrated on Figure 9.2 and detailed in Table 9.2. There are three known archaeological monument sites located within the Draft Plan area. There are a number of other sites outside the Draft Plan boundary, such as the cluster of sites at Ballyman Church which sit to the west of the Draft Plan boundary.

A medieval church and surrounding graveyard are located on the southern side of Old Connaught Avenue. The church was built in the late medieval period, and the walls of the church, and surrounding graveyard remain. The grounds of the church and graveyard are not generally accessible to the public except by prior arrangement. The graveyard is also classified as a Protected Structure. A ring ditch is located on agricultural lands south of Ballyman Road in the west of the Plan area.

Classification	Location	Site	RMP No.
Church	Old Connaught Avenue	Yes	026-066001
Graveyard	Old Connaught Avenue	Yes	026-066002
Ring Ditch	Ballyman Road	Yes	026-065

Table 9.2: Record of Monuments and Places – Draft Plan Area

As provided under Policy Objective HER2 of the dIrc County Development Plan 2022-2028, it is Council policy to presume in favour of the preservation in situ of archaeological remains of importance and their settings. The Council will strictly control development proposals that may negatively impact on the significance of archaeological sites and monuments and their setting and interpretation.

Any proposed development in the environs of these archaeological sites will need to have due regard for the requirements pertaining to their protection. Development proposals within zones of archaeological potential and in or near recorded monuments, will only be considered when accompanied by an archaeological assessment.

Policy Objective HER5 of the County Development Plan provides that it is a policy to protect historical and/or closed burial grounds within the County and encourage their maintenance in accordance with good conservation practice and to promote access to such sites where possible. Within Old Connaught, there is an opportunity to increase access to the medieval church and graveyard, provide on-site interpretation and improve the management of the grounds consistent with its conservation as a national monument.



Policy OCLAP53 – Archaeological Heritage

It is Policy to manage the development of the Plan area in a manner that protects and conserves the archaeological heritage of the area and fully recognises its role in protecting this resource for future generations to enjoy.

Objective HC4 – Old Connaught Church and Graveyard

It is an Objective to:

- Explore the potential of facilitating, in a sustainable manner, increased public access to the medieval church and graveyard, to provide on-site interpretation and improve the management of the grounds consistent with its conservation as a national monument.
- Ensure that any development in proximity to the medieval church and graveyard, including improvements to the public realm, protects and enhances the setting.

9.6 Industrial Heritage

The dlr County Development Plan 2022-2028 identifies items of industrial heritage significance within the County, which are to be documented, protected, conserved and assessed for inclusion on the Record of Protected Structures. Such items are listed in the Industrial Heritage Survey in Table 4.5 of Appendix 4 of the County Development Plan. The Industrial Heritage Survey includes one industrial heritage feature within the Old Connaught LAP area, a letter box located on the western end of Old Connaught Avenue (Site No. 855), see photo below.



Industrial Heritage – Letter Box at Old Connaught Avenue

9.7 Communicating Heritage

This Plan seeks to communicate the heritage of Old Connaught through its sensitive integration with the public realm and new development. The strategic level network of open spaces at Old Connaught (see Chapter 8) integrates new public open spaces with existing heritage elements at Old Connaught including inter alia the Victorian Walled Gardens, Jubilee Hall, the original entrance gates at Thornhill House, the Old Connaught church and graveyard and the village core. The strategic open space network at Old Connaught is integrated with the active travel network which provides the potential for the integration of the area's heritage with everyday movement patterns of local residents. In addition to the planned active travel network through Old Connaught, and in acknowledgement of potential historic walking routes through Old Connaught, it is an objective of the LAP to preserve mass paths where possible.

In order to better communicate and enhance the interpretation of the area's heritage, the Council will seek to facilitate, provide and/or retain where appropriate, plaques, signage and maps communicating an interpretation of the historical and natural heritage of Old Connaught.

Objective HC5 – Communicating Heritage through the Public Realm

It is an Objective to:

- Communicate the heritage of Old Connaught through its sensitive integration with the public realm including the area-wide open space and active travel networks.
- Facilitate, provide and/or retain where appropriate, plaques, signage and maps communicating an interpretation of the historical and natural heritage of Old Connaught.

Objective HC6 – Historic Paths

It is an Objective to seek to preserve mass paths throughout Old Connaught, where possible.



10

Infrastructure, Utilities and Flood Risk

10.1 Introduction

To support the sustainable development of Old Connaught, it is an imperative to facilitate and provide the appropriate quantum of physical infrastructure and utilities to cater for both the existing and future needs of the area. The sustainable growth of Old Connaught requires the provision of services and infrastructure in a plan led manner to ensure that there is adequate capacity to support future development. High-quality infrastructure is an important element of our society and provides essential functions and services that support societal, economic and environmental systems.

The following Chapter sets out the policy and objectives in relation to the following:

- Water Infrastructure
- Wastewater Infrastructure
- Drainage Infrastructure
- Flood Risk Management
- Energy
- ICT / Communications
- Waste Management

Additional infrastructure requirements, necessary to support the plan-led development of Old Connaught, including transport, parks and recreation, social infrastructure etc. are discussed elsewhere within this Draft Plan. The appropriate phasing of strategic enabling infrastructure at Old Connaught is set out in Chapter 11 – Phasing and Implementation.

It is acknowledged that the delivery of utilities infrastructure including water services, energy supply and telecommunications all fall outside the direct remit of dlr but yet have implications for the sustainable planning of the Draft Plan area. A key aim of the Planning Authority is to unlock the development capacity of Old Connaught through on-going co-ordination with relevant stakeholders and infrastructure providers, which focusses on implementation and delivery of enabling infrastructure.

Policy OCLAP54 – Co-ordination with Infrastructure Stakeholders

It is Policy to promote an active land management approach through on-going co-ordination with relevant stakeholders and infrastructure providers in the delivery of enabling infrastructure at Old Connaught to support the sustainable development of the Draft Plan area.

10.2 Infrastructure Capacity Assessment Study

The Draft Plan is informed by an Infrastructure Capacity Assessment Study (ICAS). The purpose of the ICAS was to analyse the existing infrastructural deficiencies in the Old Connaught area and to identify the proposed high-level strategic enabling infrastructure required to facilitate plan-led development.

The range of strategic enabling infrastructure elements considered in the ICAS included transport; green infrastructure and biodiversity, heritage and conservation, open space, parks and recreation, water and wastewater, drainage, social infrastructure - community and education facilities, and utilities - power supply and telecommunications.

In terms of utilities infrastructure, the project stakeholder board which supported the preparation of the ICAS included representatives from many of the main bodies associated with the provision and/or delivery of utilities infrastructure including inter alia: Uisce Éireann, ESB Networks and EirGrid.



Figure 10.1: Infrastructure Capacity Assessment Study for the south-east of dlr

10.3 Water and Wastewater Infrastructure

Uisce Éireann is the Agency primarily responsible for the operation of public water services nationally. Uisce Éireann is mandated to provide both drinking water and wastewater capacity to facilitate future settlement growth, in line with national and regional planning policies and objectives, subject to the availability of funding, environmental and financial sustainability criteria.

10.3.1 Water Infrastructure

In 2024, Uisce Éireann completed works on the Old Connaught/Woodbrook Water Supply Scheme which comprised the upgrade of the drinking water supply for parts of South Dublin and North Wicklow. The Scheme involved the provision of two new high-level reservoirs at Ballyman and the installation of approximately 14km of new water mains to distribute water to local areas. The Scheme provides network resilience, flexibility and capacity for future growth.



Old Connaught-Woodbrook Water Supply Scheme Project

The existing water supply network for Old Connaught is illustrated in Figure 10.2. Discussions with Uisce Éireann indicate that the water supply network is generally adequate, and the existing network can be expanded in order to serve the future development of the area.

While additional local network infrastructure will be required, it is not anticipated that any additional significant water infrastructure will be required to enable development in the area. As identified through the ICAS, the preferred strategy for the Draft Plan area is to create looped networks through connections to the existing water mains. This would improve resiliency and reliability of the water supply, thus facilitating new development to occur within the area.

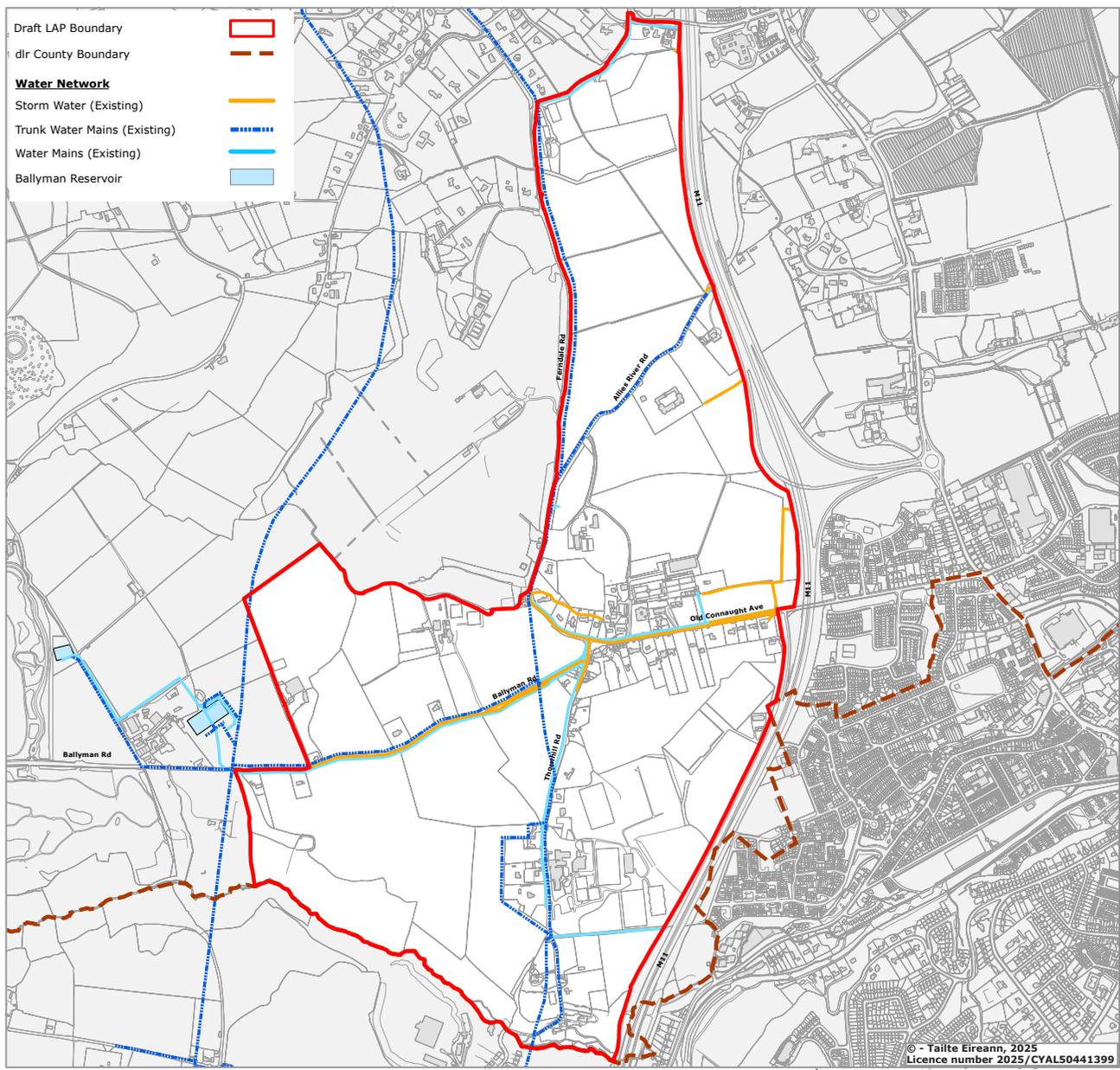


Figure 10.2: Existing Water Supply Network in the Old Connaught LAP Area (Indicative Only, refer to Uisce Éireann for Water Network)

Policy OCLAP55 – Water Framework Directive

It is Policy to facilitate compliance with the requirements of the EU Water Framework Directive and any relevant legislation. In this regard, the Council will facilitate compliance with the relevant objectives and measures set out in the ongoing 'River Basin Management Plan' (2022- 2028) and associated Programme of Measures, where relevant. Applications for development under this LAP must demonstrate that the proposal for development would not adversely affect a water body's ability to meet its objectives under the Water Framework Directive, individually as a result of the proposed development or cumulatively, in combination with other developments.

