

3. Phasing of Development

3.1 Introduction

This Chapter builds upon the Part 4 Report and sets out an indicative high-level phasing strategy to support the plan-led development of the two Local Area Plan areas. A phasing strategy is required to ensure the coordinated planning and delivery of essential infrastructure and services, in tandem with population growth, to ensure the sustainable development of these communities. The phasing strategy provides for the coordinated and incremental development of lands linked to the delivery of enabling infrastructure.

The proposed phasing strategy contained herein is indicative only and subject to further analysis to be undertaken during the local area plan making process. This proposed phasing strategy takes a high-level approach and focusses on the delivery of enabling infrastructure that is strategic in scale and/or function. It is noted that additional infrastructure, beyond that identified in this Chapter, will be required to support the development of the existing and new sustainable communities at Old Connaught and Rathmichael. This indicative phasing strategy therefore provides a high-level strategic infrastructure framework whereupon additional layers of detail would be further considered and integrated through the local area plan making process.

It is highlighted that there are additional uses that may be considered to form components of a phasing strategy for each Local Area Plan, which are not within the remit of the ICAS Study. For example, the phasing associated with the delivery of a Neighbourhood Centre, including retail and non-retail uses, may be considered a fundamental part of a phasing strategy to deliver a sustainable residential community. It is recommended, therefore, that infrastructure / services which do not form part of the ICAS Study, or are more localised in function, should be considered as part of the local area plan-making process. Furthermore, there is scope through the local area plan process to consider greater specifics regarding the timing of infrastructure and service delivery.

While the planning merits for the inclusion of a phasing programme are sound, that being to ensure the coordinated planning and delivery of essential enabling infrastructure and services, in tandem with population growth, to ensure sustainable development, it is also recognised that an inflexible phasing programme can be problematic where potential unforeseen issues arise. This is particularly relevant having regard to land ownership and property rights. In this regard, it is recommended that any final LAP phasing programme is assessed in the context of implementation certainty and, if necessary, the potential for flexibility to be built into any LAP phasing programme is considered.

3.2 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,

(a) objectives for the zoning of land for the use solely or primarily of particular areas for particular purposes, or

(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) and the ‘Development Plans – Guidelines for Planning Authorities’ (2022), provide guidance on the phasing and sequencing of development as part of the plan-making process. The Section 28 Local Area Plan Guidelines (2013) note that:

‘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 Section 28 Development Plan Guidelines (2022) provide a more nuanced commentary on the requirement for phasing, highlighting that phasing should be viewed in the context of the urgent need to increase housing supply and applied where there is sound planning rationale for doing so:

‘...phasing should be applied where there is a sound planning rationale for doing so, based on factors such as site location, the availability or proximity of, or capacity to provide, off-site services, facilities or infrastructure... Phasing may not be necessary where the planning judgement is that unconstrained zoned and serviced housing sites are of broadly equivalent merit for development purposes in a particular settlement or area at the plan-making stage.’

The proposed indicative 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 – based on sound planning rationale - ensures the delivery of enabling infrastructure and services to support sustainable development having regard to the urgent need to deliver housing and the new communities.

3.3 Implementation and Funding

Implementation and funding are core components of a successful phasing strategy. As set out in Chapter 2, ‘Old Connaught and Rathmichael Infrastructure Requirements’, a suite of enabling infrastructure and upgrades are identified for the LAP areas. It is noted, however, that not all infrastructure identified in Chapter 2 may be categorised as strategic enabling infrastructure and considered necessary for inclusion as part of a phasing strategy to enable sustainable residential development.

It is highlighted that a concerted range of actions will be required to ensure the successful implementation of the phasing strategies set out hereunder and progress the sustainable development of Old Connaught and Rathmichael. While this Chapter sets out an indicative high level phasing strategy for each LAP area, it should be read in conjunction with Chapter 4, ‘Implementation and Funding’, which provides an overview and assessment of some of the main means through which enabling infrastructure may be funded.

3.4 Old Connaught LAP Area - Phasing

As noted in section 3.2, the Section 28 Development Plan Guidelines (2022) advise, in the first instance that, *‘...phasing should be applied where there is a sound planning rationale for doing so...’*. Having regard to the extent of the infrastructural requirements necessary to support the sustainable development of the Old Connaught area, identified as part of the ICAS Study, it is considered that a strong evidence-based rationale exists for the incorporation of a phasing strategy to guide and co-ordinate the development of the new residential community at Old Connaught.

3.4.1 Old Connaught Phasing Considerations

The recommended high-level phasing strategy for Old Connaught is informed by a range of factors including *inter alia*:

- Consolidation with the existing built-up area and delivering compact growth. As part of the regional settlement hierarchy, Old Connaught comprises a component part of the future growth and westward expansion of the ‘Key Town’ of Bray.
- Old Connaught is identified as a new residential community in the Dublin Metropolitan Area Strategic Plan on the North-South strategic development corridor.
- The objective for the creation of a sustainable new residential community – in accordance with dlr County Development Plan policy, it is an objective to plan for a sustainable new residential community at Old Connaught based on the concept of the sustainable urban village and the ‘10’ minute neighbourhood concept.
- Proximity to existing public transport, facilities and services and proposed upgrades to same.

- The potential for lands to deliver infrastructure and services to support and facilitate growth in a sustainable and co-ordinated manner.
- The efficient use of both existing and proposed infrastructure.
- Acknowledgement of the urgent need to provide a planning framework to facilitate the timely delivery of residential development.
- Planning policy and guidance.

3.4.2 Recommended Phasing Strategy

The indicative high-level phasing strategy recommended for the Old Connaught LAP area is illustrated in Figure 3.1. While the strategy focusses on the efficient use of infrastructure and maximising development based on infrastructure capacity, based on the analysis undertaken as part of the ICAS Study, it is considered that significant ‘early stage’ progression of key strategic infrastructure is ultimately required in order to ensure the proper planning and sustainable development of the LAP area.

While the phasing strategy indicates three phases - Phases A, B and C – it is highlighted that only lands identified as ‘Phase A’ and ‘Phase B’ are zoned primarily Objective ‘A1’ under the dlr County Development Plan 2022-2028, *“To provide for new residential communities and Sustainable Neighbourhood Infrastructure in accordance with approved local area plans”*. The lands identified as ‘Phase C’ and Phase ‘A to C’ are identified as a Strategic Land Reserve and zoned ‘GB’ under the dlr County Development Plan 2022-2028, *“To protect and enhance the open nature of lands between urban areas.”*. The proposed indicative high level phasing strategy for Old Connaught comprises the following:

- Phase A – These lands are zoned primarily Objective ‘A1’ and considered sequentially preferable for the first phase of development at Old Connaught, with potential to deliver c. 850 - 1,000 new homes, subject to the delivery of strategic enabling infrastructure.
- Phase B – Lands identified as ‘Phase B’ are zoned Objective ‘A1’ and considered sequentially preferable for the second phase of development at Old Connaught with potential to deliver c. 1,300 – 1,400 new homes, subject to the delivery of strategic enabling infrastructure.
- Phase C - Lands identified as ‘Phase C’ are zoned Objective ‘GB’ and not currently zoned for residential development. The lands are, however, identified under the County Development Plan as a Strategic Land Reserve, indicating potential for strategic residential expansion in the longer term. Based on the existing County Development Plan zoning status, the lands are identified as a potential third phase of residential development.
- Phase A to C - Lands identified as ‘Phase A and C’ are zoned Objective ‘GB’ and are also identified under the County Development Plan as a Strategic Land Reserve. As part of the ICAS Study the lands are primarily identified for the provision of enabling infrastructure to serve the Old Connaught area, including attenuation infrastructure; road infrastructure; educational facilities; and an active / recreational area.

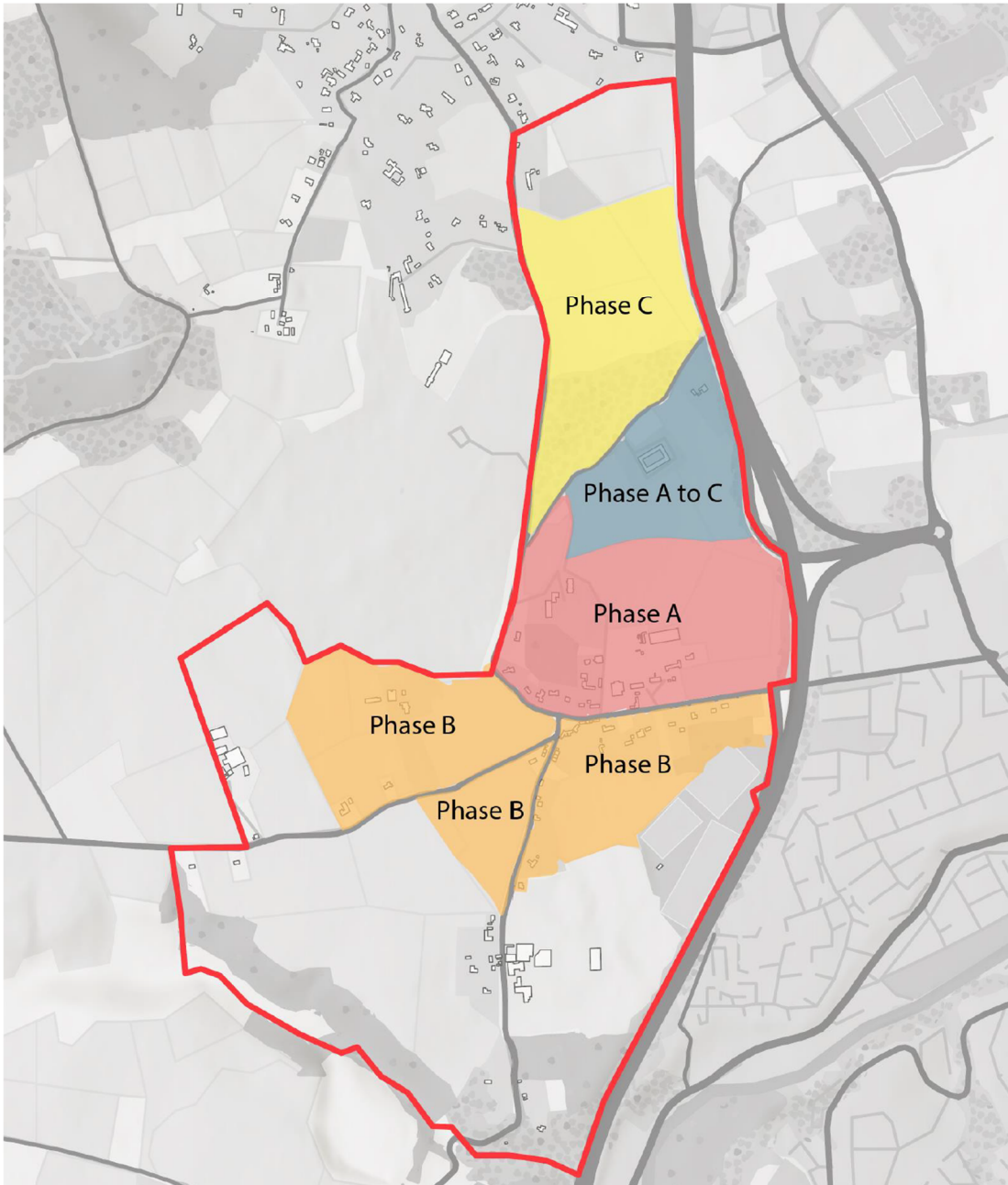


Figure 3-1: Old Connaught Indicative High Level Phasing Strategy

3.4.3 Old Connaught – Phase A

The lands identified as Phase A, located to the north of Old Connaught Avenue, are zoned primarily Objective ‘A1’ and considered sequentially preferable for the first phase of residential development at Old Connaught, see Figure 3.2. Initial estimates based on the preliminary density ranges considered as part of the ICAS Study indicate that the potential residential yield of Phase A is c. 850 – 1,000 new homes. It is noted that there may be some limited potential for additional residential development through the potential consolidation of existing residential land uses in this area.

Based on the analysis undertaken as part of the ICAS Study, it is recommended that Phase A incorporates an initial sub-phase (sub-phase 1) where some limited residential development may be facilitated based on existing infrastructure capacity, interim measures including wastewater infrastructure and additional enabling infrastructure proportionate to the scale of development, see Table 3.1. Given the proximity to existing public transport, services and facilities, it is considered that lands located in the south and east of Phase A are sequentially preferable for residential development in an initial sub-phase. However, given overall infrastructure upgrade requirements it is recommended that sub-phase 1 is limited, and further development is subject to the progression of the necessary additional enabling infrastructure.

It is recommended that the remaining residential development lands within Phase A (sub-phase 2) are progressed based on the incremental provision of strategic enabling infrastructure identified in Table 3.1. Of particular importance to support the sustainable development of the Old Connaught Local Area Plan area is the progression of the proposed new road and bridge over the N11 to the Dublin Road to the east (or the N11/M11 Junction 4 to Junction 14 Improvement Scheme in this area). The progression of these transportation improvements would enable the implementation of the bus gates and active travel measures at Old Connaught Avenue and ensure that the development of Old Connaught is underpinned at an early stage by sustainable travel patterns and modes.

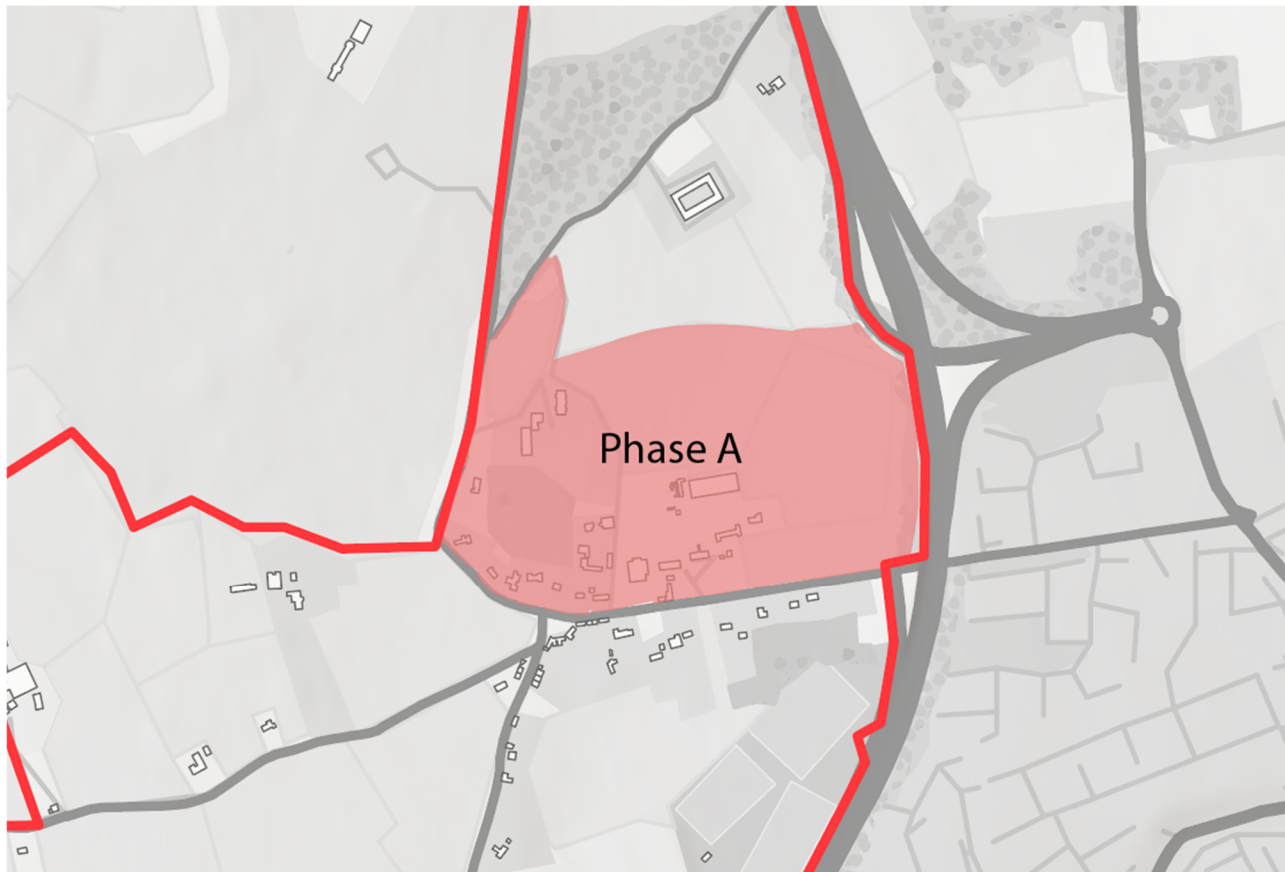


Figure 3-2: Old Connaught Phase A

Table 3-1 details the infrastructure to be delivered to support residential development as part of the area identified as Old Connaught Phase A. Figure 3-3 shows the indicative location of this infrastructure.

Table 3-1: Old Connaught Phase A – Infrastructure Phasing Table

Phase A	Approx. New Homes	Infrastructure
Sub-Phase 1	c. 300 - 400	Wastewater pumping station (temporary or permanent).
		Interim wastewater proposal using available footpath duct in the Old Connaught Avenue overbridge.
		Primary area wide attenuation pond (subject to further assessment).
		Delivery of part of the new north-south link road adjoining residential plots (as applicable).
		Incremental expansion of water, wastewater and drainage networks.
Sub-Phase 2		Interim wastewater proposal using available footpath duct in the Old Connaught Avenue overbridge.

Remaining build-out of Phase A	Permanent wastewater pumping station (subject to capacity of any potential temporary pumping station) and trenchless motorway connection to existing wastewater network east of the motorway.
	Primary area wide attenuation pond
	Progression of new road and bridge over N11 to the Dublin Road to the east, or the N11/M11 Junction 4 to Junction 14 Improvement Scheme in this area.
	Bus Gates and active travel measures at Old Connaught Avenue.
	Link road between Ferndale Road and north-south road.
	Interim bus proposal.
	Active travel linkages.
	2 no. strategic open spaces (1.9 ha and 0.7 ha).
	Incremental expansion of water, wastewater and drainage networks.
	Electricity infrastructure upgrades (subject to further assessment).
Telecommunications: Progression of telecommunications infrastructure to take place through all the phases	

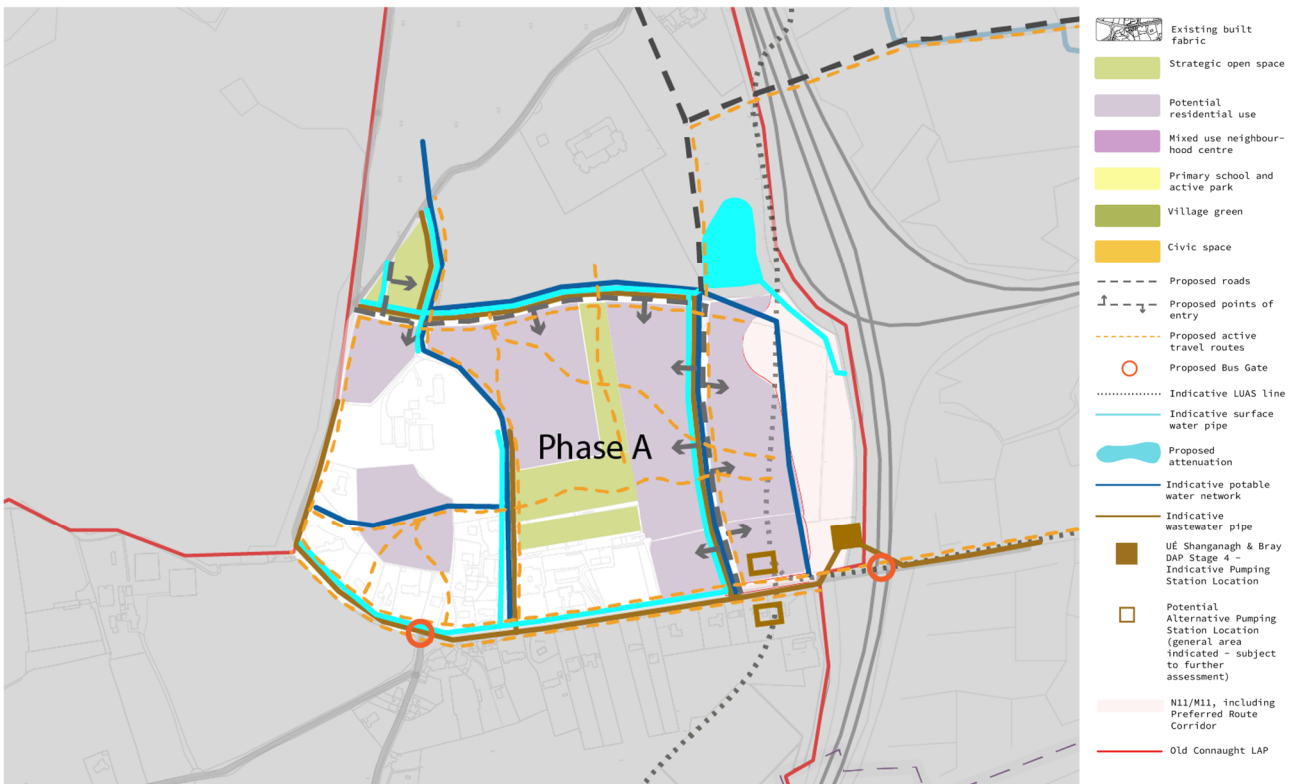


Figure 3-3: Old Connaught Phase A Infrastructure (For context, please see the overall Old Connaught Proposed Infrastructure Phasing Map in Appendix B)

3.4.4 Old Connaught – Phase B

The lands identified as Phase B are zoned Objective ‘A1’ and considered sequentially preferable for the second phase of residential development at Old Connaught. Phase B incorporates three distinct areas of ‘A1’ zoned lands located to the south of Old Connaught Avenue and to the west of Ferndale Road, which are intersected by the Ballyman and Thornhill Roads. Phase B is illustrated in Figure 3-4. Initial estimates based on the preliminary density ranges considered as part of the ICAS Study indicate that the potential residential yield of Phase B is c. 1,300 – 1,400 new homes. It is noted that there may be 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 the area identified as Phase B, it is considered appropriate, subject to the progression of sufficient infrastructure and services being provided within and serving the LAP area, to progress the development of Phase B 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.

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 overarching development framework envisaged for Old Connaught, and to a lesser degree on existing facilities and services external to the 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.

In order to progress Phase B, it is recommended therefore that the LAP phasing strategy is subject to a broader range of infrastructure and service provision which allows for the progression of residential development based on achieving the sustainable urban village and 10-minute neighbourhood concept at Old Connaught.

For example, and as indicated in the preliminary development framework for Old Connaught – see Figure 2-20 – lands within Phase B are identified for neighbourhood centre uses. While outside of the remit of the ICAS Study, it is recommended that the phasing of neighbourhood centre uses as part of Phase B should be considered as part of the phasing programme prepared for the Local Area Plan. It is considered that the progression of a neighbourhood centre at Old Connaught, in addition to other land uses, would create a shift in destination nodes and movement patterns which influences the recommended sequential phasing of development.

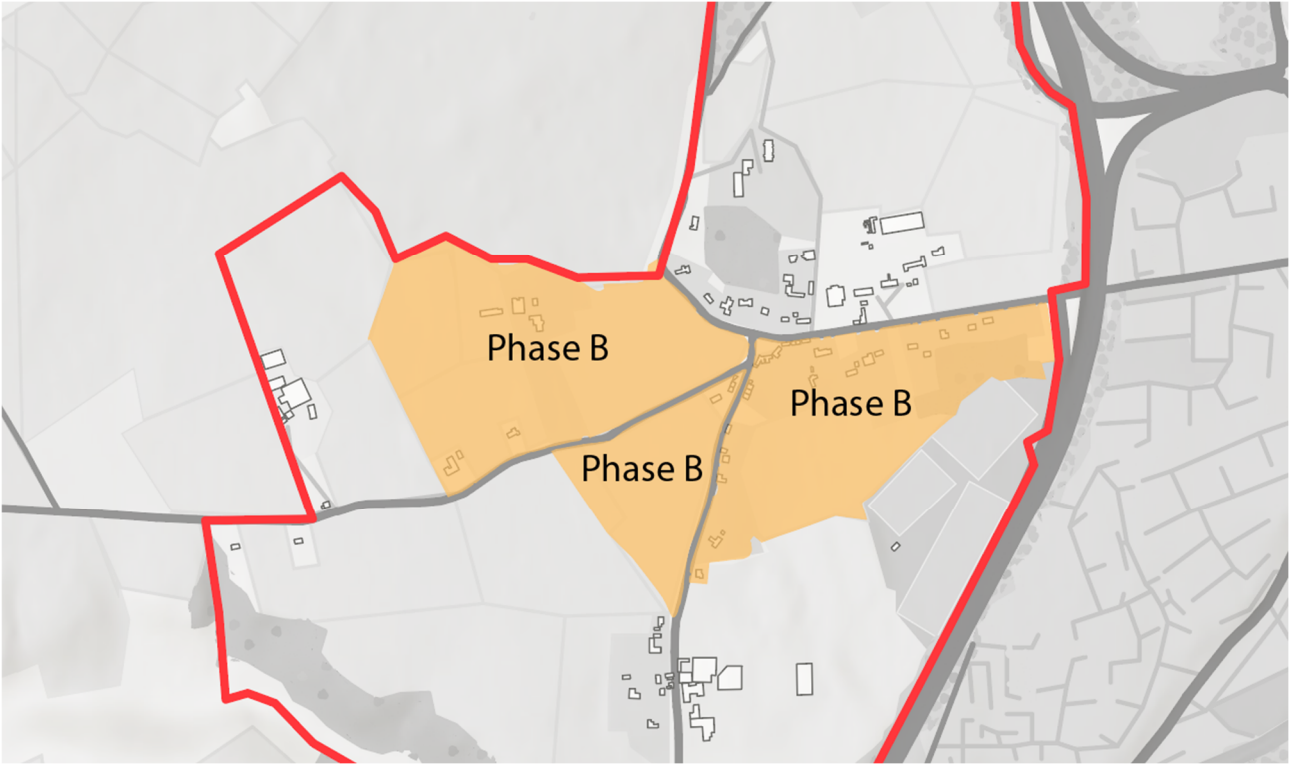


Figure 3-4: Old Connaught Phase B

Table 3-2 details the infrastructure to be delivered to support residential development as part of the area identified as Old Connaught Phase B. Figure 3-5 shows the indicative location of this infrastructure.