10.3.2 Wastewater Infrastructure

The Old Connaught area is not currently serviced with strategic wastewater infrastructure, and at present, existing residents own and maintain their own septic tanks. The Draft Plan area is not serviced by an Uisce Éireann wastewater network and there is currently no connection eastwards across the M11 to the existing wastewater network.

Policy Objective E13: Wastewater Treatment Systems of the dlrcoco County Development Plan 2022-2028 states that it is a policy that all new developments in areas served by a public foul sewerage network connect to the public sewerage system, directly or indirectly, and that wastewater strategies should promote the changeover of existing septic tanks to collection networks where possible. This is particularly relevant in Old Connaught, given the existing septic tank network in the area.

The Bray/Shanganagh Drainage Area Plan is being advanced by Uisce Éireann and is intended to address the wastewater needs of the Draft Plan area and the wider environs. Uisce Éireann are finalising the Drainage Area Plan for the area which is looking at high level solutions and concept designs to connect to the Bray / Shanganagh catchment.

As identified through the ICAS, the preferred strategy for the Draft Plan area is to develop a new gravity wastewater network to facilitate new development and the future connection of existing dwellings. A pumping station and trenchless rising main crossing of the M11, in the vicinity of Old Connaught Avenue, are required to connect the Draft Plan area to the existing wastewater network.

Preliminary discussions with Uisce Éireann have determined that a wastewater crossing of the M11 is feasible, subject to detailed design and technical agreement between the relevant parties, including Transport Infrastructure Ireland. All wastewater will eventually flow towards the Shanganagh Wastewater Treatment Plant which has surplus capacity to cater for the foul drainage requirements of the area.



Shanganagh Wastewater Treatment Works

In order to progress the delivery of a wastewater pumping station to serve the Old Connaught area, dlr in collaboration with Uisce Éireann, are undertaking preliminary analysis of a potential location for a pump station at Council owned lands to the north of Old Connaught Avenue, see Figure 10.3. The location identified is indicative only and the ultimate final location of the pump station is subject to further assessment and agreement with Uisce Éireann.



Figure 10.3: Potential Location for a Wastewater Pumping Station in Old Connaught (Indicative and subject to change)

In advance of the permanent solution to provide a trenchless rising main crossing of the M11, a potential interim connection solution has been identified which would use an existing spare duct in the Old Connaught Avenue bridge to install a rising main of up to 100mm diameter. This could act as an interim measure to facilitate development of up to 850 residential dwellings in advance of the permanent solution to provide for full development of the Draft Plan area. The interim rising main and

associated pumping station will be subject to agreement between Uisce Éireann, TII and dlr County Council.

Policy OCLAP56 – Wastewater Treatment

It is Policy to facilitate Uisce Éireann in ensuring that all wastewater generated is collected, treated and discharged after treatment in a safe and sustainable manner, having regard to the standards and requirements set out in EU and national legislation and guidance.

10.4 Drainage Infrastructure

New development in the area has the potential to significantly increase the amount of surface water runoff from a site compared to the equivalent greenfield area due to an increase in impermeable surfaces. This can result in an increased flood risk to the local drainage network and water courses, as well as negatively impacting on water quality and biodiversity.

As identified through the ICAS, the preferred Drainage Strategy for the Draft Plan area is to develop a new gravity stormwater network to facilitate new development. The potential indicative drainage network identified through the ICAS to serve the area is shown on Figure 10.4. It is acknowledged that, subject to more detailed analysis, alternatives to the indicative drainage network for Old Connaught may be progressed.

In order to effectively manage and mitigate the potential flood and pollution risks from increased surface water runoff, it is important to implement Sustainable Drainage Systems (SuDS) as part of the surface water management system for a development. Sustainable Drainage Systems is defined by the Construction Industry Research and Information Association (CIRIA) as, "...a sequence of management practices and control structures designed to drain surface water in a more sustainable fashion than some conventional techniques".

Using SuDS techniques, water is either infiltrated or conveyed more slowly to water courses via ponds, swales, infiltration systems, bioretention areas, attenuation tanks or other installations to try and closely mimic natural catchment drainage behaviour. In addition to delaying the rate of runoff, SuDS features increase water quality by ensuring that pollutants filter down through soils or are broken down by bacteria. By mimicking the natural situation, SuDS attenuates and treats surface water runoff and improves environmental performance. This is an important element of climate change mitigation and resilience.

Appropriately designed, constructed and maintained SuDS features can mitigate many of the adverse effects of urban surface water runoff on the environment, thus future proofing communities against adverse weather effects. SuDS main

objectives are therefore, to minimise the impacts from development on the quantity and quality of the runoff and maximise amenity and biodiversity opportunities.

New developments in the area should maximise the provision of SuDS features and must be self-attenuated. In general, private developments should look to implement a surface water management strategy that provides a multi-level treatment train, and which mimics natural processes to infiltrate and reuse surface water runoff, within the site curtilage, as much as possible. This should include a combination of SuDS features such as green/blue roofs, rainwater harvesting, rain gardens, rain planters, bio-retention areas, tree pits, swales, filters drains, permeable paving etc.

All surface water management designs should ensure they are in accordance with the requirements of the dlr County Development Plan 2022-2028, Section 10.2.2.6 Policy Objective EI6: Sustainable Drainage Systems, such that the proposal must demonstrate the requirements of the Greater Dublin Strategic Drainage Study (GSDSDS) policies in relation to Sustainable Drainage Systems (SuDS), and also Appendix 7: Sustainable Drainage System Measures.

Due to the largely undeveloped nature of the area, there is significant opportunity for large scale, catchment wide SuDS features / attenuation ponds. Regional SuDS features could be provided to attenuate runoff from the catchment and to provide treatment to stormwater runoff. Based on the findings of the ICAS, the preferred Drainage Strategy for the Old Connaught area provides for a primary regional attenuation pond in the east of the Plan area, see Figure 10.4. It is proposed that this pond would have an attenuation volume of approximately 12,003m³ with an allowable discharge rate of 133.1l/s and a treatment volume of 4,388m³. To ensure robustness, a secondary and smaller attenuation pond is located to the south of Old Connaught Avenue which should be integrated as part of the residential area (approx. location indicated in Figure 10.4). Additional attenuation features could potentially be incorporated within the landscaping of parks or other appropriate locations.

While the Water Framework Directive (WFD) status of groundwater at Old Connaught is classified as 'Good', the groundwater vulnerability of the area is identified as 'High' (across the majority of the Plan area) with a smaller area identified as 'Moderate' in the northern extents of the Plan area. Future development in the Plan area presents potential risks to groundwater quality and as such, it is a policy to ensure the protection of groundwater resources and associated habitats and species. The Qualifying Interest habitats of the Ballyman Glen SAC are dependent on the maintenance of particular hydrological conditions. Any development proposals with the potential to impact on the Ballyman Glen SAC or any Groundwater Dependent Terrestrial Ecosystems will also need to have regard to Policy OCLAP39, contained in Chapter 7.

Policy OCLAP57 – Sustainable Urban Drainage Systems

It is Policy to:

- To promote the use and appropriate maintenance of Sustainable Urban Drainage Systems (SuDS) to manage surface and groundwater regimes sustainably. These should be applied to all developments, including new road and public spaces, in line with Appendix 7 (7.1 and 7.2) of the dlr County Development Plan 2022-2028, to suit individual site layouts and local ground conditions.
- Design and maintenance of SuDS Systems should be in accordance with the Greater Dublin Strategic Drainage Study (GSDSDS) and the CIRIA SUDS Manual. The proposed networks should be designed in accordance with Appendix 7 (7.1 and 7.2) of the dlr County Development Plan 2022-2028, CIRIA C753 'The SuDS Manual' and the Greater Dublin Strategic Drainage Systems (GSDSDS).
- The primary regional pond to serve the Old Connaught area shall be provided at lands identified in Figure 10.4. An additional, secondary and smaller attenuation pond should be provided at lands also identified in Figure 10.4. These ponds will provide storage to meet attenuation requirements for the 1% AED and provide the final stage of treatment for water runoff prior to discharge to the public network/stream outside of the Old Connaught LAP area. The ponds may provide amenity and biodiversity benefits in accordance with best design practice.
- To pilot and test new green infrastructure installations in the public realm to boost biodiversity and improve surface water management, including the use of permeable materials for surfaces, green roofs and the provision of storm water tree trenches / pit.
- To support the development of soft landscaping in public open spaces and parks, where feasible in accordance with the principles of Sustainable Drainage Systems (SuDS).

Policy OCLAP58 – Groundwater

It is Policy to:

- Ensure the protection of groundwater resources and associated habitats and species in accordance with the EU Groundwater Directive. All new planning applications within the LAP area shall have regard to the likely impacts the proposed development may have on groundwater resources.
- Ensure that planning applications take into account any existing groundwater protection schemes and groundwater source protection zones and/or the likely impacts that the development may have on groundwater.

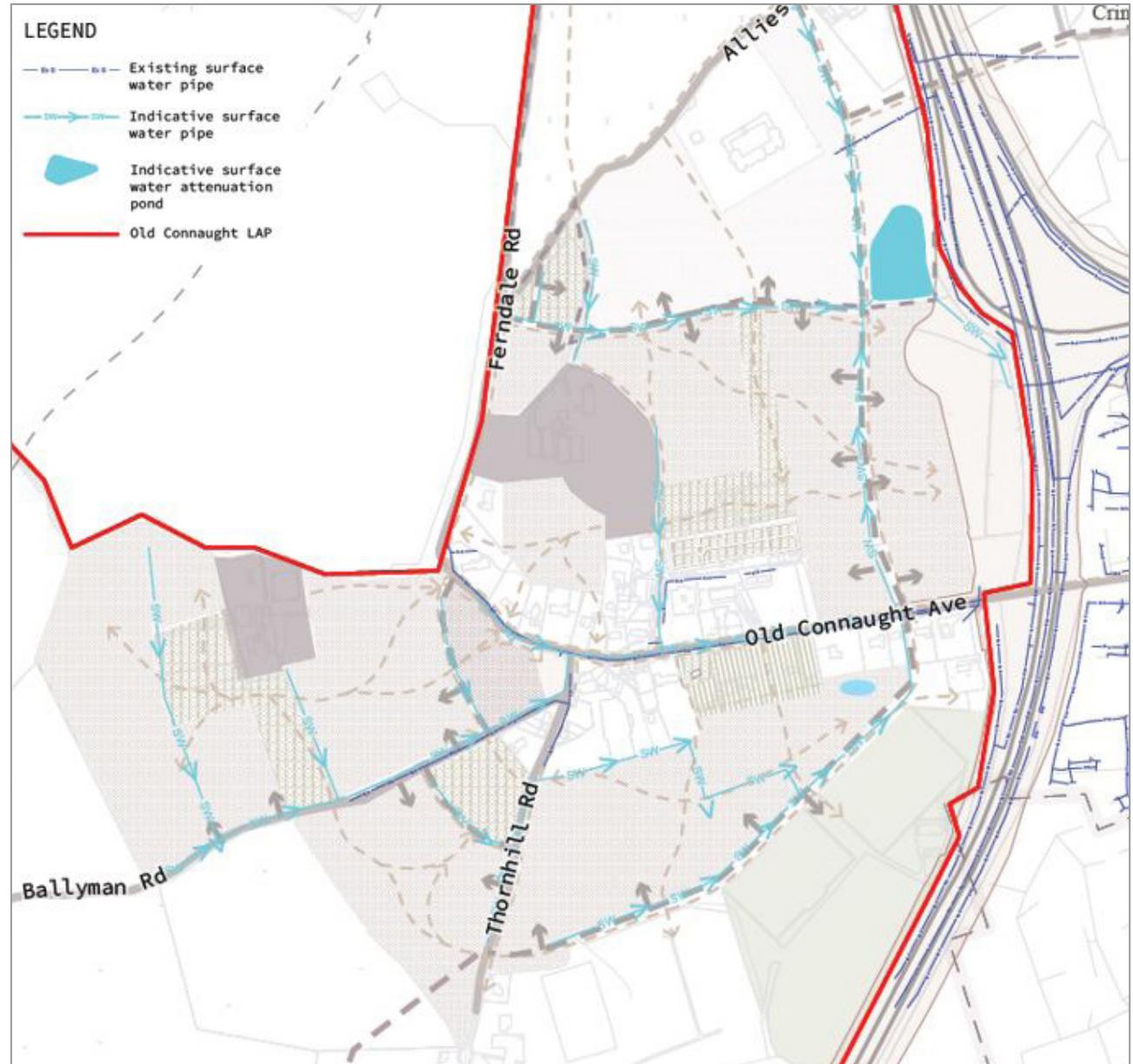


Figure 10.4: Potential Indicative Drainage Network to serve the LAP area

Policy OCLAP59 – Surface Water Regulations

It is Policy to ensure the implementation of the surface water legislation 'Environmental Objectives (Surface Waters) Regulations 2009' to ensure that development permitted will not have an unacceptable impact on water quality including surface waters, ground water, river corridors, estuarine waters, bathing waters, coastal and transitional waters. Development within the Draft Plan area shall comply with the Policies and Objectives of the dlr County Development Plan relating to protection of existing water and drainage infrastructure.