Table 3-2: Old Connaught Phase B – Infrastructure Phasing Table

Phase B	Infrastructure
	Phase A infrastructure.
	38kv substation (subject to existing capacity).
	Community infrastructure
	Link road between Old Connaught Avenue and Thornhill Road.
	Link road between Thornhill Road and Ballyman Road.
	Link road between Ballyman Road and Ferndale Road.
	Interim bus proposal.
	Strategic 1.4 ha Village Green at Old Connaught Avenue.
	c. 1 ha strategic open space at land to the west of Thornhill Road and south of Ballyman Road.
	c. 2.4 ha strategic open space adjacent to Jubilee Hall grounds.
	Incremental expansion of water, wastewater and drainage networks.
	Active travel linkages.
Telecommunications: Progression of telecommunications infrastructure to take place though all the phases	

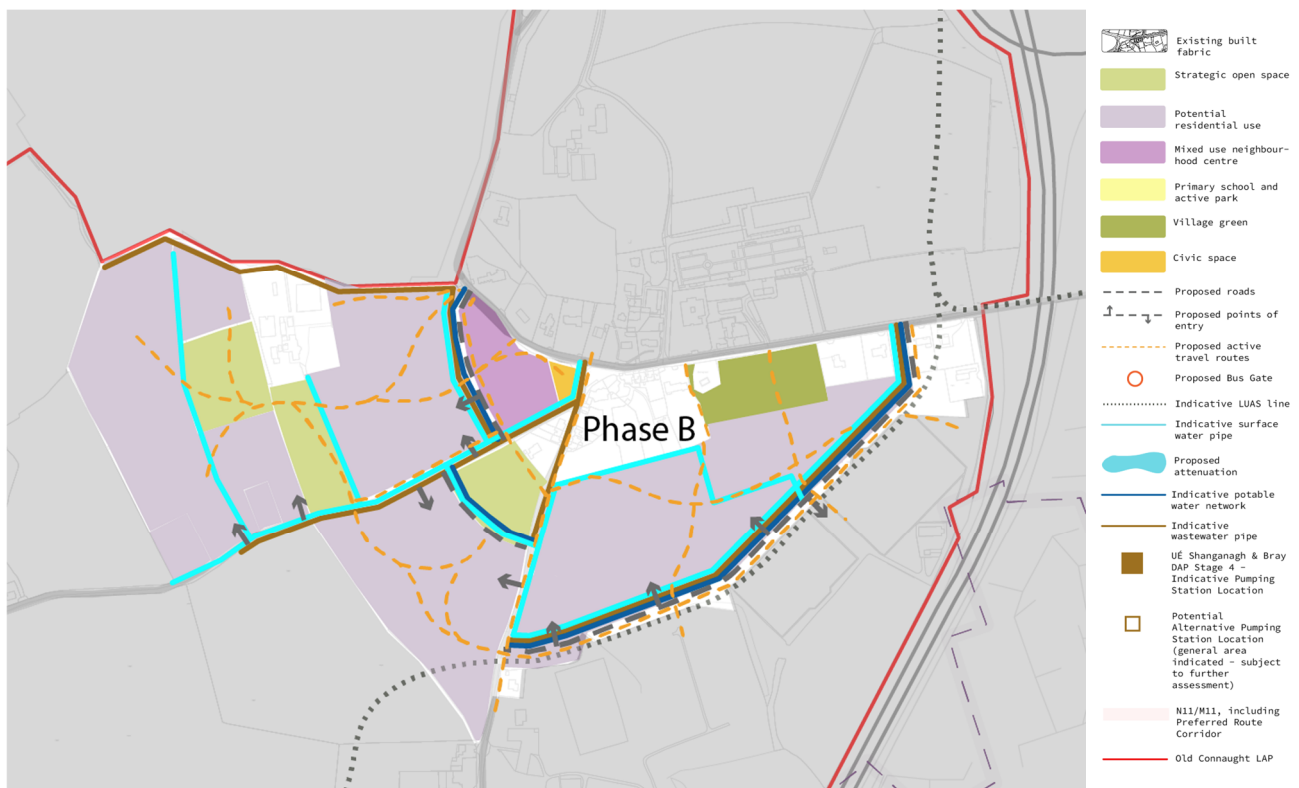


Figure 3-5: Old Connaught Phase B Infrastructure (For context, please see the overall Old Connaught Proposed Infrastructure Phasing Map in Appendix B)

3.4.5 Old Connaught – Phase C

Lands identified as ‘Phase C’ are zoned Objective ‘GB’ under the dlr County Development Plan 2022-2028 and located to the north of Allies River Road, see Figure 3-6. The lands are not currently zoned for residential development but are, however, identified under the County Development Plan as a Strategic Land Reserve, indicating potential for strategic residential expansion in the longer term. As indicated in Table 2.12 of the dlr County Development Plan the lands identified as a Strategic Land Reserve have a potential residential yield of c. 1,050 new homes. Having regard to the existing Development Plan status, the lands are identified as a potential third phase of residential development at Old Connaught. It is highlighted, however, that residential development at the lands would require a change in the existing zoning status.

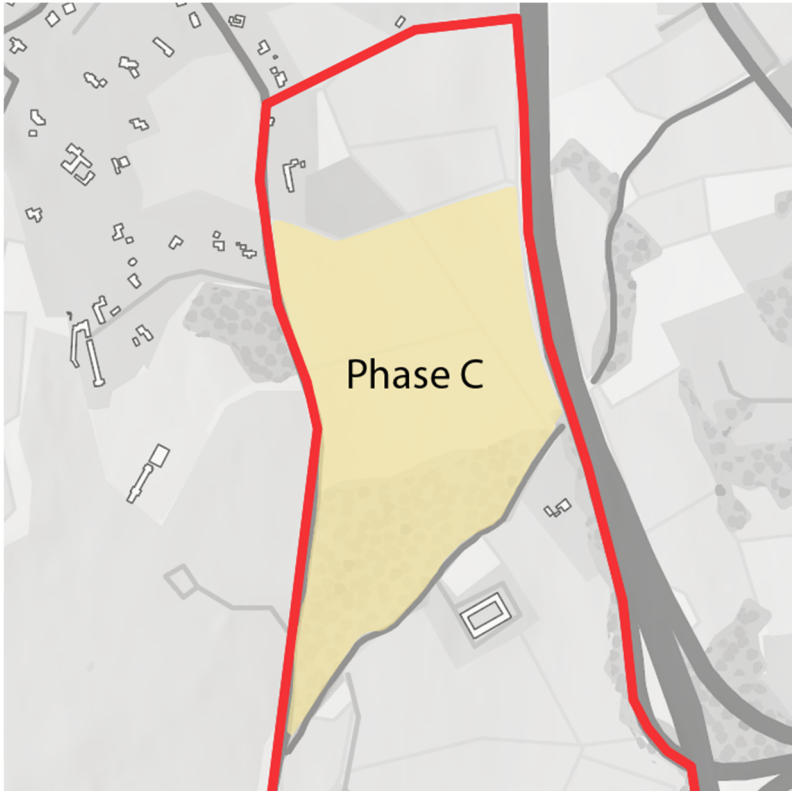


Figure 3-6: Old Connaught Phase C

Table 3-3 details infrastructure to be delivered to support potential residential development as part of the area identified as Old Connaught Phase C. Figure 3-7 shows the indicative location of this infrastructure.

It is noted that, as the subject lands are not currently zoned for residential development, the preliminary development framework developed for Old Connaught – see Figure 2-20– has not assessed the lands at the same level of detail as that for the existing ‘A1’ zoned land at Old Connaught. In this regard, it is noted that, subject to further assessment, additional infrastructure requirements may be identified to support residential development at the lands.

Table 3-3: Old Connaught Phase C – Infrastructure Phasing Table

Phase C	Infrastructure
	Completion of the north-south link road connecting Old Connaught Avenue and the Ballybride Road.
	Northern link road between Ferndale Road and north-south road.
	Bus provision.
	Strategic active travel linkages.
	Incremental expansion of water, wastewater and drainage networks.
Telecommunications: Progression of telecommunications infrastructure to take place through all the phases	

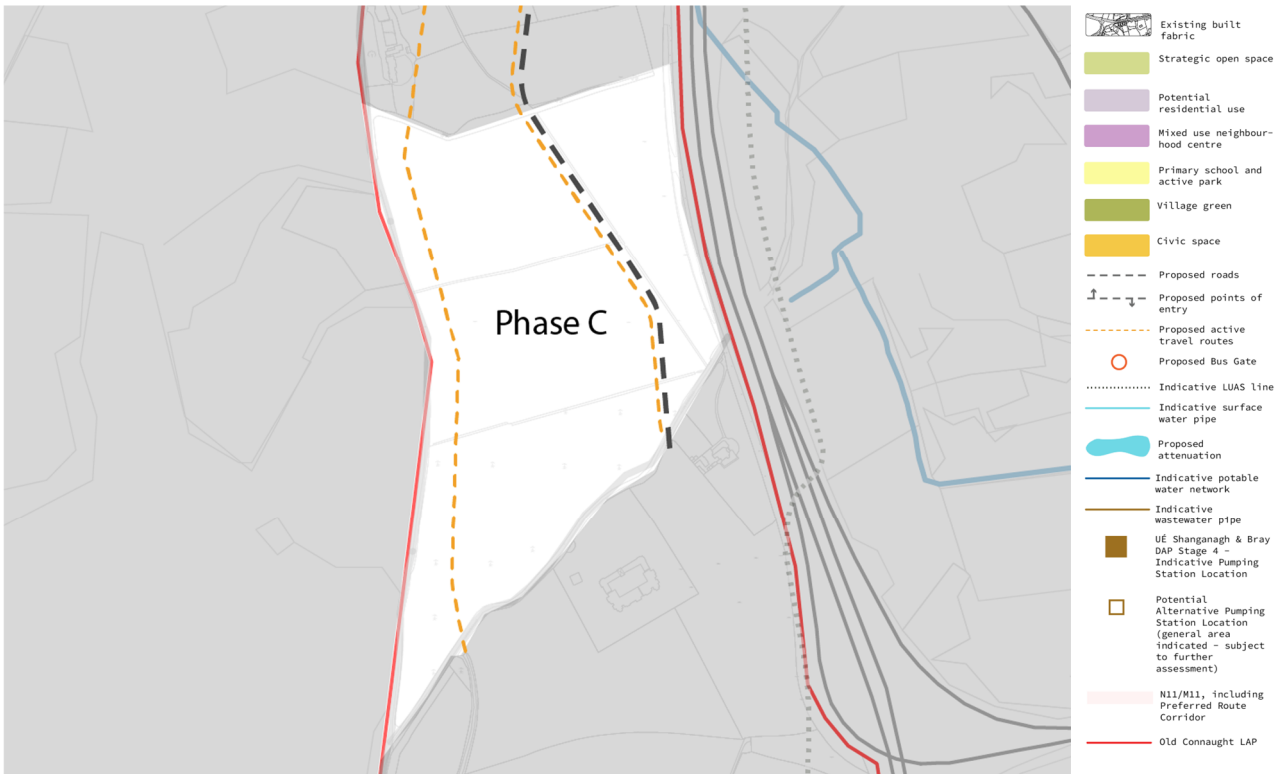


Figure 3-7: Old Connaught Phase C Infrastructure (For context, please see the overall Old Connaught Proposed Infrastructure Phasing Map in Appendix B)

3.4.6 Old Connaught – Phase A to C

Lands identified as ‘Phase A to C’ are zoned Objective ‘GB’ under the dlr County Development Plan 2022-2028 and located to the south of Allies River Road, see Figure 3-8. The lands are not currently zoned for residential development but are, however, identified under the County Development Plan as a Strategic Land Reserve. The lands also include an ‘ED’ objective for a proposed education site under the County Development Plan. Through the ICAS Study the lands are primarily identified for the provision of enabling infrastructure to serve the Old Connaught area including attenuation infrastructure; road infrastructure; educational facilities; and an active / recreational area.