10.5 Flood Risk Management

Flood risk management is an important climate change adaptation measure. The publication of 'The Planning System and Flood Risk Management Guidelines for Planning Authorities' (2009) has seen the introduction of an integrated and standardised approach to flood risk management within the planning system. The Guidelines support a sequential approach to flood risk management where the first option is to avoid flood risk where possible, followed by substituting less vulnerable uses where avoidance is not possible and finally, mitigating and managing the risk, where avoidance and substitution are also not possible.

10.5.1 County Development Plan Policy Provision

Chapter 10 of the dlr County Development Plan 2022-2028 - Environmental Infrastructure and Flood Risk – includes policy provision in relation to flood risk management. Policy Objective EI22 provides that it is a policy objective of the Council to support, in cooperation with the OPW, the implementation of the EU Flood Risk Directive (20010/60/EC) on the assessment and management of flood risks, the Flood Risk Regulations (SI No 122 of 2010) and the Department of the Environment, Heritage and Local Government and the Office of Public Works Guidelines on 'The Planning System and Flood Risk Management' (2009) and relevant outputs of the Eastern District Catchment and Flood Risk Assessment and Management Study (ECFRAMS Study).

The Council's approach to the implementation of the Guidelines, further to Policy Objective EI22, is as follows:

- Through the policies and objectives set out in the CDP SFRA in accordance with the over-arching sequential approach of Avoid, Substitute, Justify, and Mitigate. As set out in Section 5.1 of the CDP SFRA all applications for development must be accompanied by an appropriately detailed Site Specific Flood Risk Assessment (SSFRA).
- Any other flood risk areas that may be identified during the period of the CDP or in relation to a planning application (refer to Section 6 the CDP SFRA).

- Support for mitigation measures as set out in the CDP SFRA.
- Where certain measures proposed to mitigate or manage the risk of flooding associated with new developments are likely to result in significant effects to the environment or European sites downstream, such measures will undergo environmental assessment and Habitats Directive Assessment, as appropriate.
- Flood Risk Management and Strategic Flood Risk Assessment shall be incorporated into the preparation of all statutory plans.
- Regard shall be had to any future flood hazard maps, flood risk maps and flood risk management plans prepared as part of the Eastern District Catchment Flood Risk Assessment and Management Study and future iterations of other similar studies of impacts of climate change.
- Where flood protection or alleviation works take place the Council will ensure that the natural and cultural heritage and rivers, streams and watercourses are protected and enhanced.
- Existing wetland Habitats within the County which serve as flood protection/management measures shall be managed and enhanced.
- The Council will also require that all proposed flood protection or alleviation works will be subject to Appropriate Assessment to ensure there are no likely significant effects on the integrity, defined by the structure and function, of any European Sites and that the requirements of Article 6 of the EU Habitats Directive are met.

10.5.2 Strategic Flood Risk Assessment

In accordance with the Flood Risk Management Guidelines and County Development Plan policy, a Strategic Flood Risk Assessment (SFRA) has been prepared for the Old Connaught LAP. The SFRA is contained in Appendix A.

10.5.2.1 Flood Risk Assessment of the Old Connaught Tributary

To inform the SFRA, a separate Flood Risk Assessment (FRA) of the upstream catchment area of the Old Connaught Tributary was commissioned and undertaken. The purpose of the assessment was to re-analyse the predicted flood extents within the catchment and to verify the accuracy of the CFRAMS flood extent mapping. dlr engaged with the OPW throughout this process and the assessment follows the OPW's Flood Risk Management Guidelines (2009).

The FRA involved comprehensive analyses, including a desktop study, hydrological assessments, hydraulic model development, and flood mapping. The study identified critical data sources,

historical flood records, and infrastructure information. The hydrological analysis utilised the CFRAMS predicted peak flows and refined the inflow locations by subdividing the catchment based on topography and drainage. Future scenario peak flows incorporating climate change allowances were developed.

Advanced hydraulic modelling (1D and 2D) using Flood Modeller and Tuflow provided flood extent and depth maps for different scenarios. The flood mapping analysis showed that, under the current scenario 1% AEP event, floodwaters are largely confined within the extents of the Old Connaught Tributary. During the 0.1% AEP event, however, floodwaters exceed the channel capacity and spill onto the M11.

A sensitivity analysis revealed that the hydraulic models are moderately sensitive to roughness variations and highly sensitive to peak inflow increases. A comprehensive comparison was carried out between the hydraulic model produced for the FRA and the CFRAMS hydraulic model. Key differences in the FRA model include the addition of an upstream throttle pipe, culvert upsizing, and inflow redistribution. As a result, the flood extents produced by the FRA model are significantly different from the CFRAMS flood extent mapping around Old Connaught Avenue, in both the 1% AEP and the 0.1% AEP events. The 0.1% AEP flood extent on the M11 motorway produced using the FRA model is similar, but less extensive than the CFRAMS flood extent. Based on the results the OPW's Flood Mapping Review Programme have been asked to review and update the CFRAMS mapping as appropriate.

Figure 10.5 illustrates the revised predicted flood extents for the Draft Old Connaught LAP area, as informed by the Flood Risk Assessment of the Old Connaught Tributary. At Old Connaught Village, the flood zone extents for the Old Connaught Tributary primarily comprise Flood Zone B with only a small area of Flood Zone A (circa 12m²). In the northern extents of the Plan area, the flood extents associated with the Crinken Stream comprise both Flood Zone A and Flood Zone B. In the southern extents of the Plan A, there are flood zones associated with the County Brook.

Figure 10.6 and 10.7 overlay the flood zone data on the development framework drawings for the Old Connaught area, including both Old Connaught Village and the northern extents of the Draft Plan area. As illustrated, the flood zone extents are located outside of land identified for inter alia residential uses. Additional information regarding development in these areas is set out in Chapter 4 – Spatial Strategy and Site Development Frameworks.

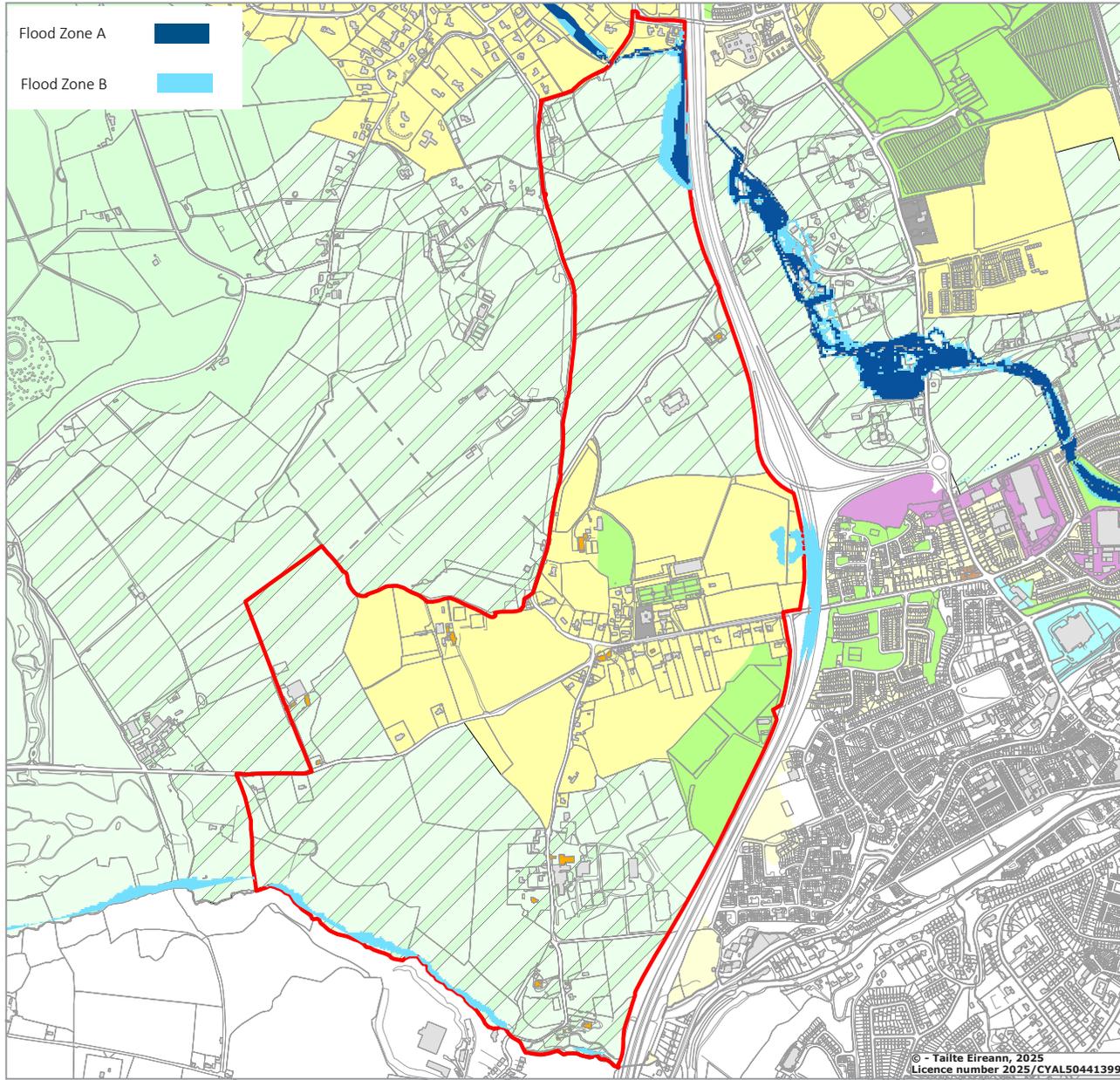


Figure 10.5: Predicted Flood Extents for the LAP Area (informed by the Flood Risk Assessment of the Old Connaught Tributary)

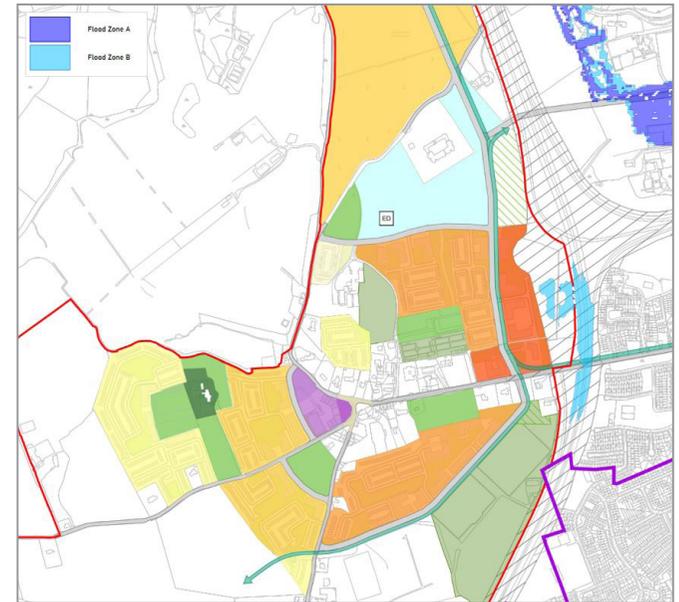


Figure 10.6: Land Uses and Predicted Flood Extents of the Old Connaught Tributary