The provision and phasing of such uses at the subject lands is considered appropriate having regard to land uses identified as ‘permitted in principle’ and ‘open for consideration’ at ‘GB’ zoned lands and having regard to Policy Objective CS5 – Strategic Land Reserve of the County Development Plan which states:

“Policy Objective CS5 – Strategic Land Reserve

It is a Policy Objective:

- *To designate and maintain as a strategic land reserve the lands marked accordingly on Land Use Zoning Map No. 14.*
- *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 Old Connaught LAP.”*

In terms of phasing timeframes, it is recommended that the delivery of the infrastructure at the subject lands, as identified through the ICAS Study, is progressed in association with and to support residential development throughout the Old Connaught LAP area.

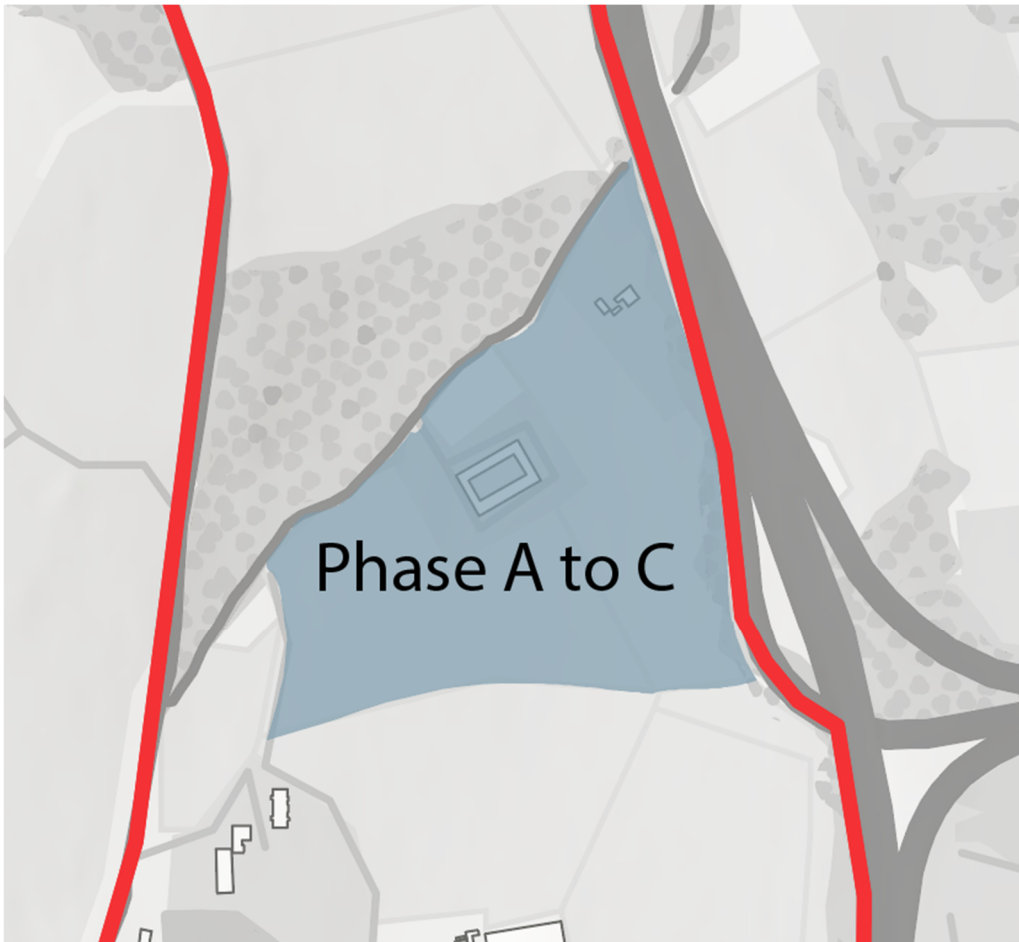


Figure 3-8: Old Connaught Phase A to C

Table 3-4 details infrastructure to be delivered to support potential residential development as part of the area identified as Old Connaught Phase C. Figure 3-9 shows the indicative location of this infrastructure.

Table 3-4: Old Connaught Phase A to C – Infrastructure Phasing Table

Phase A to C	Infrastructure
	Primary area wide attenuation pond.
	North-south road and new road and bridge over N11 to the Dublin Road to the east (or the N11/M11 Junction 4 to Junction 14 Improvement Scheme in this area).
	Educational Facilities.
	Active / Recreational area.
	Bus provision.
	Strategic active travel linkages.
	Community Infrastructure
Telecommunications: Progression of telecommunications infrastructure to take place through all the phases	

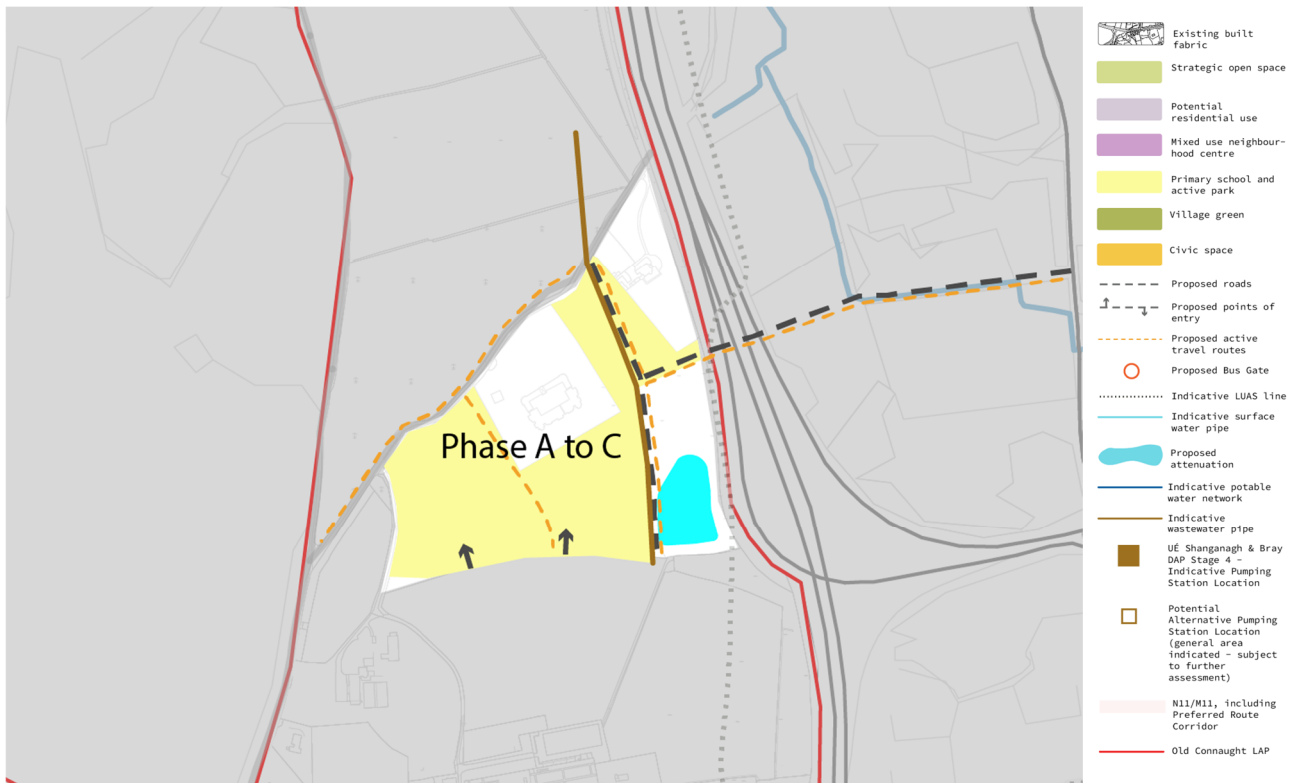


Figure 3-9: Old Connaught Phase A to C Infrastructure (For context, please see the overall Old Connaught Proposed Infrastructure Phasing Map in Appendix B)

3.4.7 Old Connaught – Medium/Longer Term Infrastructure Upgrades

Additional infrastructure requirements identified through the ICAS Study are recommended to be progressed over the medium / longer term. In terms of strategic enabling infrastructure this includes: the Luas Green Line extension to Bray; a potential busway and bridge between Old Connaught and Fassaroe; external active travel links including the Love Lane bridge and eastern Fassaroe connection; and the potential upgrade of Thornhill Road.

It is acknowledged that while the greenway route connecting Cherrywood to Bray comprises strategic infrastructure, it will ultimately be progressed incrementally through differing phases of development throughout both LAP areas, and as such it is expected to be fully delivered in the medium to long term. Other enhancements and improvements of green infrastructure & biodiversity and heritage & conservation, not already specifically referred to in this chapter, which are identified in the ICAS Study, will also be progressed in the medium to long term.

3.4.8 dlr Owned Lands at Old Connaught – Infrastructure and Phasing

The following section provides a preliminary list of infrastructure required to enable the sustainable development of dlr owned lands within the Old Connaught LAP area. There are two sites located within the Old Connaught LAP area in the ownership of dlr which are identified as potential sites for the development of housing, see Figure 3-10. The Old Connaught Avenue lands are c. 2 hectares in size and located centrally in the LAP area, while the Ballyman Road lands comprise c. 8.7 hectares in size and are located in the western environs of the LAP area.

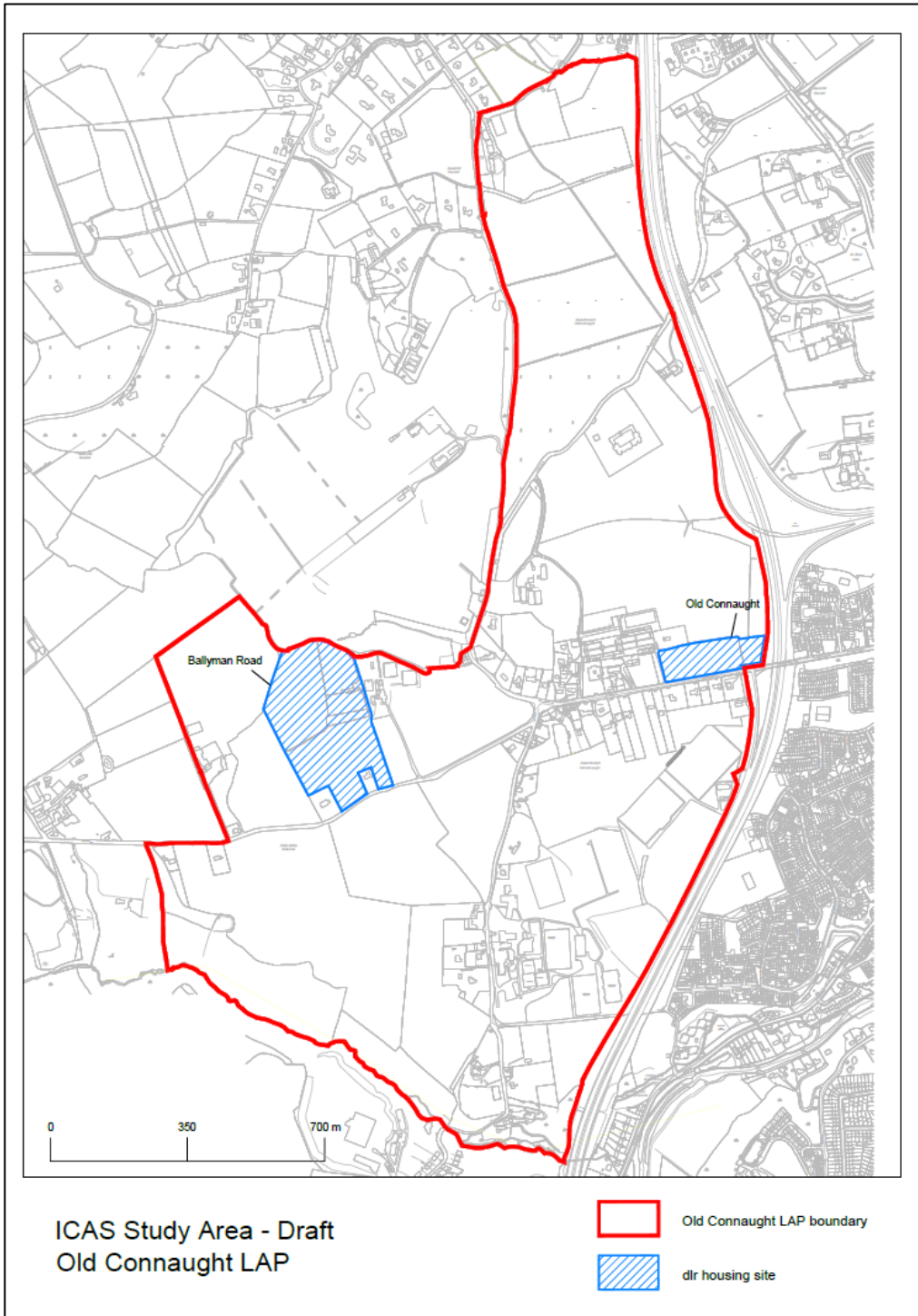


Figure 3-10: dlr Owned Lands at Old Connaught

The indicative high level phasing strategy identified for Old Connaught is illustrated in Figure 3.1. The dlr owned lands at Old Connaught Avenue are located within the area identified as development Phase A. Given the proximity of the dlr owned lands at Old Connaught Avenue to existing public transport, services and facilities, it is considered that the lands are sequentially preferable for residential development as part of an initial sub-phase of development in Phase A (Phase A – sub-phase 1).