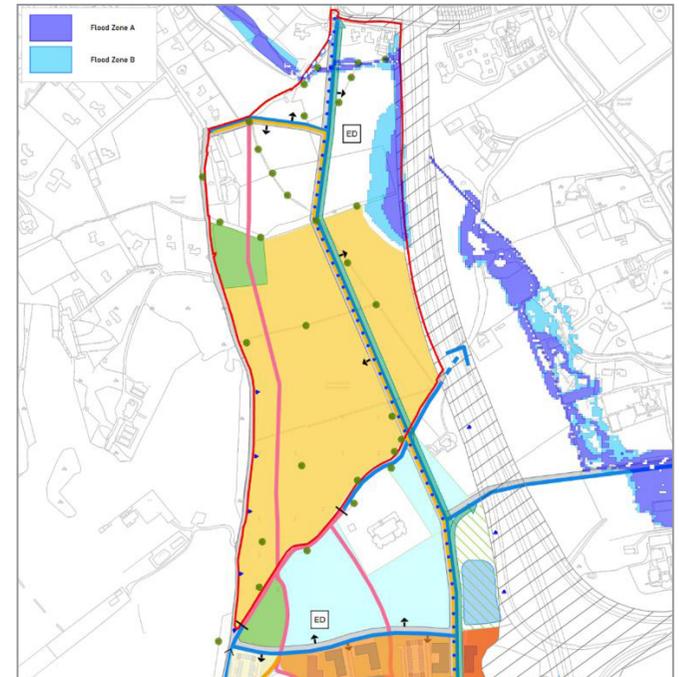


Figure 10.7: Land Uses and Predicted Flood Extents of the Crinken Stream

Policy OCLAP60 – Flood Risk Assessment

It is Policy to manage flood risk in the Old Connaught LAP area in accordance with the requirements of The Planning System and Flood Risk Management Guidelines for Planning Authorities, DECLG and OPW (2009) and Circular PL02/2014 (August 2014) and to require all proposed developments to carry out a Site-Specific Flood Risk Assessment that shall demonstrate compliance with:

- The Planning System and Flood Risk Management, Guidelines for Planning Authorities (DEHLG/OPW, 2009), as may be revised and/or updated.
- The prevailing Dún Laoghaire-Rathdown County Development Plan.
- Any SSFRA shall not be required to carry out a Plan-Making Justification Test, given that this exercise was already carried out at County Development Plan-level.
- The SSFRA shall pay particular emphasis to site specific mitigation measures and any necessary management measures, as per Appendix B4 of the above 2009 National Guidelines.

Policy OCLAP61 – Flood Risk Considerations

It is Policy that proposed development in and adjacent to Flood Zone A and B will include for the management of flooding on site, and within the scope of the SSFRA. Use of the sequential approach should be presented in a Masterplan which should demonstrate that there is no highly vulnerable development within Flood Zones A or B. There should be no loss of floodplain storage for the 1% AEP event and the impact of any changes to ground levels and storage areas as part of flood management proposals should be assessed for the 0.1% AEP flood. As overland flow is the primary source of flood risk, it is important that conveyance routes through the site are maintained. The SSFRA will also need to demonstrate there is no impact in flood risk to third party lands.

10.6 Energy

The main energy networks serving the Old Connaught area are electricity and gas. Having regard to planned population growth it is important that the existing electricity and gas networks can be upgraded to provide appropriate capacity to facilitate development. The diversification of our energy production systems away from fossil fuels and improving energy efficiency in order to reduce energy consumption is vital.

10.6.1 Electricity

The remit for the operation and development of the high voltage transmission system in Ireland is with EirGrid, while ownership of the electricity transmission network assets lies with ESB

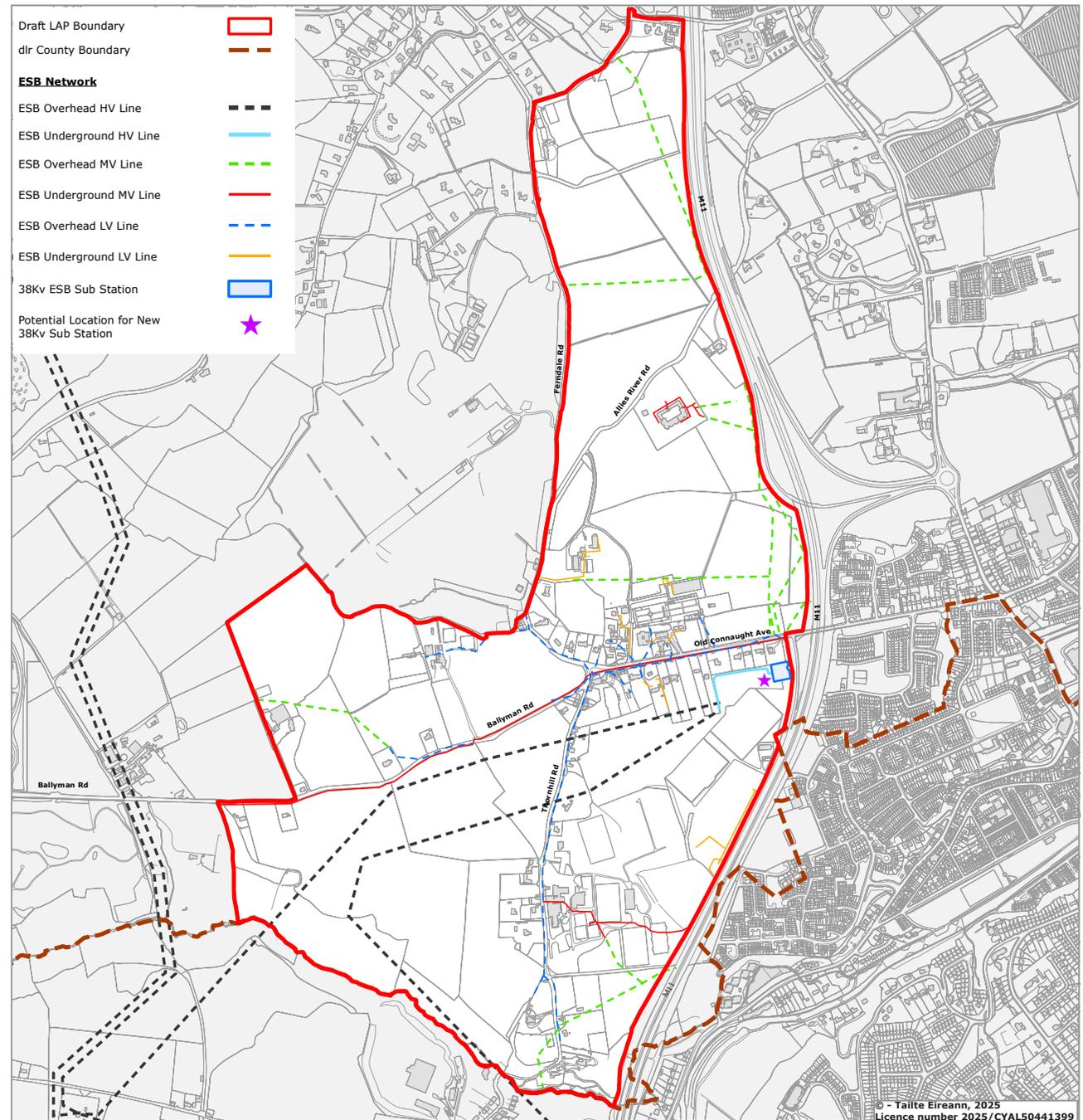


Figure 10.8: Electricity Network in the LAP area (Indicative Only, refer to ESB for ESB Network)

Networks. An existing 38kV station is located near Bray Emmet's GAA Club and a number of medium and low voltage power lines traverse the LAP area, see Figure 10.8.

ESB has advised that there is limited spare capacity for additional load and that a deep reinforcement including a new 38kV station will be required to cater for the total additional residential demand in Old Connaught and neighbouring Rathmichael.

ESB Networks are responsible for the identification of a preferred site in the area for the provision of a new 38kV station and a specific site has yet to be determined. Following engagement with ESB, it is considered prudent to safeguard a preliminary site which may be suitable for the provision of the 38kV station, see Figure 10.8. The site identified is adjacent to the existing 38kV station, where it is considered that potential amenity impacts on adjacent land uses including residential are minimised. In addition to a new 38kV station, local network upgrades will be required across the LAP area to support planned levels of growth. The phasing associated with the delivery of a new 38kV station is set out in Chapter 11 – Phasing and Implementation.

Policy OCLAP62 – ESB

It is Policy to safeguard the reservation of lands, as indicated on Figure 10.8, for the provision of a 38kV ESB station.

10.6.2 Gas

Gas infrastructure exists in the area in the form of medium and high-pressure gas mains. The alignment of the wayleave for the high pressure gas main passes exclusively through lands in the west of the LAP area which are zoned Objective 'GB' - Greenbelt. Subject to local network upgrades across the LAP area, it is anticipated that future development in the Old Connaught area could be supplied from these gas mains.

10.6.3 Renewable Energy

The increased use of renewable energy and low carbon resources in the Old Connaught LAP area, including solar photovoltaic, geothermal, heat pumps, district heating and solar thermal, is supported and promoted by this Plan. These sources offer alternatives to fossil fuels, which help reduce carbon emissions and reliance on imported fossil fuels. Increased use of renewable energy is key to supporting the growth of Old Connaught as a low carbon community.

Roof-mounted solar panels should be encouraged on all suitable flat or generally south-facing pitched roofs on all new developments within the LAP lands, in accordance with Section 3.4.2.4 of the dlr County Development Plan. Larger development proposals including the neighbourhood centre and education

facilities provide an opportunity to explore the potential of incorporating solar energy infrastructure. In terms of utility scale infrastructure (e.g. ground mounted solar panels) the Council will have regard to Policy Objective CA13 of the dlr County Development Plan 2022-2028.

A district heating scheme consists of an insulated pipe network, which allows heat generated from a single or several larger centralised source(s) (energy centres) to be delivered to multiple buildings to provide space heating and hot water. Having regard to Policy Objective CA15 of the dlr County Development Plan and national targets under the Climate Action Plan 2024, the Planning Authority will support the development of district heat networks and the utilisation of waste heat recovery.

Policy OCLAP63 – Renewable Energy Use

It is Policy to:

- Encourage and support the development of solar energy infrastructure, including photo voltaic (PV) in appropriate locations. where it is demonstrated that such development will not introduce significant adverse environmental effects.
- Support the development of district heat networks and the utilisation of waste heat recovery having due regard to potential environmental impacts typically associated with district heating development.

10.6.4 Energy Efficiency in New Buildings

The integration of energy and carbon reduction measures into the life cycle of all new residential and non-residential buildings, from the neighbourhood, street and individual building scale, can result in significant savings at the local level. As stated in the dlr County Development Plan 2022-2028, the Planning Authority will support and encourage buildings of innovative design which seek to achieve Passive or Net Zero Carbon design standards and support the use of structural materials that have low to zero embodied energy and CO2 emissions.

10.7 ICT/Communications

The availability of a high-quality telecommunications network is critical to a modern functioning society. It will also assist home working thereby reducing commuting. In terms of telecommunications infrastructure, fibre connections are available within the vicinity of the LAP area. New development could connect to these networks but would require new fibre cabinet capacity and applications for new connections would need to be submitted to the telecom's providers.

Policy OCLAP64 – Telecommunications Infrastructure

It is Policy to promote and facilitate the provision of an appropriate telecommunications infrastructure at Old Connaught, including broadband, fibre optic connectivity and other technologies.

10.8 Waste Management

Waste management is an integral requirement essential in the promotion of sustainable development, enhancing good public health and the protection of environment. The dlr County Development Plan includes a range of policy objectives with regards to waste management with a focus on the circular economy approach. In terms of existing waste management infrastructure, the Shanganagh Recycling Centre is located c. 2km to the east of the Plan area adjacent to Shanganagh Park. At the local level, there are no bring centres located within the LAP area with the nearest facilities located in Bray and Shankill. Having regard to the planned levels of population growth at Old Connaught it is considered necessary to provide bring centres within the community to support good waste management.