The dlr owned lands at Ballyman Road are located within the area identified as development Phase B, which comprises the second phase of residential development at Old Connaught. It is acknowledged that there are a number of infrastructure inter-dependencies across the overall Phase B lands across Old Connaught, within which the Ballyman Road lands are located.

Table 3-5 details the infrastructure required, at a strategic level, to enable the sustainable development of housing at dlr owned lands at Old Connaught.

Table 3-5: dlr Owned Lands at Old Connaught – Infrastructure

dlr Lands	Phase	Infrastructure
Old Connaught Avenue	Phase A – Sub-Phase 1	Wastewater pumping station (temporary or permanent).
		Interim wastewater proposal using available footpath duct in the Old Connaught Avenue overbridge.
		Primary area wide attenuation pond or alternative (potentially temporary) SuDS measures (subject to further assessment).
		Delivery of part of the new north-south link road adjoining residential plots (as applicable).
		Incremental expansion of water, wastewater and drainage networks.
Ballyman Road	Phase B	Phase A infrastructure.
		38kv substation (subject to existing capacity).
		New road / road upgrades.
		Strategic open space.
		Incremental expansion of water, wastewater and drainage networks.
		Active travel linkages.

3.5 Rathmichael LAP Area - Phasing

As noted in section 3.2, the Section 28 Development Plan Guidelines (2022) advise, in the first instance that, ‘...phasing should be applied where there is a sound planning rationale for doing so...’. Having regard to the extent of the infrastructural requirements necessary to support the sustainable development of the Rathmichael area, identified as part of the ICAS Study, it is considered that a strong evidence-based rationale exists for the incorporation of a phasing strategy to guide and co-ordinate the development of the new residential community at Rathmichael.

3.5.1 Rathmichael Phasing Considerations

The recommended high-level phasing strategy for Rathmichael is informed by a range of factors including *inter alia*:

- Consolidation with the existing built-up area, in particular at Cherrywood and Shankill, and delivering compact growth.
- The objective for the creation of a sustainable new residential community – in accordance with dlr County Development Plan policy it is an objective to plan for a sustainable new residential community at Rathmichael based on the concept of the sustainable urban village and the ‘10’ minute neighbourhood.
- Proximity to existing public transport, facilities and services and proposed upgrades to same.
- The potential for lands to deliver infrastructure and services to support and facilitate growth in a sustainable and co-ordinated manner.
- The efficient use of both existing and proposed infrastructure.
- Acknowledgement of the urgent need to provide a planning framework to facilitate the timely delivery of residential development.
- Planning policy and guidance.

3.5.2 Recommended Phasing Strategy

The indicative high-level phasing strategy recommended for the Rathmichael LAP area is illustrated in Figure 3-11. While the strategy focusses on the efficient use of infrastructure and maximising development based on infrastructure capacity, based on the analysis undertaken as part of the ICAS Study, it is considered that significant ‘early stage’ progression of key strategic infrastructure is ultimately required in order to ensure the proper planning and sustainable development of the LAP area. The proposed indicative high level phasing strategy for Rathmichael comprises the following:

- **Phase A** – These lands are zoned primarily Objective ‘A1’ and considered sequentially preferable for the first phase of development at Rathmichael, with potential to deliver c. 550 new homes, subject to the delivery of enabling infrastructure.
- **Phase B** – Lands identified as ‘Phase B’ are primarily zoned Objective ‘A1’ and considered sequentially preferable for the second phase of development at Rathmichael with potential to deliver c. 1,800-2,000 new homes, subject to the delivery of strategic enabling infrastructure.
- **Phase C** - Lands identified as ‘Phase C’ are zoned Objective ‘A1’ and considered sequentially preferable for a third phase of residential development at Rathmichael with potential to deliver c. 650 new homes, subject to the delivery of strategic enabling infrastructure.

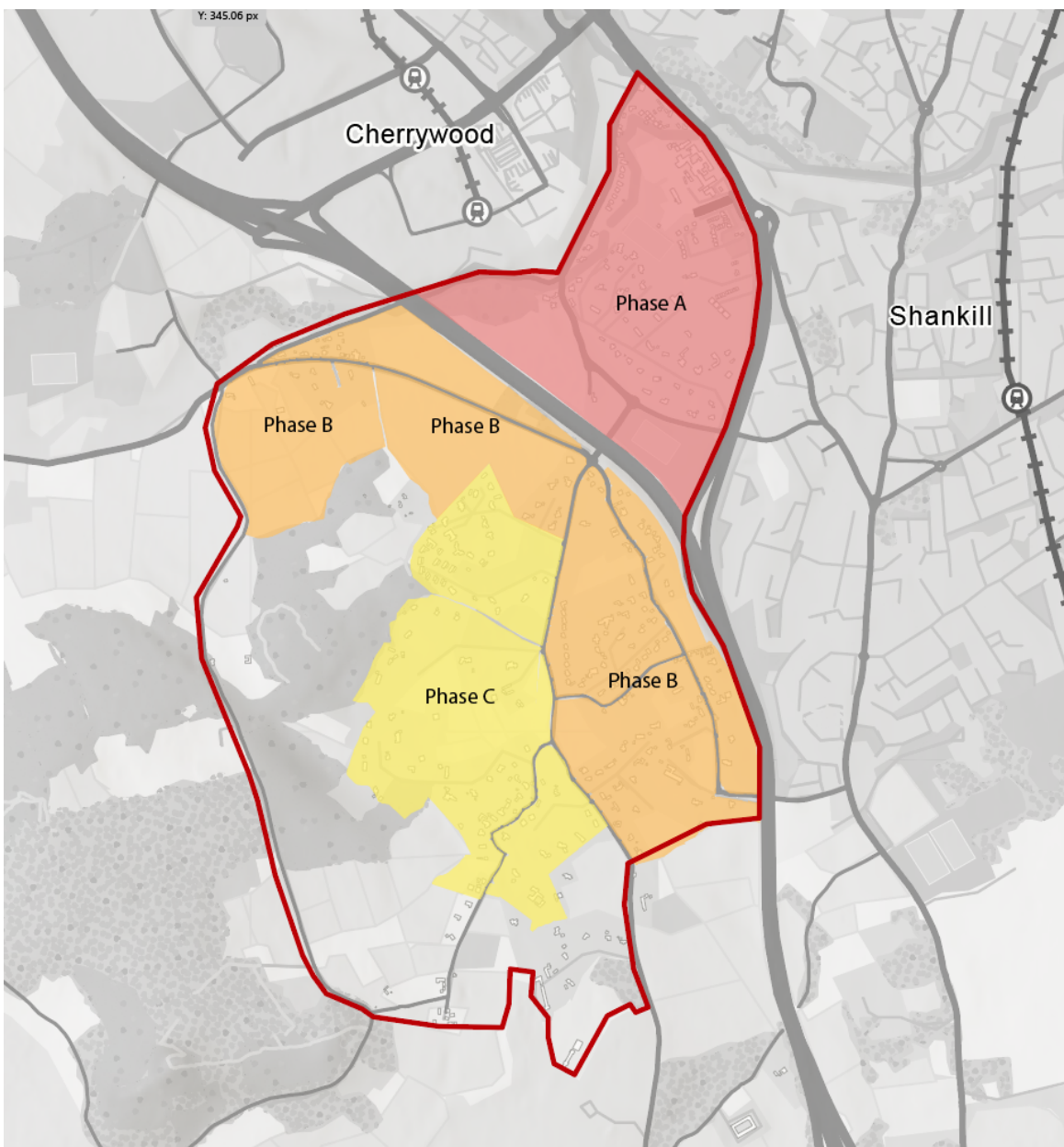


Figure 3-11: Rathmichael Indicative High Level Phasing Strategy

3.5.3 Rathmichael – Phase A

The lands identified as Phase A, located to the east of the M50 motorway and the west of the N11, are primarily zoned Objective ‘A1’ under the dlr County Development Plan 2022-2028 and are considered sequentially preferable for the first phase of residential development at Rathmichael. Phase A is illustrated in Figure 3-12. Initial estimates based on the preliminary density ranges considered as part of the ICAS Study indicate that the potential residential yield of Phase A is c. 550 new homes.

Based on the analysis undertaken as part of the ICAS Study, it is recommended that residential development progresses at Phase A based on existing infrastructure capacity, interim measures including active travel measures, and additional enabling infrastructure proportionate to the scale of development, see Table 3-6. It is highlighted that the lands identified as Phase A benefit from proximity to existing public transport, facilities and services in the wider area, including in particular at Cherrywood and Shankill. It is considered that the progression of these lands as a first phase of residential development delivers consolidation with the existing built-up area and maximises the efficient use of existing infrastructure and services.

It is noted that there may be potential for additional residential development within Phase A through the consolidation of existing residential land uses. Subject to further assessment through the LAP plan-making process, additional infrastructure requirements may be identified.

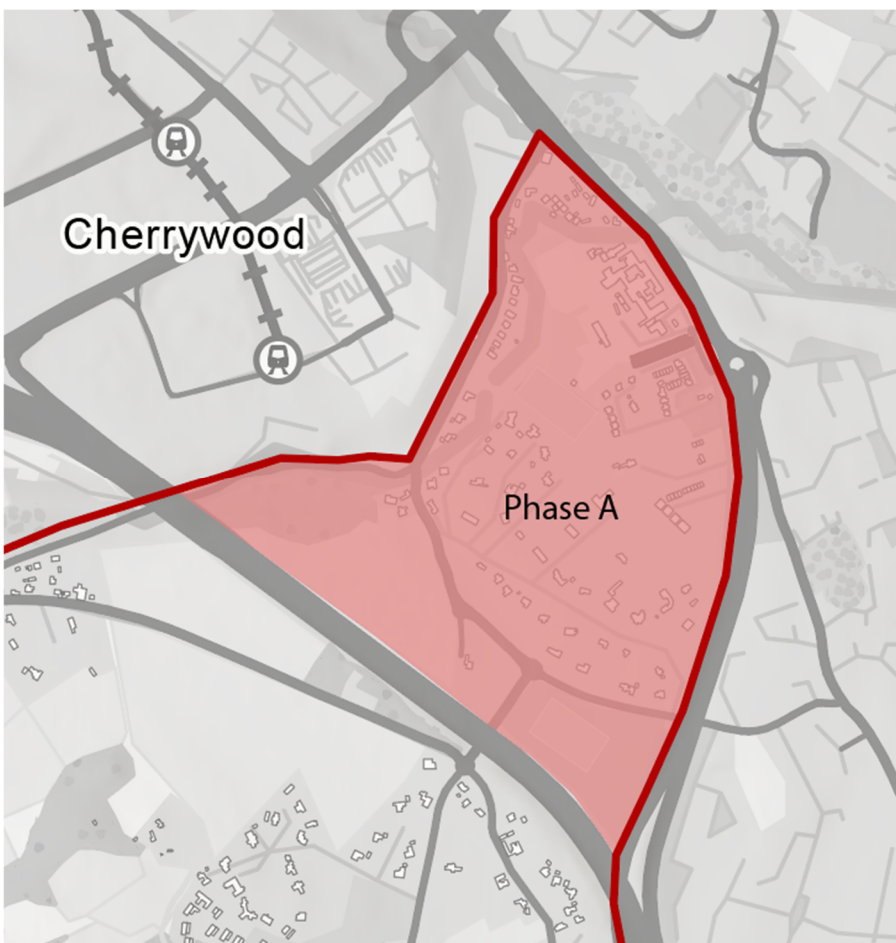


Figure 3-12: Rathmichael Phase A

Table 3-6 details the infrastructure to be delivered to support residential development as part of the area identified as Rathmichael Phase A. Figure 3-13 shows the indicative location of this infrastructure.

Table 3-6: Rathmichael Phase A – Infrastructure Phasing Table

Phase A	Approx. New Homes	Infrastructure
	c. 550	Strategic active travel linkages including inter alia: <ul style="list-style-type: none"> • Active travel connection to Cherrywood. • Active travel connection from Falls Road to Park na Silla.
		Active travel upgrades on Stonebridge Road and part of Mullinastill Road
		Delivery of strategic open space (0.8 ha)
		Brides Glen Biodiversity / Ecological Area / Open Space
		Incremental expansion of water, wastewater and drainage networks.
Telecommunications: Progression of telecommunications infrastructure to take place through all the phases		

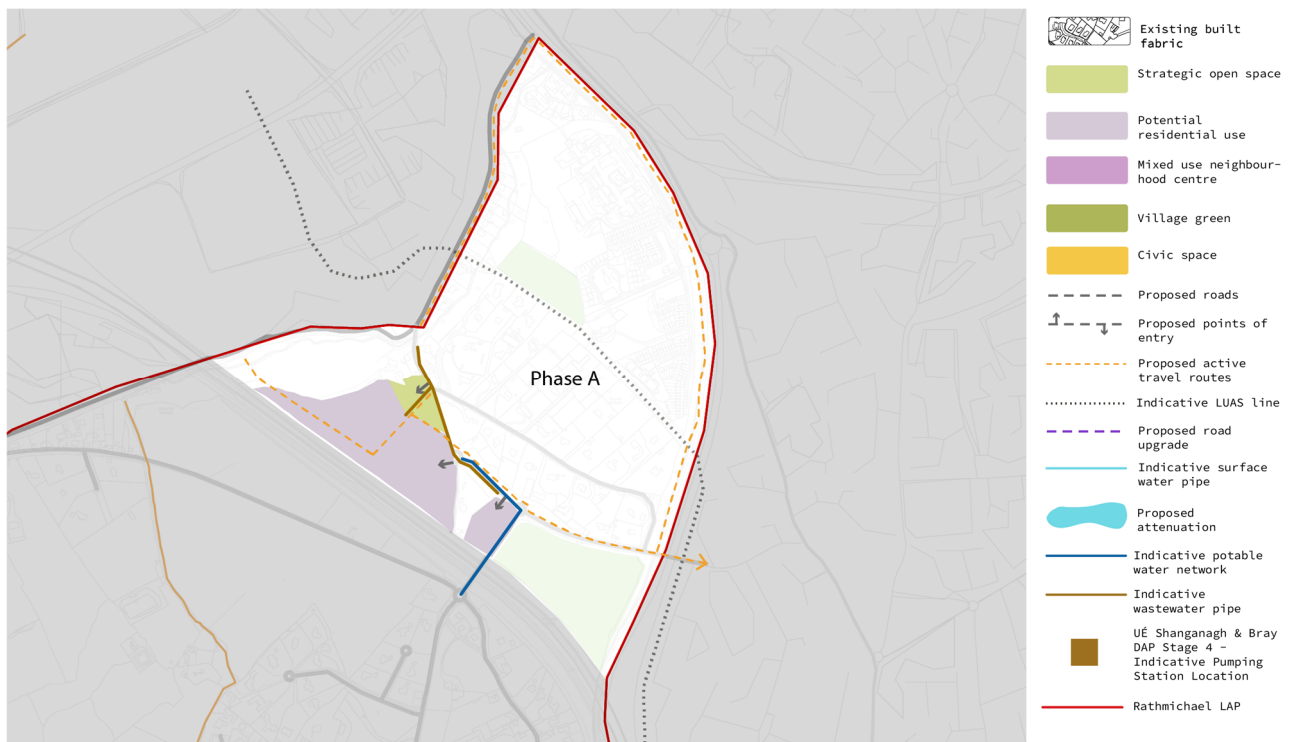


Figure 3-13: Rathmichael Phase A Infrastructure (For context, please see the overall Rathmichael Proposed Infrastructure Phasing Map in Appendix B)

3.5.4 Rathmichael – Phase B

The lands identified as Phase B, located to the west of the M50 motorway, are primarily zoned Objective ‘A1’ and considered sequentially preferable for the second phase of residential development at Rathmichael. Phase B is illustrated in Figure 3-14. Initial estimates based on the preliminary density ranges considered as part of the ICAS Study indicate that the potential residential yield of Phase B is c. 1,800-2,000 new homes. It is noted that there may be potential for additional residential development within Phase B through the consolidation of existing residential land uses. Subject to further assessment through the LAP plan-making process, additional infrastructure requirements may be identified.

Based on the analysis undertaken as part of the ICAS Study, it is recommended that Phase B incorporates three sub-phases where residential development may be facilitated based on sufficient enabling infrastructure being provided proportionate to increasing scales of development, see Table 3.6. It is noted that the progression of Phase B, at lands located west of the M50 motorway, requires significant strategic enabling infrastructure upgrades in order to provide for the sustainable development of the Rathmichael area.

Lands identified in Figure 3-14 as sub-phase 1 are considered sequentially preferable for development as an initial sub-phase as part of Phase B having regard to inter alia: proximity and connectivity to existing public transport, services and facilities; and the identified land uses and function of the lands as a 'heart' / central node for the new residential community. This strategic function is illustrated in the preliminary development framework developed for Rathmichael, see Figure 2-21.

The progression of the sub-phase 1 lands in an initial sub phase serves to progress the internal consolidation of Rathmichael as a sustainable urban village and lays the foundations for the subsequent sustainable residential development of subsequent Phase B lands. Similar to the phasing strategy for Old Connaught, it is recommended that the phasing strategy for Phase B is subject to a broader range of infrastructure and service provision which allows for the progression of residential development based on the sustainable urban village and 10-minute neighbourhood concept. It is highlighted that Phase B – sub-phase 1 – performs a particularly important role in this regard, and as such, the lands are a key focus for enabling the sustainable development of subsequent phases.

It is recommended that the sequencing for the development of Phase B - sub-phases 2 and 3 - is subject to the requisite progression of area wide infrastructure and services as part of sub-phase 1 and, as applicable, additional area wide and local level infrastructure being progressed to support the overall development of these subsequent sub-phases. This approach ensures sufficient area specific infrastructure is provided to support the development of sustainable communities. It is highlighted that the strategic enabling infrastructure requirements to support sub-phase 2 are primarily progressed as part of sub-phase 1, and as such the infrastructure requirements for sub-phase 2 are more localised in scale and function.

While parts of the area identified as sub-phase 3 benefit from proximity to services / facilities and access to existing public transport at Shankill, the area remains largely car dependent with a poor internal active travel network. Based on the analysis undertaken as part of the ICAS Study, it is considered that the progression of sub-phase 3 is inter-linked with the delivery of infrastructure and services both internal and external to the area. The strategic enabling infrastructure requirements for sub-phase 3 are primarily progressed as part of Phase B sub-phase 1, with additional strategic and local infrastructure required to support the sustainable residential development of this area, see Table 3-7. It is noted that, given the existing characteristics of the Rathmichael South area, a more detailed planning framework and localised phasing strategy may be necessary to guide the development of this sensitive area in a coordinated manner.

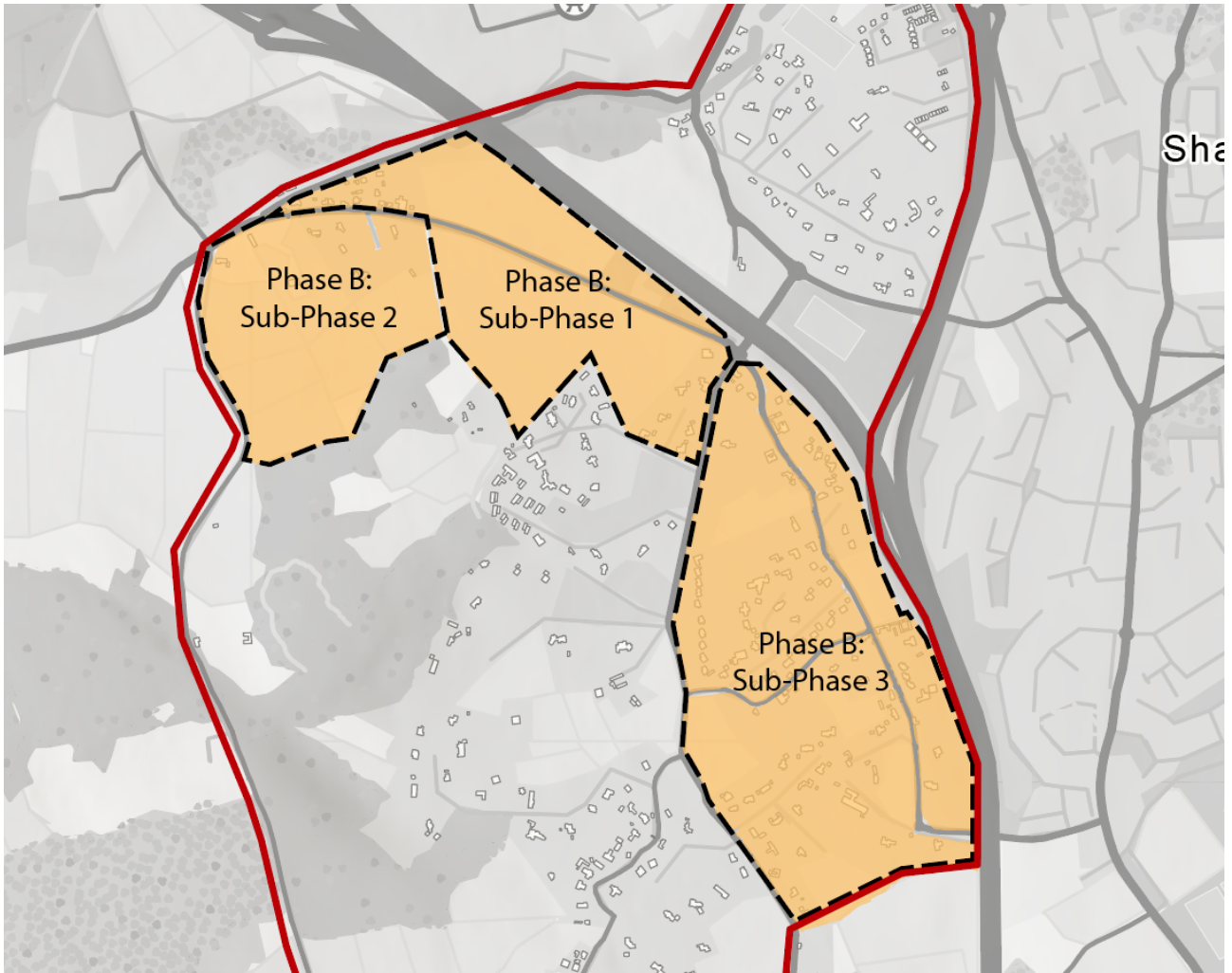


Figure 3-14: Rathmichael Phase B

Table 3-7 details the infrastructure to be delivered to support residential development as part of the area identified as Rathmichael Phase B. Figures 3-15 to 3-17 show the indicative location of this infrastructure, for each of the three sub-phases.

Table 3-7: Rathmichael Phase B – Infrastructure Phasing Table

Phase B	Approx. New Homes	Infrastructure
Sub-Phase 1	c. 950 – 1,050	Upgrade of Cherrywood Road and Mullinastill Road to include active travel.
		Upgrade of Brides Glen Road.
		Upgrade of Rathmichael Road.
		Active travel connection between Rathmichael Road and Cherrywood.
		Active travel bridge connecting Phase A and Phase B across M50
		Active travel linkages and internal road networks.
		Interim bus proposal.
		c. 3 ha strategic Village Green at Rathmichael Road.
		Strategic civic space adjacent to Rathmichael Church.

		Community Infrastructure
		Permanent wastewater pumping station and trenchless motorway connection to existing wastewater network east of the motorway.
		2 no. attenuation ponds.
		Incremental expansion of water, wastewater and drainage networks.
		Electricity infrastructure upgrades (subject to further assessment).
Sub-Phase 2	c. 450	Phase B sub-phase 1 infrastructure.
		Active travel linkages and internal road networks.
		Incremental expansion of water, wastewater and drainage networks.
Sub-Phase 3	c. 400 - 500	Phase B sub-phase 1 infrastructure.
		Crinken Lane bridge active travel upgrades.
		One way system at Ballybride Road/Lordello Road.
		Active travel linkages.
		Bus provision to serve the area.
		Strategic Open Space at Ferndale Road / Lordello Road.
		Community Infrastructure
		Attenuation pond (subject to further assessment).
		Incremental expansion of water, wastewater and drainage networks.
Telecommunications: Progression of telecommunications infrastructure to take place through all the phases		