Policy OCLAP65 – Waste Management

It is Policy to develop a network of bring centres at Old Connaught to support waste management at the local level. In order to maximise access to the public, it is a requirement to provide bring centres at the neighbourhood centre and lands identified as an active park.



11

Phasing and Implementation

11.1 Introduction

This Chapter sets out a phasing and implementation strategy to support the plan-led development of the Old Connaught LAP area. This strategy is required to ensure the coordinated planning and delivery of essential infrastructure and services in tandem with population growth. Having regard to the extent of infrastructural requirements necessary, identified as part of the ICAS Study and through this Draft Plan, it's considered that a strong evidence-based rationale exists for the incorporation of a phasing strategy to guide and co-ordinate development at Old Connaught.

The guiding principle for infrastructure delivery at Old Connaught is to ensure a holistic approach to the creation of a sustainable urban village with an emphasis on the provision of the necessary physical and social infrastructure in tandem with the delivery of new homes.

11.2 Legislation and Planning Policy

Section 19(2)(b) of the Planning and Development Act 2000 (as amended), provides for the phasing of development within a Local Area Plan.

"(2) A local area plan shall be consistent with the objectives of the development plan, its core strategy, and any regional spatial and economic strategy that apply to the area of the plan and shall consist of a written statement and a plan or plans which may include...

...(b) such other objectives in such detail as may be determined by the planning authority for the proper planning and sustainable development of the area to which it applies, including the objective of development of land on a phased basis and, detail on community facilities and amenities and on standards for the design of developments and structures." (Emphasis added.)

The Section 28 Guidelines, 'Local Area Plans – Guidelines for Planning Authorities' (2013), provide guidance on the phasing and sequencing of development as part of the local area plan, plan-making process. The Section 28 Local Area Plan Guidelines state the following:

"Local area plans for newly developing areas, in particular, should include a sequential development and phasing programme linked with any necessary investment in water services, public transport, community facilities, and schools."

The phasing strategy set out herein has had regard to inter alia the above Section 28 Guidelines. It is considered that a balanced approach to phasing is required which ensures the delivery of enabling infrastructure and services to support sustainable

development while also having regard to the urgent need to deliver housing.

11.2.1 dlr County Development Plan 2022-2028

In accordance with the requirements of the National Planning Framework, the Core Strategy of the dlr County Development Plan 2022-2028 undertook a high-level assessment of zoned lands in the County in order to apply a standardised, tiered approach to differentiate between i) zoned land that was serviced and ii) zoned land that was serviceable within the life of the County Development Plan. Through this assessment, the Old Connaught LAP area was identified as tier 2 zoned lands – lands that were not considered sufficiently serviced to support new development but had the potential to become fully serviced within the lifetime of the Plan.

Having regard to the findings of the dlr County Development Plan infrastructure assessment, the lands at Old Connaught are primarily zoned Objective 'A1' – "To provide for new residential communities and Sustainable Neighbourhood Infrastructure in accordance with approved Local Area Plans". The County Development Plan highlights that the future development of Old Connaught is contingent upon the timely delivery of supporting infrastructure and in this regard states that an implementation plan incorporating a phasing programme should be prepared as part of the Local Area Plan, linking development with the commensurate delivery of supporting infrastructure.

11.2.2 Infrastructure Capacity Assessment Study

Post adoption of the dlr County Development Plan 2022-2028, the Planning Authority commenced the process of undertaking an Infrastructural Capacity Assessment Study (ICAS) to analyse and address the infrastructural deficiencies of the Old Connaught LAP area. The intention of this Study was to appropriately address the tier 2 zoning status of the lands as identified in the County Development Plan.

The overarching purpose of the ICAS was to identify the high-level strategic enabling infrastructure required to facilitate planned development of the LAP area and to provide a high-level implementation plan to set out the strategic infrastructural and service requirements for each successive phase of development. The findings of the ICAS have helped inform the formulation of the phasing strategy set out in this Chapter.

11.3 Old Connaught LAP Phasing Strategy

The phasing strategy for Old Connaught applies a blended approach which incorporates measures which seek to prioritise development in a geographical sequential manner, whilst not

unduly restricting development and housing delivery whereupon sufficient infrastructure and services are in place to support sustainable development. The phasing strategy is viewed as a pro-active mechanism to provide clarity and greater certainty regarding the phasing and delivery of new residential development and the extent of essential infrastructure that should be provided to serve and facilitate the development. While the phasing strategy focusses on the efficient use of existing infrastructure and maximising development based on infrastructure capacity, it is highlighted that significant 'early stage' progression of key strategic infrastructure is ultimately required in order to ensure the proper planning and sustainable development of the Draft Plan area.

The phasing strategy comprises a high-level infrastructure framework and focusses on the delivery of enabling infrastructure at a strategic level and does not include all infrastructural requirements. Additional infrastructure, beyond that identified in this Chapter, will be required to support the development of Old Connaught. This shall be assessed and determined through the development management process. This Chapter should be read in conjunction with inter alia Chapter 4 – Spatial Strategy and Site Development Frameworks, which provides additional detail with regards to infrastructure provision at a more localised level. In addition, there are a range of policies and objectives throughout this LAP which will inform infrastructure requirements at the scheme level.

The overarching phasing strategy for Old Connaught is illustrated in Figure 11.1 and comprises three phases - Phases A, B and C. The geographic areas identified relate to areas identified for planned/potential residential development. The necessary infrastructure required to support residential development in these areas is not limited by these boundaries and in many cases extends or is located outside of the boundaries. The phasing strategy is broadly summarised as follows:

- **Phase A** – These lands are considered sequentially preferable for the first phase of development at Old Connaught, with potential to deliver c. 850 - 1,000 new homes. Phase A incorporates two sub-phases: sub-phase 1 and sub-phase 2. The lands are primarily zoned Objective 'A1' under the dlr County Development Plan 2022-2028.
- **Phase B** – These lands are considered sequentially preferable for the second phase of development at Old Connaught with potential to deliver c. 1,300 – 1,400 new homes. The lands are zoned Objective 'A1' under the dlr County Development Plan 2022-2028.
- **Phase C** – These lands are considered sequentially preferable for a potential third phase of residential development at Old Connaught with potential to deliver c. 1,050 new homes. These lands are zoned Objective 'GB'

under the dIrc County Development Plan 2022-2028 meaning they are not currently zoned for residential development at scale. The lands are, however, identified under the County Development Plan as a Strategic Land Reserve, indicating potential for residential development in the future.

The Local Authority will ensure the coordinated planning and delivery of essential infrastructure and services at Old Connaught, in tandem with population growth, through the implementation of the phasing strategy.

Policy OCLAP66 – Phasing Strategy

It is Policy that:

- Future development, as appropriate, shall accord with the Phasing Strategy for the Draft Plan. Planning applications shall include a 'Consistency Statement' setting out how the objectives of the Phasing Strategy, as relevant and applicable to the proposal for development, will be achieved.
- Deviations from the phasing strategy may be considered on a case-by-case basis, and agreed to the satisfaction of the Planning Authority, to allow for unforeseen circumstances beyond the reasonable control of an individual developer or the Local Authority. Deviations may comprise viable alternatives or interim measures that accord with the overall objectives of the Draft Plan. Any interim proposals must ensure and maintain consistency with the build-out or 'long-term' infrastructure objectives of the Draft Plan.

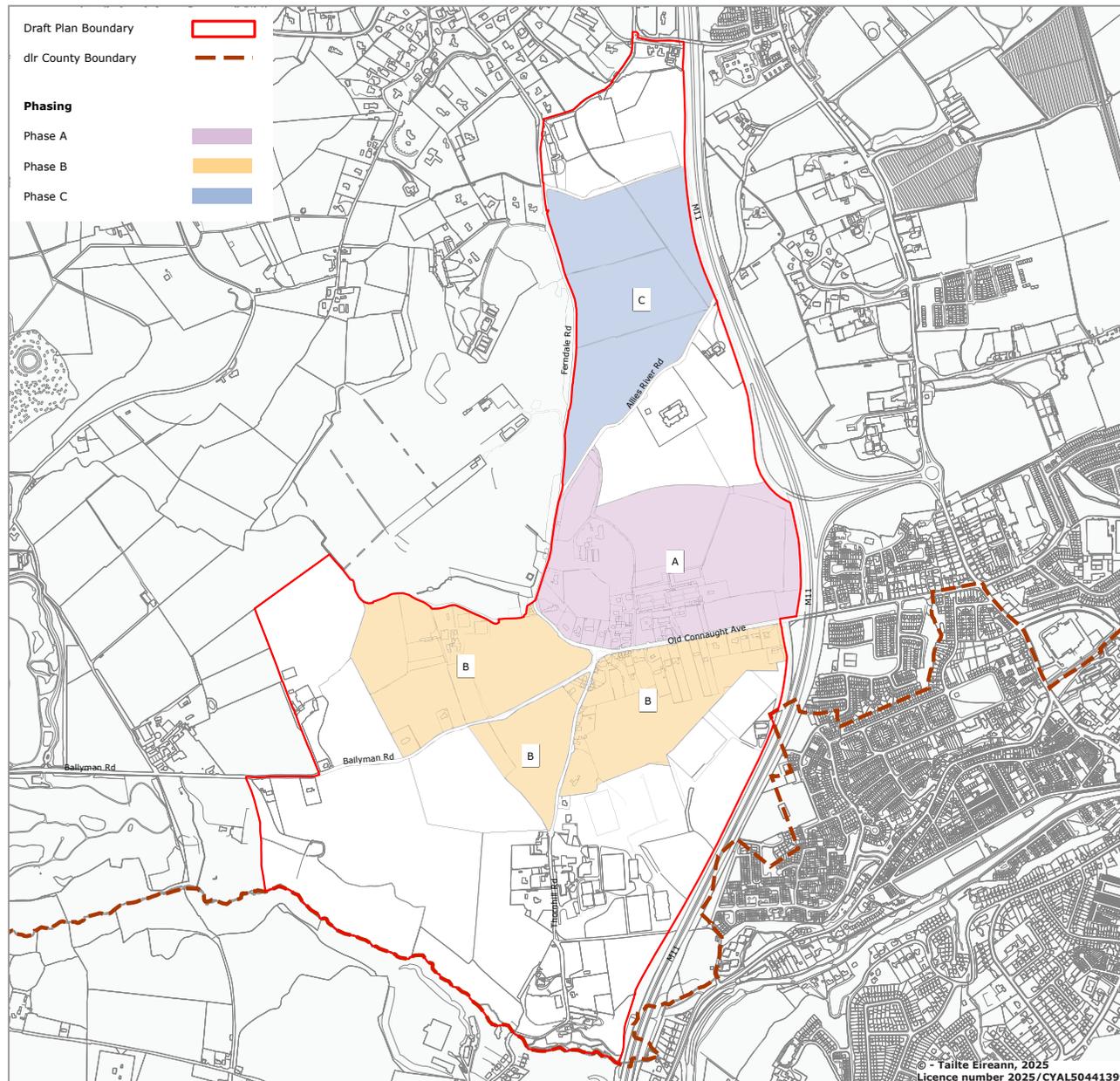


Figure 11.1: Old Connaught LAP Phasing Strategy

11.3.1 Old Connaught - Phase A

The lands identified as Phase A, located to the north of Old Connaught Avenue, are zoned primarily Objective 'A1' - "To provide for new residential communities and Sustainable Neighbourhood Infrastructure in accordance with approved local area plans", under the dlr County Development Plan 2022-2028. The lands are considered sequentially preferable for the first phase of residential development at Old Connaught. Estimates based on the density range parameters set out in section 4.3.2 indicate that the approx. residential yield of Phase A is c. 850 – 1,000 new homes. There is some limited potential for additional residential development through the consolidation and re-development of existing residential land uses within this area.

Based on an assessment of infrastructure requirements, Phase A incorporates an initial sub-phase ('sub-phase 1') where limited residential development may be facilitated (c. 450 no. units), supported by existing infrastructure capacity, interim measures including wastewater infrastructure and additional enabling infrastructure proportionate to the scale of development, see Table 11.1. Having regard to the proximity to existing public transport, services and facilities, lands located in the east of Phase A are identified as sequentially preferable for residential development as part of Phase A sub-phase 1, see Figure 11.3.

The remaining residential development lands within Phase A (both greenfield and existing residential land uses outside of sub-phase 1) comprise Phase A 'sub-phase 2'. These lands may be progressed subject to the incremental provision of strategic enabling infrastructure identified in Table 11.1. The progression of sub-phase 2 is dependent on sufficient infrastructure and services being in place to support sustainable development (as per Table 11.1) and is not dependent upon the completion of residential development as part of sub-phase 1.

Of particular importance to support the sustainable development of the Old Connaught LAP area is the progression of the proposed new road and bridge over the N11 to the Dublin Road (or the N11/M11 Junction 4 to Junction 14 Improvement Scheme). This comprises an important step towards delivering the overarching vehicular movement strategy for the area. The 'early stage' progression of this strategic transport infrastructure is fundamental to ensure the proper planning and sustainable development of Phase A 'sub-phase 2', and subsequent development phases across the Draft Plan area. The progression of residential development at Phase A lands is subject to the incremental provision of enabling infrastructure set out in Table 11.1. Infrastructure requirements are broken down into the relevant sub-phases (sub-phases 1 and 2). Table 11.1 should be read in conjunction with Chapter 4 which provides additional detail with regards to infrastructure requirements at the local level both within and external to Phase A.

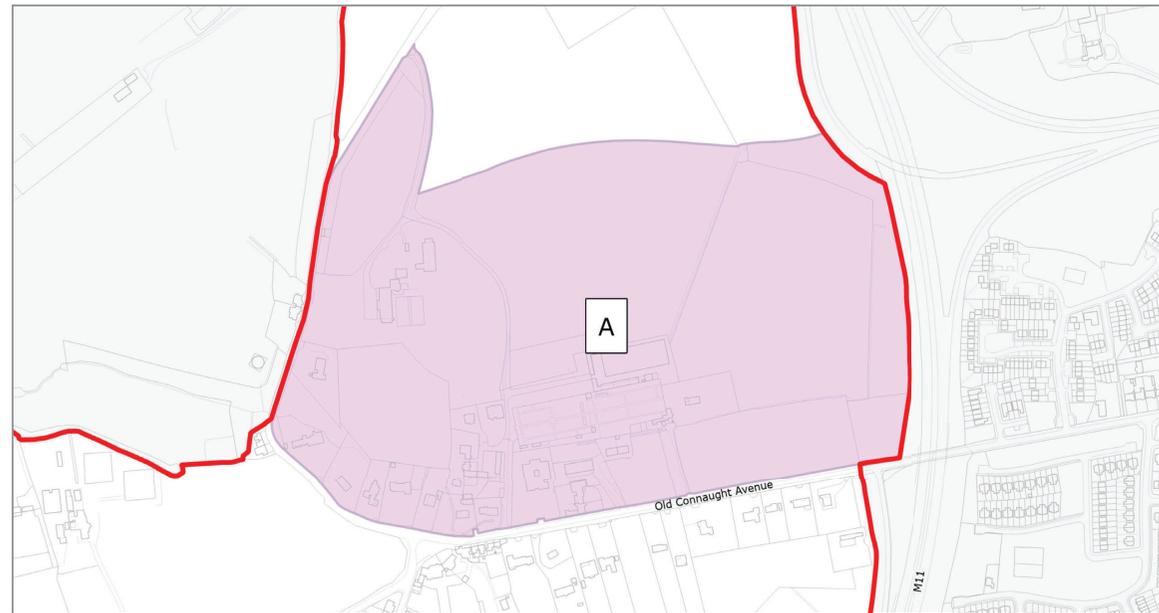


Figure 11.2: Old Connaught – Phase A



Figure 11.3: Old Connaught – Phase A Site Development Framework

Table 11.1 Old Connaught Phase A – Infrastructure Phasing Table

Phase A	Approx New Homes	Infrastructure	Requirement
Sub-Phase 1	c.450 units	Partial delivery of the new north-south link road (connecting Old Connaught Avenue and Crinken Lane / Ballybride Road) adjoining Phase A residential plots.	To be included and delivered as part of planning applications for residential development. To be completed to a standard to be Taken in Charge. All roads must deliver connectivity with adjoining road network/landholdings as required to achieve continuation in development.
		Active travel infrastructure.	Active travel infrastructure, as per the requirements of the Old Connaught active travel network, to be determined and agreed with the Planning Authority and included as part of planning applications for development.
		Wastewater pumping station.	Planning permission to be in place prior to, or in tandem with, any permission being granted in sub-phase 1 for new residential development. Works to be completed prior to the occupation of any new residential development.
		Wastewater network connection - interim proposal to install a rising main in the footpath duct in the Old Connaught Avenue overbridge (subject to further assessment) / permanent proposal for a trenchless motorway connection to existing wastewater network to the east.	Planning permission to be in place prior to, or in tandem with, any permission being granted in sub-phase 1 for new residential development. Works to be completed prior to the occupation of any new residential development.
		Incremental expansion of the water, wastewater and drainage networks.	To be included and delivered as part of planning applications for development.
		Primary area wide attenuation pond / Interim measures.	Requirement as part of sub-phase 1 to be assessed. Potential for local interim solutions to be considered and agreed with the Planning Authority.
		Electricity infrastructure upgrades.	All planning applications will be subject to capacity constraints and assessed on a case-by-case basis.
Sub-Phase 2	Remaining build-out of Phase A	Progression of a new road and bridge over the N11 to the Dublin Road (including link connections) or the N11/M11 Junction 4 to Junction 14 Improvement Scheme.	Planning permission to be in place prior to any permission being granted in sub-phase 2 for new residential development.
		Link road between Ferndale Road and north-south road. (Central Character Area link)	To be included and delivered as part of planning applications for residential development. To be completed to a standard to be Taken in Charge. All roads must deliver connectivity with adjoining road network/landholdings as required to achieve continuation in development.
		Active travel infrastructure.	Active travel infrastructure, as per the requirements of the Old Connaught active travel network, to be determined and agreed with the Planning Authority and included as part of planning applications for development.

Phase A	Approx New Homes	Infrastructure	Requirement		
		Wastewater pumping station.	Planning permission to be in place prior to any permission being granted in sub-phase 2 for new residential development. Works to be completed prior to the occupation of any residential development in accordance with capacity.		
		Wastewater network connection - interim proposal to install a rising main in the footpath duct in the Old Connaught Avenue overbridge (subject to further assessment) / permanent proposal for a trenchless motorway connection to existing wastewater network to the east.	Initial assessment indicates the interim connection could facilitate development of up to c. 850 residential units in advance of the permanent trenchless crossing. All planning applications within sub-phase 2 will be subject to capacity constraints and assessed on a case-by-case basis. To support residential development beyond capacity constraints of any interim infrastructure, it is a requirement that the permanent trenchless crossing is completed prior to the occupation of any additional residential development. At planning application stage, the Applicant will be required to demonstrate to the satisfaction of the Local Authority the programme for delivery of necessary infrastructure upgrades to support residential development.		
		Incremental expansion of the water, wastewater and drainage networks.	To be included and delivered as part of planning applications for development.		
		Primary area wide attenuation pond.	Planning permission to be in place prior to any permission being granted in sub-phase 2 for new residential development. To be completed prior to the occupation of any residential development permitted.		
		Walled Gardens Park.	Progression of Walled Gardens Park to be progressed through engagement with local landowners.		
		Allies River Road Park.	Planning permission for Allies River Road Park to be in place prior to any permission being granted in sub-phase 2 for residential development. Construction to Taking in Charge standard and to be made available to the public at a time to be agreed with the Planning Authority.		
		Electricity infrastructure upgrades.	All planning applications will be subject to capacity constraints and assessed on a case-by-case basis.		
		Progression of telecommunications infrastructure to take place through all phases.			

11.3.2 Old Connaught - Phase B

Lands identified as Phase B are zoned Objective 'A1' - "To provide for new residential communities and Sustainable Neighbourhood Infrastructure in accordance with approved local area plans", under the dlr County Development Plan 2022-2028. The lands are considered sequentially preferable for the second phase of residential development at Old Connaught. Phase B incorporates three distinct parcels of 'A1' zoned lands: lands located to the south of Old Connaught Avenue and to the east of Thornhill Road; lands to the west of Thornhill Road and east of Ballyman Road; and lands to the north of Ballyman Road. Phase B is illustrated in Figure 11.4. Estimates based on the density range parameters set out in section 4.3.2 in Chapter 4 indicate that the approx. residential yield of Phase B is c. 1,300 – 1,400 new homes. There is some limited potential for additional residential development through the potential consolidation of existing residential land uses in this area.

While distance to existing services and facilities varies across Phase B, it is considered appropriate, subject to the progression of sufficient infrastructure and services being provided within and serving the Draft Plan area, to progress the development of the overall Phase B area, based on the lands being of broadly equivalent merit for development purposes. This recommendation is reached assuming that sufficient area wide infrastructure is progressed as part of Phase A, additional area wide infrastructure is progressed to support the overall development of Phase B, and sufficient infrastructure is delivered to support development at the local level including facilities and services.

The objective of enabling the development of Phase B as a whole is to progress the internal consolidation of Old Connaught as a sustainable urban village. As distinct to Phase A, the progression of Phase B is based, to a greater extent, on the long-term spatial strategy for Old Connaught, and to a lesser degree on existing facilities and services external to the Draft Plan area. This creates a shift in geographic focus for sequential development focusing on the internal consolidation of Old Connaught Village with less weighting applied to the external consolidation of Old Connaught with its wider environs. This approach allows for the progression of residential development based not only on hard infrastructure but on the delivery of services and facilities to support the growth of Old Connaught as a sustainable urban village.

The progression of residential development is subject to the incremental provision of enabling infrastructure set out in Table 11.2. The progression of Phase B is dependent on sufficient infrastructure and services being in place to support sustainable development and is not dependent upon the completion of residential development under Phase A. The phasing of infrastructure will, in and of itself, ensure the appropriate sequencing of development across the Draft Plan area. Table 11.2 should be read in conjunction with Chapter 4 which provides detail with regards to infrastructure upgrades at the local level both within and external to Phase B.