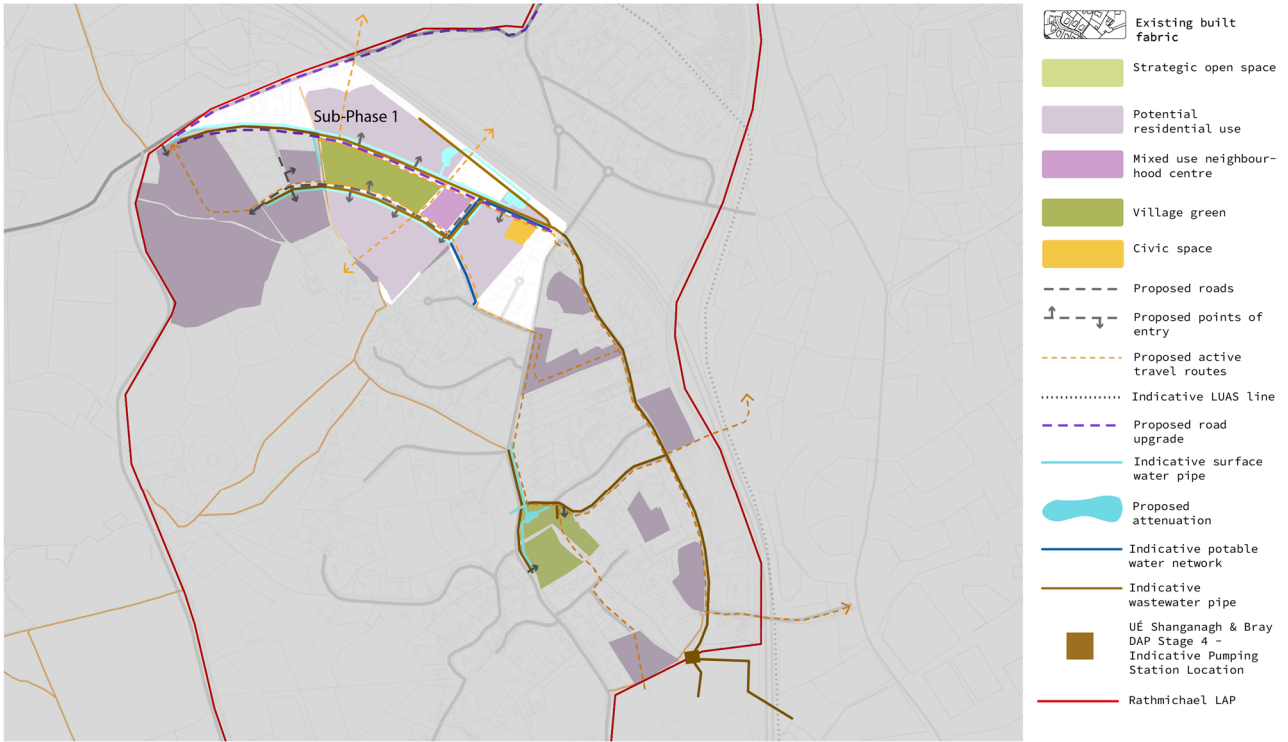


Figure 3-15: Rathmichael Phase B Sub-Phase 1 Infrastructure (For context, please see the overall Rathmichael Proposed Infrastructure Phasing Map in Appendix B)



Figure 3-16: Rathmichael Phase B Sub-Phase 2 Infrastructure (For context, please see the overall Rathmichael Proposed Infrastructure Phasing Map in Appendix B)

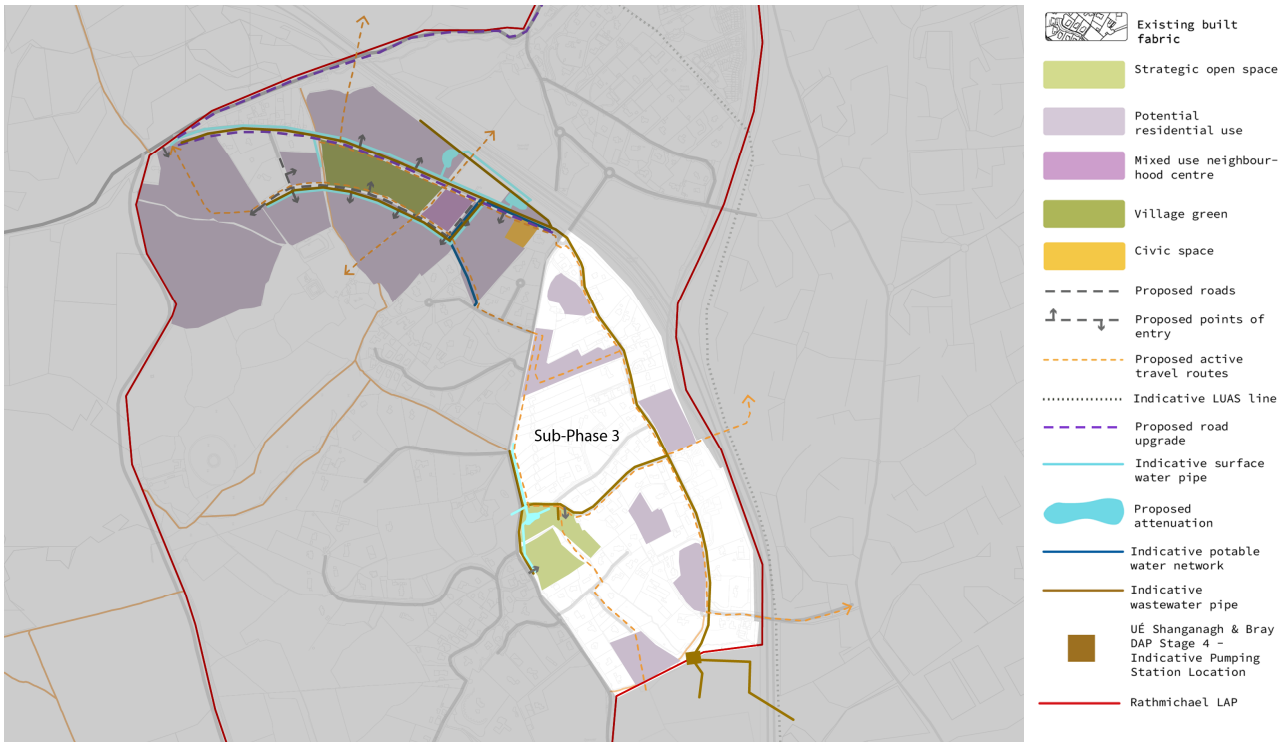


Figure 3-17: Rathmichael Phase B Sub-Phase 3 Infrastructure (For context, please see the overall Rathmichael Proposed Infrastructure Phasing Map in Appendix B)

3.5.5 Rathmichael – Phase C

The lands identified as ‘Phase C’, located to the west of the Ferndale Road, are zoned Objective ‘A1’ and considered sequentially preferable for the third phase of residential development at Rathmichael. Phase C is illustrated in Figure 3-18. Initial estimates based on the preliminary density ranges considered as part of the ICAS Study indicate that the potential residential yield of Phase C is c. 650 new homes. It is noted that there may be potential for additional residential development within Phase C through the consolidation of existing residential land uses. Subject to further assessment through the LAP plan-making process, additional infrastructure requirements may be identified.

The strategic enabling infrastructure requirements to support the sustainable development of Phase C are primarily progressed as part of Phase B, with infrastructure upgrade requirements for Phase C being more local in scale. It is noted that, given the existing characteristics of the Rathmichael South area, a more detailed planning framework and localised phasing strategy may be necessary to guide the development of this sensitive area in a coordinated manner.

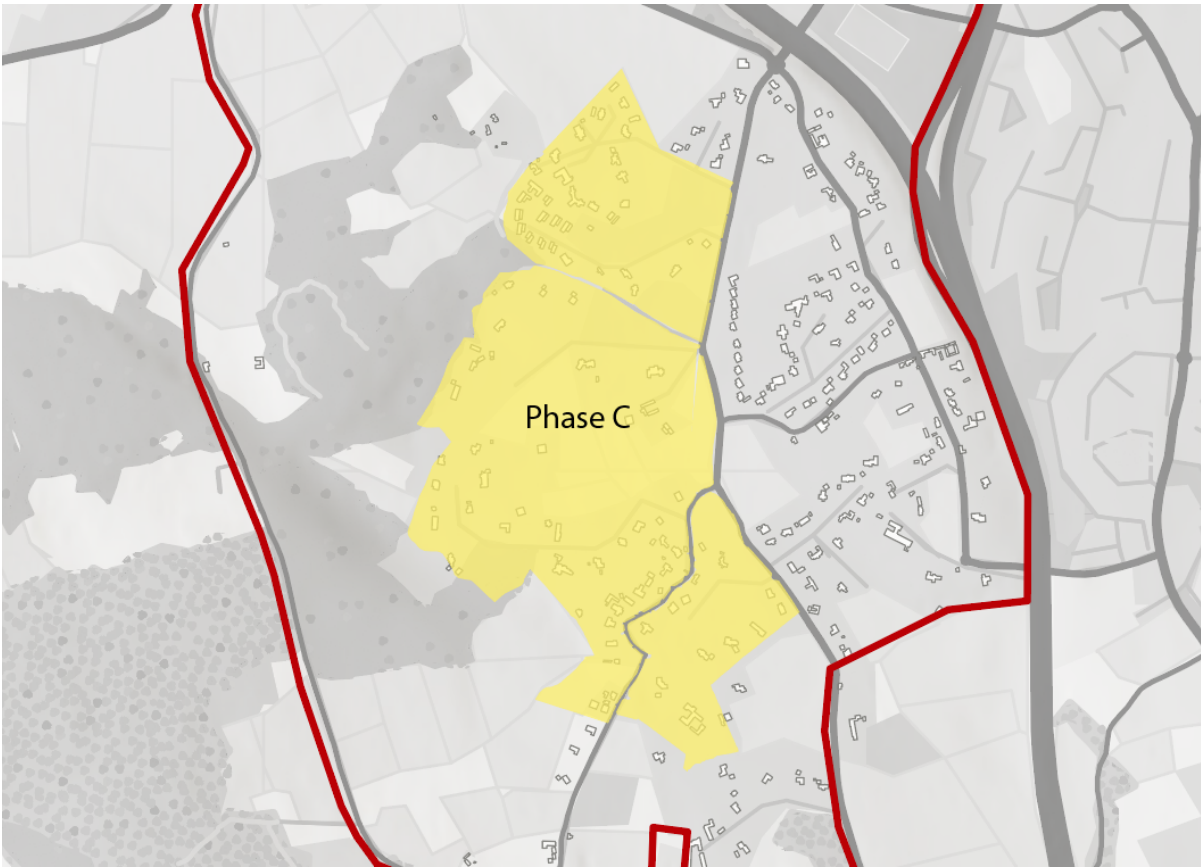


Figure 3-18: Rathmichael Phase C

Table 3-8 details the infrastructure to be delivered to support residential development as part of the area identified as Rathmichael Phase C. Figure 3-19 shows the indicative location of this infrastructure.

Table 3-8: Rathmichael Phase C – Infrastructure Phasing Table

Phase C	Approx. New Homes	Infrastructure
	c. 650	Active travel linkages.
		Incremental expansion of water, wastewater and drainage networks.
Telecommunications: Progression of telecommunications infrastructure to take place through all the phases		

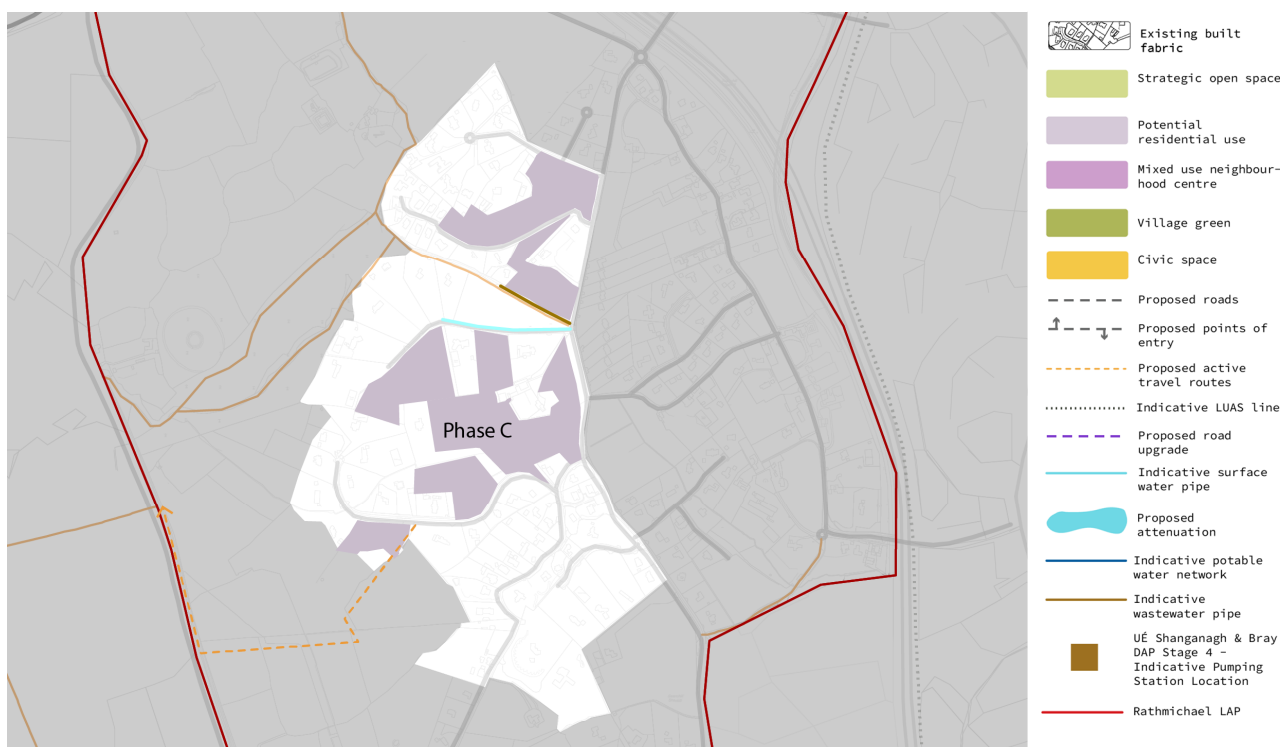


Figure 3-19: Rathmichael Phase C Infrastructure (For context, please see the overall Rathmichael Proposed Infrastructure Phasing Map in Appendix B)

3.5.6 Rathmichael – Medium/Longer Term Infrastructure Upgrades

Additional infrastructure requirements identified through the ICAS Study are recommended to be progressed over the medium / longer term. In terms of strategic enabling infrastructure this includes: the Luas Green Line extension to Bray; the upgrade of the Ballycorus Road; the expansion and enhancement of Rathmichael Woods; the upgrade of Lehaunstown Lane/Heronford Lane; and the potential active travel link connecting Rathmichael and Cherrywood via the viaduct.