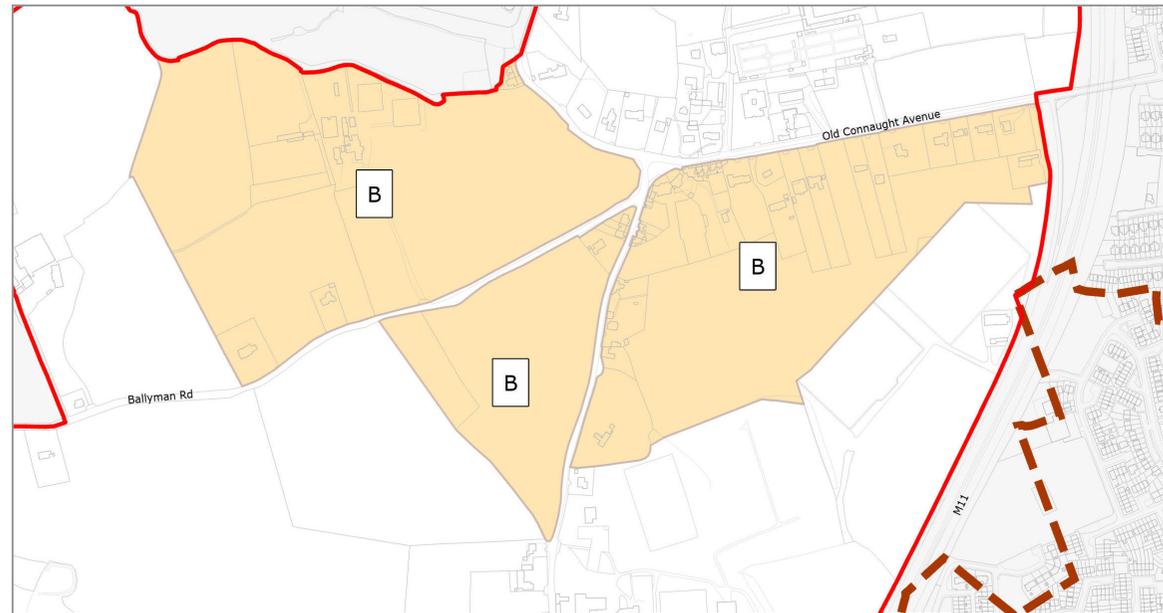


Figure 11.4: Old Connaught – Phase B



Figure 11.5: Old Connaught – Phase B Site Development Framework

Table 11.2 Old Connaught Phase B – Infrastructure Phasing Table

Approx New Homes	Infrastructure	Requirement
c. 1,300 – 1,400 new homes	Phase A Infrastructure - Progression of new road and bridge over the N11 to Dublin Road (including link road connections to Old Connaught Avenue and Ferndale Road) or the N11/M11 Junction 4 to Junction 14 Improvement Scheme.	Works to have commenced prior to the granting of planning permission for residential development at Phase B lands.
	Phase A Infrastructure - Wastewater pumping station and permanent trenchless motorway connection.	Works to have commenced prior to the granting of planning permission for residential development at Phase B lands. Works to be completed prior to the occupation of any new residential development at Phase B lands.
	Phase A Infrastructure - Primary area wide attenuation pond.	Works to have commenced prior to the granting of planning permission for residential development at Phase B lands. Primary attenuation pond to be completed prior to the occupation of any new residential development.
	Link road between Old Connaught Avenue and Thornhill Road.	To be included and delivered as part of planning applications for residential development. To be completed to a standard to be Taken in Charge. All roads must deliver connectivity with adjoining road network/landholdings as required to achieve continuation in development.
	Link road between Thornhill Road and Ballyman Road.	To be included and delivered as part of planning applications for residential development. To be completed to a standard to be Taken in Charge. All roads must deliver connectivity with adjoining road network/landholdings as required to achieve continuation in development.
	Link road between Ballyman Road and Ferndale Road.	To be included and delivered as part of planning applications for residential development. To be completed to a standard to be Taken in Charge. All roads must deliver connectivity with adjoining road network/landholdings as required to achieve continuation in development.
	Road Upgrade – Part of the Thornhill Road.	To be included and delivered as part of planning applications for residential development. To be completed to a standard to be Taken in Charge. All roads must deliver connectivity with adjoining road network/landholdings as required to achieve continuation in development.
	Road Upgrade – Part of the Ballyman Road.	To be included and delivered as part of planning applications for residential development. To be completed to a standard to be Taken in Charge. All roads must deliver connectivity with adjoining road network/landholdings as required to achieve continuation in development.

Approx New Homes	Infrastructure	Requirement
c. 1,300 – 1,400 new homes	Active travel infrastructure.	Active travel infrastructure, as per the requirements of the Old Connaught active travel network, to be determined and agreed with the Planning Authority and included as part of planning applications for development.
	Incremental expansion of the water, wastewater and drainage networks.	To be included and delivered as part of planning applications for development.
	Secondary attenuation pond.	To be included and delivered as part of planning applications for residential development in the Southern Character Area.
	Electricity infrastructure upgrades.	All planning applications will be subject to capacity constraints and assessed on a case-by-case basis.
	Thornhill Road Park.	Planning permission for Thornhill Road Park to be in place prior to, or permitted in tandem with, any permission being granted in Phase B for residential development. Construction to Taking in Charge standard and to be made available to the public at a time to be agreed with the Planning Authority.
	Jubilee Hall Park.	Planning permission for Jubilee Hall Park to be in place prior to, or permitted in tandem with, any permission being granted in Phase B for residential development. Construction to Taking in Charge standard and to be made available to the public at a time to be agreed with the Planning Authority.
	Old Connaught Village Green.	Planning permission for the Village Green to be in place prior to, or permitted in tandem with, any permission being granted in Phase B for residential development. Construction to Taking in Charge standard and to be made available to the public at a time to be agreed with the Planning Authority.
	Village Green community facility (secondary).	To be included and delivered as part of planning applications for residential development in the Southern Character Area. To be completed to a standard to the satisfaction of the Local Authority.
	Neighbourhood Centre and civic plaza.	Planning permission for the Neighbourhood Centre and civic plaza shall be in place, or permitted in tandem with, proposals for residential development within Phase B. Construction of the Neighbourhood Centre to take place at an early stage in the development of Phase B lands.
	Allies River Road Active Park and community facility (primary).	To be progressed through engagement with local landowners with the intention of being delivered as part of Phase B.
Progression of telecommunications infrastructure to take place through all phases.		

11.3.3 Old Connaught - Phase C

Lands identified as 'Phase C' are zoned Objective 'GB' - "To protect and enhance the open nature of lands between urban areas", under the dlr County Development Plan 2022-2028, and are located to the north of Allies River Road, see Figure 11.6. The lands are identified as a potential third phase of residential development at Old Connaught.

While the lands are not currently zoned for residential development they are identified under the current County Development Plan as a Strategic Land Reserve, indicating potential for residential development in the long term. The dlr County Development Plan 2022-2028 provides that it is a Policy Objective to protect the Strategic Land Reserve for potential future residential growth and to restrict development except for minor modifications and extensions to existing properties and the development of appropriate educational/open space/recreational facilities compatible with the underlying zoning objective and in line with any future LAP (Policy Objective CS5).

As set out in Table 2.12 of the dlr County Development Plan 2022-2028, the lands identified as a Strategic Land Reserve have a potential residential yield of c. 1,050 new homes. Chapter 4 of this Draft Plan considers land uses across the Draft Plan area and, consistent with Policy Objective CS5 of the County Development Plan, lands which comprise the Strategic Land Reserve are identified for residential, educational, open space and recreational land uses. The lands identified as Phase C in Figure 11.6, as part of the phasing strategy, are identified for potential residential development (subject to a future change in zoning status). For clarity, this Draft Plan does not purport to attribute a residential land use zoning to the lands but rather provide a framework for residential development should the lands be zoned appropriately at a future point in time by way of a variation to or revision of the current County Development Plan.

In the event of a future zoning change, the progression of residential development at Phase C would be subject to the incremental provision of enabling infrastructure set out in Table 11.3. As the subject lands are not currently zoned for residential development, the Site Development Framework progressed for the Old Connaught Northern Character Area – see section 4.4.8, Chapter 4 – has not assessed the lands at the same level of detail as that for the existing 'A1' zoned land at Old Connaught. Table 11.3 therefore, provides an overarching guide with regard to the provision of known strategic infrastructure requirements with the intention that this is further assessed and determined through the development management process. Table 11.3 should be read in conjunction with Chapter 4 which provides detail with regards to infrastructure upgrades at the local level both within and external to Phase C.

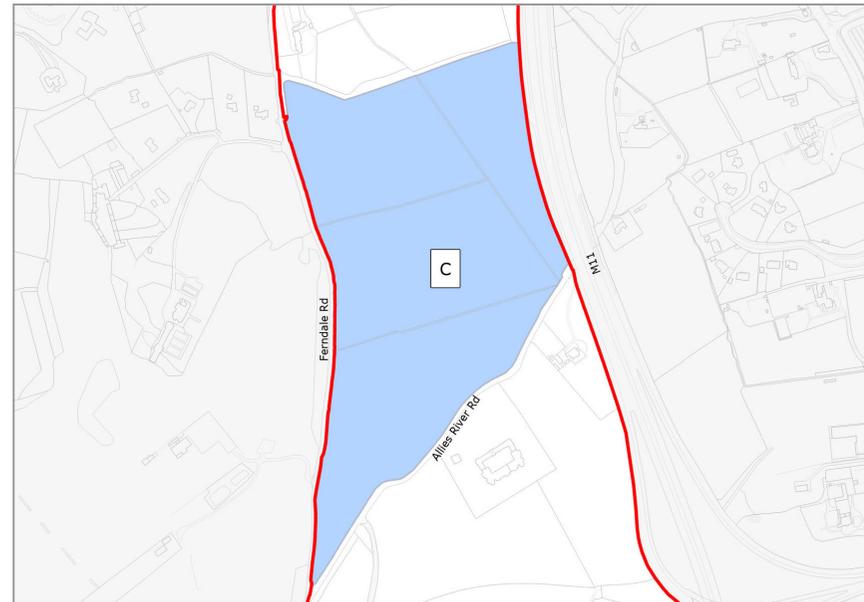


Figure 11.6: Old Connaught – Phase C



Figure 11.7: Old Connaught – Phase C Site Development Framework (Part)

Table 11.3 Old Connaught Phase C – Infrastructure Phasing Table

Approx New Homes	Infrastructure	Requirement
c. 1,050 new homes	Phase A / Phase B Infrastructure - road and bridge over the N11 to Dublin Road (including link road connections) or the N11/M11 Junction 4 to Junction 14 Improvement Scheme.	Works to have commenced prior to the granting of planning permission for residential development at Phase C lands.
	Phase A / Phase B Infrastructure - wastewater pumping station and permanent trenchless motorway connection.	Works to have commenced prior to the granting of planning permission for residential development at Phase C lands. Works to be completed prior to the occupation of any new residential development at Phase C lands.
	Phase A / Phase B Infrastructure - primary area wide attenuation pond.	Works to have commenced prior to the granting of planning permission for residential development at Phase C lands. Primary attenuation pond to be completed prior to the occupation of any new residential development.
	Phase A / Phase B Infrastructure - Neighbourhood centre.	Works to have commenced prior to the granting of planning permission for residential development at Phase C.
	Completion of the north-south link road connecting Old Connaught Avenue and Crinken Lane/ Ballybride Road.	To be included and delivered as part of planning applications for residential development at Phase C lands. To be completed to a standard to be Taken in Charge. All roads must deliver connectivity with adjoining road network/landholdings as required.
	Northern link road between Ferndale Road and north-south link road (final routing to be agreed with the Planning Authority).	To be included and delivered as part of planning applications for residential development at Phase C lands. To be completed to a standard to be Taken in Charge. All roads must deliver connectivity with adjoining road network/landholdings as required.
	Allies River Road Active Travel Bridge.	Planning permission to be in place prior to, or permitted in tandem with, any permission being granted in Phase C for residential development.
	Active travel infrastructure.	Active travel infrastructure, as per the requirements of the Old Connaught active travel network, to be determined and agreed with the Planning Authority and included as part of planning applications for development.
	Incremental expansion of the water, wastewater and drainage networks.	To be included and delivered as part of planning applications for development.
	Electricity infrastructure upgrades.	All planning applications will be subject to capacity constraints and assessed on a case-by-case basis.
	Ferndale Road Park.	Planning permission for Ferndale Road Park to be in place prior to, or permitted in tandem with, any permission being granted in Phase C for residential development. Construction to Taking in Charge standard and to be made available to the public at a time to be agreed with the Planning Authority.
	Publicly accessible full size sports playing pitch	To be progressed through engagement with local landowners with the intention of being delivered as part of Phase C
	Progression of telecommunications infrastructure to take place through all phases.	

11.3.4 Phasing of Education

The Department of Education has identified requirements for school facilities to support the sustainable development of Old Connaught, see Section 5.2.1.1. The assessment and timeframe for the establishment of new education facilities will be undertaken by the Department of Education taking into account a number of factors, including the pace of delivery of the expected additional residential development in the school planning areas, associated enrolments, demographic data and the capacity in existing schools in the areas. The Local Authority will continue to engage with the Department of Education to co-ordinate the timely delivery of new schools to support the sustainable development of the Old Connaught LAP area.

Objective PI1 – Phasing of Education

It is an Objective to engage with the Department of Education to co-ordinate the timely delivery of new schools to support the sustainable development of the Draft Plan area.

11.3.5 Phasing of Public Transport – Bus Services

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. The operational elements of the future bus service including specific routing, frequencies, and stop locations, are subject to further assessment to be conducted by the National Transport Authority (NTA). The Council will engage with the NTA to encourage and facilitate the delivery of public transport infrastructure in a timely manner to support planned population growth in the Old Connaught area. As set out in Section 6.6.3 of Chapter 6 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.

11.3.6 Phasing of Electricity Infrastructure

An existing 38kV station is located within the Draft LAP area near Bray Emmet's GAA Club. ESB has advised that there is limited spare capacity for additional load and that a deep reinforcement including a new 38kV station will be required to cater for the total additional residential demand in Old Connaught and neighbouring Rathmichael.

ESB Networks are responsible for the progression of a new 38kV station, and the Draft Plan identifies a provisional site which may be suitable for the provision of the 38kV station. All planning applications will be subject to capacity constraints and assessed on a case-by-case basis.

11.3.7 Medium/Long Term Infrastructure Upgrades

Additional infrastructure projects are not tied to the phasing strategy and are recommended to be progressed over the medium / long term, or sooner as the opportunity arises. In terms of strategic infrastructure this includes: the Luas Green Line extension to Bray; a potential busway and bridge between Old Connaught and Fassaroe; and external active travel links including the Love Lane bridge and the eastern Fassaroe connection.

Objective PI2 – Medium/Long Term Infrastructure Upgrades

It is an Objective to progress medium/long term infrastructure projects in conjunction with other statutory agencies and stakeholders.

11.3.8 Infrastructure Delivery

The primary aim of the phasing strategy is to secure the delivery of sufficient infrastructure to support the sustainable development of Old Connaught. The identification of infrastructure to support the sustainable development of Old Connaught has been informed by a robust evidence-based process, assessing Old Connaught in a holistic manner culminating in an inter-connected suite of strategic infrastructure requirements. As such Policy Objective OCLAP66 provides that future development in Old Connaught shall accord with the phasing strategy set out in this Draft Plan.

Notwithstanding, deviations from the phasing strategy may be considered on a case-by-case basis, and agreed to the satisfaction of the Planning Authority, to allow for unforeseen circumstances beyond the reasonable control of an individual developer or the Local Authority. Deviations may comprise viable alternatives or interim measures that accord with the overall objectives of the Draft Plan. Any interim proposals must ensure and maintain consistency with the overall infrastructure objectives of the LAP. Early engagement with the Planning Authority in this regard will be an essential prerequisite.

11.3.9 Existing Residential Land Uses

There are a number of existing residential properties located within existing 'A1' zoned lands at Old Connaught. Minor modifications and extensions to existing residential properties may be considered, on a case by case basis, separate to the phasing strategy for the Draft Plan area, save for in instances where specific infrastructure requirements are identified and relate to the subject property. All proposals for the significant re-development of existing residential properties for residential development will be subject to the phasing strategy as set out in the Draft Plan.

11.4 Implementation

This Draft Plan comprises the key strategy to structure the development of Old Connaught through its statutory planning framework. The implementation of the Draft Plan comprises a key strategic focus for the Local Authority and will require a concerted range of actions to be successfully implemented. It is acknowledged that the adoption of the Draft Plan will not, in and of itself, deliver the overarching development objectives for a new residential community at Old Connaught. The implementation phase, therefore, necessitates proactive measures to be taken to enable the objectives of the Draft Plan to be realised.

The Local Authority may need to utilise its wide range of statutory powers and responsibilities to achieve the objectives of the Draft Plan. While ensuring that decisions on proposals for new development are consistent with the Draft Plan through the development management system is important, the Local Authority also has a wide range of functions in housing, transport, development of amenities, economic development, infrastructure delivery and community involvement that can support the implementation of the Draft Plan in practice. Ensuring, for example, that infrastructure programmes are progressed in conjunction with developers, state agencies, central government and other infrastructure providers is essential.

11.4.1 Infrastructure Funding

As noted in the Section 28 Guidelines, 'Local Area Plans – Guidelines for Planning Authorities' (2013), the successful implementation of Local Area Plans depends on the identification of the funding and delivery mechanisms for the provision of the physical and social infrastructure that the Plan identifies as essential to achieving its objectives. Significant infrastructure requirements have been identified to support the sustainable development of Old Connaught. The co-ordinated planning and delivery of infrastructure and services, in tandem with population growth, is essential to ensure the sustainable development of the Draft Plan area.

The means of funding infrastructure are varied. Development contribution schemes provided for under Sections 48 and 49 of the Planning and Development Act 2000 (as amended), establish an important mechanism to fund public infrastructure and facilities benefitting development in a Plan/geographic area ¹. There are also additional means by which to fund infrastructure and facilities including inter alia direct exchequer funded investment, state bodies, grant funding, private investment and public-private partnerships.

¹. Provisions of the Planning and Development Act 2024, which have been enacted but not commenced at the time of writing, would replace the existing provisions of the 2000 Act. This may have implications for the information provided herein in regard to reference to the Planning and Development Act 2000.

Public Infrastructure and facilities that benefit the development of the Old Connaught LAP area can be funded through a statutory development contribution scheme. A development contribution scheme provides the basis for the determination of a contribution, as applied by way of condition when granting planning permission. The two types of statutory development contribution scheme provided for under the Planning and Development Act 2000 (as amended), include the Section 48 – General Development Contribution Scheme; and the Section 49 – Supplementary Development Contribution Scheme. It is considered that a scheme provided for under Section of the Planning and Development Act 2000 (as amended), or corresponding mechanism provided for under the Planning and Development Act 2024, comprises a potential mechanism to fund strategic infrastructure benefitting development in the Draft Plan area.

It is noted however that the traditional functioning of a Section 48 Scheme, whereby development contribution levies are attached by way of a condition of planning permission, may present a degree of uncertainty with regards to timing of infrastructure delivery. This can be further compounded by the timeframes associated with the design, planning and build of strategic infrastructure. To support the sustainable development of Old Connaught, the phasing strategy for the Draft Plan area requires significant early-stage investment in strategic infrastructure to enable residential development. The early stage 'up front' funding of strategic enabling infrastructure is of importance to ensure the timely delivery of new homes and communities. There is a potential conflict caused by the timing of receipt of development contribution levies received under a Section 48 Scheme and the necessary funding of public infrastructure in line with the phasing strategy for the Draft Plan area.

In order to progress the early-stage funding of large scale strategic infrastructure, it is considered prudent that all available public and private funding avenues are considered to support the implementation of the Draft Plan. The Council will engage with all relevant stakeholders, as appropriate, to support the progression of key projects and funding resources in order to facilitate the timely and successful implementation of the Draft Plan.

Objective PI3 – Statutory Development Contribution Scheme

It is an Objective to progress a statutory development contribution scheme to fund public infrastructure and facilities benefitting development in the Draft Plan area.

Objective PI4 – Infrastructure Funding and Delivery

It is an Objective to engage with inter alia the Department of Housing, Local Government and Heritage, the Department of Transport, the National Transport Authority, Transport Infrastructure Ireland, Uisce Éireann, ESB, other relevant statutory agencies, and landowners, where appropriate, to bring forward key projects and funding streams in order to facilitate the timely and successful implementation of development in the LAP areas.

Objective PI5 – Funding Mechanisms

It is an Objective to consider all potential public and private funding streams for the delivery of enabling infrastructure and facilities to support the implementation of the Draft Plan.

11.4.2 Active Land Management

The overarching approach applied in the phasing strategy is to facilitate development whereupon sufficient infrastructure and services are in place to support sustainable development. Rather than include the micro-specific sequencing of lands to be developed within phases, it is an objective of the Council to utilise active land management mechanisms to ensure lands are brought forward in a timely manner when services are in place to facilitate development. Examples of active land management mechanisms available to the Local Authority include the Residential Zoned Land Tax.

Objective PI6 – Active Land Management

It is an Objective to utilise active land management mechanisms to ensure lands are brought forward in a timely manner when services are in place to facilitate development.

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12

Monitoring and Evaluation

12.1 Monitoring and Evaluation

A monitoring and evaluation system for the Local Area Plan is an important function in order to assess the success with which the Plan is being implemented. Actions subsequent to the adoption of the Draft Plan, including monitoring and reporting tasks, are aspects of the plan-making process that are required to assess whether the desired objectives of the Draft Plan are being achieved.

The Council supports the ongoing monitoring of the Draft Plan, to be undertaken in a timely and structured fashion, with the overall aim to analyse and consider if the Draft Plan is progressing satisfactorily towards the implementation of its objectives.

12.2 Policy Provision and Guidance

The Section 28 Guidelines, 'Local Area Plans' (2013), encourage Planning Authorities to periodically review the success or otherwise of the implementation of the policies and objectives of a Local Area Plan within the life of the Plan by effective monitoring systems. The Guidelines note that such monitoring could include reviewing progress achieved in securing the objectives of the Plan, or experience in implementing its various policies and objectives, and act as part of the monitoring regimes required under the Strategic Environmental Assessment and Appropriate Assessment processes, as required by Habitats Regulations.

The dlr County Development Plan 2022-2028 includes a comprehensive monitoring and evaluation framework. The Development Plan recognises that the establishment of a performance management system is important to better understand whether, and to what extent, the Policy Objectives of the Plan are being realised. The Development Plan incorporates a formalised approach to Plan implementation, monitoring and evaluation, which provides a framework for measuring the outcomes of the Policy Objectives of the Plan.

In terms of a formal evaluation role, the Planning Authority has a number of existing statutory reporting requirements at the County Development Plan level including:

- The 2 Year Progress Report of the County Development Plan (as required under Section 15(2) of The Act).
- Report to the Regional Assembly setting out progress made in supporting objectives of the RSES (as required under Section 25A(1) of The Act).

In addition, the Planning Authority is committed to the preparation of an annual Monitoring Report of the dlr County Development Plan 2022-2028 and monitoring measures and reporting requirements of the SEA Environmental Report for the County Development Plan.

12.3 Plan Evaluation and Reporting

Throughout the lifespan of this Local Area Plan, the Planning Authority will monitor and report at a strategic level as to whether the desired objectives of the Plan are progressing. For efficiency purposes, the reporting mechanisms for same will be integrated into and form part of the existing formal evaluation functions provided for at the County Development Plan level (as set out in section 12.2). Strategic Environmental Assessment monitoring will also be carried out in line with the SEA Directive and dovetail with the County Plan SEA monitoring.

These reporting requirements will comprise a strategic level assessment and will allow the Planning Authority to establish the status of the effectiveness of the Local Area Plan in meeting its stated objectives.

12.4 Monitoring Framework

The implementation of the Policies and Objectives of the Draft Plan will be primarily undertaken through the development management process. The Council as the Planning Authority will ensure that all planning applications made within the Plan area are assessed fully for compliance with the Policies and Objectives set out within this Draft Plan, as well as other requirements including standards of the County Development Plan.

The monitoring framework for the Draft Plan will therefore focus on a strategic level evaluation of progress towards the overarching designation of Old Connaught as a new residential community, as set out in the Core Strategy of the dlr County Development Plan and its designation as a new residential community in the EMRA Regional Spatial and Economic Strategy 2019-2031.

Table 12.1 sets out the Strategic Monitoring Framework for the Draft Plan. The framework focuses on a strategic evaluation of the status of implementation of each of the Site Development Frameworks and a strategic evaluation of the phasing of development at Old Connaught with a particular focus on strategic infrastructure delivery.

Policy OCLAP67 – Monitoring and Evaluation

It is Policy to establish a plan monitoring framework to strategically evaluate the progress of the Draft Plan.

Chapter 4 – Spatial Strategy and Site Development Frameworks	
Character Area	Evaluation
Village Core	Strategic evaluation in relation to the status of implementation of each of the Site Development Framework's set out in Chapter 4 – Spatial Strategy and Site Development Frameworks. Detail progress made in relation to key deliverables including:
Central Character Area	
Southern Character Area	
Western Character Area	
Northern Character Area	
	<ul style="list-style-type: none"> • Planning activity. • Spatial development patterns. • Creation of a new residential community (delivery of new homes / retail and services / community and social infrastructure / open space and recreation etc.). • Transport and movement
Chapter 11 – Phasing and Implementation	
Phase	Evaluation
Phase A	Strategic evaluation in relation to the phasing of development at Old Connaught as set out in Chapter 11 – Phasing and Implementation. Detail progress made in relation to key deliverables including:
Phase B	
Phase C	
	<ul style="list-style-type: none"> • Scale of development. • Strategic Infrastructure (planning / construction / delivery)

Table 12.1: Old Connaught LAP – Strategic Monitoring Framework