It is acknowledged that while the greenway route connecting Cherrywood to Bray comprises strategic infrastructure, it will ultimately be progressed incrementally through differing phases of development throughout both LAP areas, and as such it is expected to be fully delivered in the medium to long term. Other enhancements and improvements of green infrastructure & biodiversity and heritage & conservation, not already specifically referred to in this chapter, which are identified in the ICAS Study, will also be progressed in the medium to long term.

3.5.7 dlr Owned Lands at Rathmichael– Infrastructure and Phasing

The following section provides a preliminary list of infrastructure required to enable the sustainable development of dlr owned lands within the Rathmichael LAP area. There are three sites located within the Rathmichael LAP area in the ownership of dlr which are identified as potential sites for the development of housing, see Figure 3-20. The dlr owned lands are located east and west of the M50 Motorway and comprise

the following: the Mulinastill Road lands (c. 11.6 hectares); the Rathmichael Bridge lands (0.5 hectares); and the Rathmichael Road lands (c. 7.9 hectares).

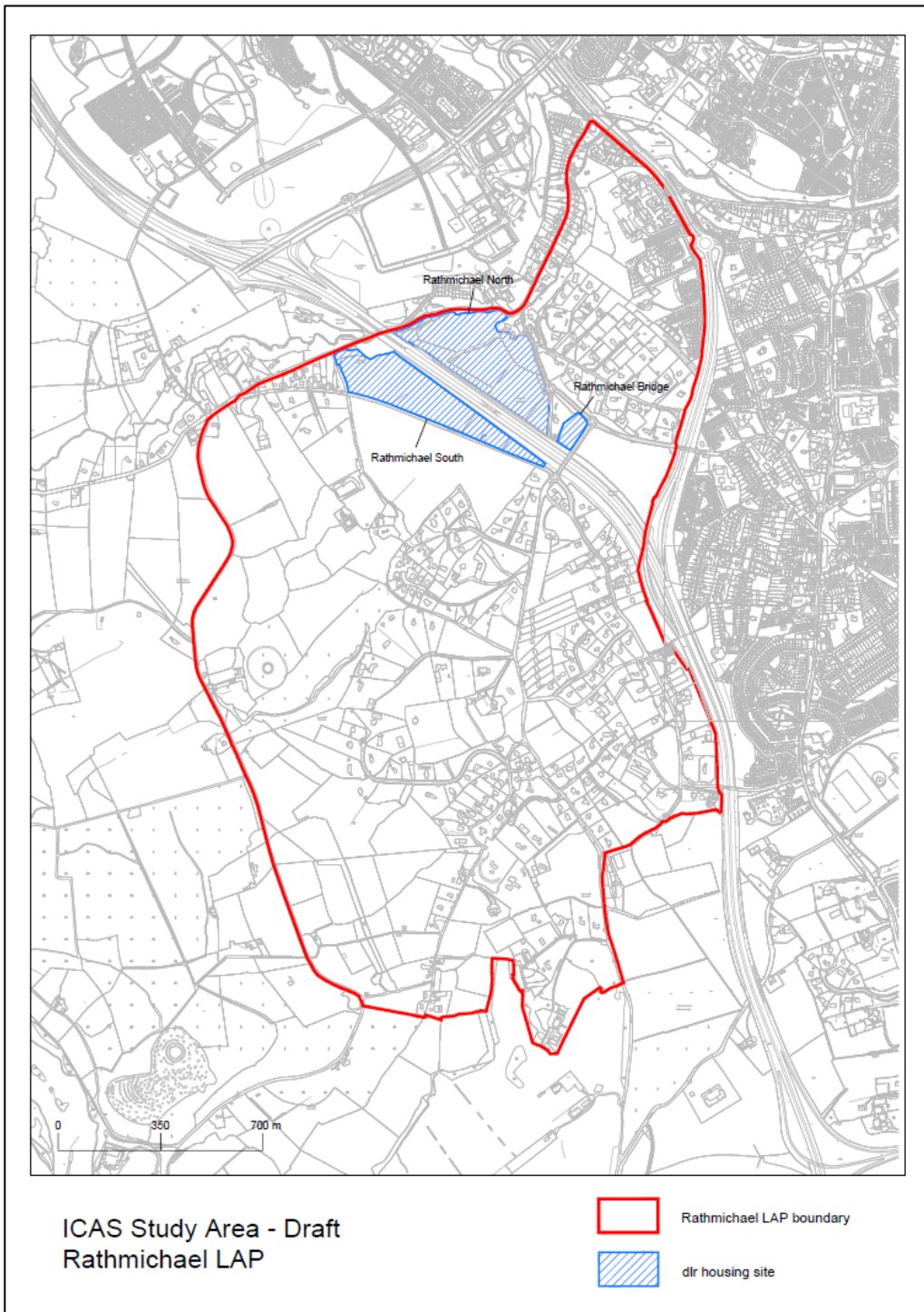


Figure 3-20: dlr Owned Lands at Rathmichael

The indicative high level phasing strategy identified for Rathmichael is illustrated in Figure 3-11. The dlr owned lands at Mullinastill Road and Rathmichael Bridge are both located within the area identified as development Phase A. Phase A lands at Rathmichael benefit from proximity to existing public transport, facilities and services. The progression of these lands as a first phase of residential development delivers consolidation with the existing built-up area and maximises the efficient use of existing infrastructure and services. The approach to infrastructure, therefore, is based on existing infrastructure capacity, interim measures, and additional enabling infrastructure proportionate to the scale of development

The dlr owned lands at Rathmichael Road are located within the area identified as development Phase B, which comprises the second phase of residential development at Rathmichael. The lands are identified as

sequentially preferable for development as an initial sub-phase as part of Phase B. Table 3-9 details the infrastructure required, at a strategic level, to enable the sustainable development of housing at dlr owned lands at Rathmichael.

Table 3-9: dlr Owned Lands at Rathmichael – Infrastructure

dlr Lands	Phase	Infrastructure
Mullinastill Road and Rathmichael Bridge	Phase A	Strategic active travel linkages including inter alia: Active travel connection to Cherrywood. Active travel connection from Falls Road to Park na Silla.
		Active travel upgrades on Stonebridge Road and part of Mullinastill Road
		Delivery of strategic open space
		Brides Glen Biodiversity / Ecological Area / Open Space
		Incremental expansion of water, wastewater and drainage networks.
Rathmichael Road	Phase B	Phase A Infrastructure
		Electricity infrastructure upgrades (subject to further assessment).
		New road / road upgrades.
		Strategic open space.
		Incremental expansion of water, wastewater and drainage networks.
		Active travel linkages.
		Waste water infrastructure
		Attenuation infrastructure

3.6 Phasing of Education

The Department of Education has identified a requirement for one or more primary schools in both the Old Connaught and Rathmichael LAP areas, and the DoE have also identified the potential requirement for a post primary school to serve the overall ICAS and wider area. It is noted that the assessment of the timeframe for the establishment of these 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.

It is recommended that the Local Authority continues to engage with the Department of Education post adoption of the Local Area Plans to co-ordinate the timely delivery of the new primary schools in each area, in addition to any future potential requirement for a post-primary school to serve the area, subject to the necessary demand.

3.7 Phasing of Other Uses

It is highlighted that there are additional uses, not within the remit of this ICAS Study, that may be considered to form components of a phasing strategy for the sustainable development of each Local Area Plan. For example, the phasing associated with the delivery of a Neighbourhood Centre, including retail and non-retail uses, a healthcare facility, or a creche, may be of fundamental importance in enabling development to progress. The protection and facilitation of the development, design and management of cultural heritage assets should also be encouraged during the local plan making processes in the ICAS area. It is recommended that the phasing strategy for each Local Area Plan considers the overarching phasing strategy

set out in the Part 4 and 5 Reports and develops the strategy through integrating other specific land uses / infrastructure as appropriate.

3.8 Phasing Implementation

While the recommended phasing strategies for Old Connaught and Rathmichael include measures which seek to prioritise development in a geographic sequence, it is acknowledged that there are limited measures included within each geographic phasing area to sequence development. The weighting and overarching approach applied in the recommended 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 recommended that active land management mechanisms are utilised to ensure lands are brought forward in a timely manner when services are in place to facilitate development. In this regard, it is recommended that the Residential Zoned Land Tax, or any subsequent active land management tool, is utilised to support the implementation of the phasing strategy.

3.9 Inter-relationship of Phasing between LAP Areas

While the indicative high-level phasing strategies recommended for Old Connaught and Rathmichael were partly developed as independent phasing strategies to inform the preparation of separate Local Area Plans, it is acknowledged that there is an interdependence and connectivity of infrastructure across both LAP geographic boundaries and connections to the wider geographical area.

4. Implementation and Funding

4.1 Implementation

The Local Area Plan will comprise the key strategy to structure the development of the Old Connaught and Rathmichael areas through its statutory planning framework. It is recommended that the implementation of each Local Area Plan should comprise a key strategic focus for the Local Authority and will require a concerted range of actions by the entire organisation to be successfully implemented. The Local Authority may need to utilise its wide range of statutory powers and responsibilities to achieve the objectives of each Local Area Plan.

While ensuring that decisions on proposals for new development are consistent with the Local Area 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 Local Area Plan in practice.

It is highlighted that the adoption of a Local Area Plan will not, in and of itself, deliver the overarching development objectives for new residential communities at Old Connaught and Rathmichael. The implementation phase, therefore, necessitates proactive measures to be taken to enable the objectives of the Local Area Plan to be realised. Ensuring, for example, that infrastructure programmes are developed and progressed in tandem with state agencies and other infrastructure providers is essential.

Furthermore, as appropriate, the Local Authority must ensure that its organisational capacity and resources are deployed to support the implementation tasks of each Local Area Plan. Consideration should be given to the merits of establishing a development agency led structure within the Local Authority with the professional competence to engage in complex arrangements to progress the implementation process.

4.2 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.

The means of funding infrastructure are varied. The 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 benefitting development in a plan area. It is acknowledged that the Planning and Development Act 2024 has been enacted but not commenced at this time. This may have implications for the information provided herein in regard to reference to the Planning and Development Act 2000. There are also additional means by which to fund infrastructure including inter alia direct exchequer funded investment, private investment and public-private partnerships.

As set out in Chapter 2 of this Report, ‘Old Connaught and Rathmichael Infrastructure Requirements’, significant infrastructure requirements have been identified to support the sustainable development of Old Connaught and Rathmichael. The coordinated planning and delivery of infrastructure and services, in tandem with population growth, is essential to ensure the sustainable development of the LAP areas.

As provided in Chapter 3, ‘Phasing of Development’, the recommended phasing strategy for each LAP area requires – to varying degrees – 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. In this context, it is highlighted that the early-stage funding of infrastructure and services in both LAP areas may present a degree of uncertainty to the timing of development. In order to minimise this uncertainty associated with 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 Local Area Plans.

The following sections provide an overview of some of the main means through which infrastructure in the LAP areas may be funded.

4.3 Statutory Development Contribution Schemes

There are two types of statutory development contribution scheme provided for under the Planning and Development Act 2000 (as amended), namely:

- Section 48 – General Development Contribution Scheme
- Section 49 – Supplementary Development Contribution Scheme

4.3.1 Section 48 Development Contribution Scheme

Section 48 of the Planning and Development Act 2000 (as amended) provides the legislative framework for the preparation of a 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 under Section 34 of the Act.

The Section 28 Guidelines ‘Development Contributions Guidelines for Planning Authorities’ issued by the Department of the Environment, Community and Local Government in 2013, provide guidance on the preparation of a Development Contribution Scheme.

Section 48 – Legislation and Guidance

Section 48 of the Planning and Development Act 2000 (as amended) provides for the making of a Development Contribution Scheme whereby any Planning Authority may, when granting planning permission, include conditions requiring the payment of a development contribution. The contribution is in respect of “*public infrastructure and facilities*” benefiting development in the area of the Planning Authority and that is provided, or is intended will be provided, by or on behalf of the Local Authority.

As set out in Section 48(17) of the Act, the types of “*public infrastructure and facilities*” that can be funded by a scheme under Section 48 of the Act are:

“(a) the acquisition of land

(b) the provision of open spaces, recreational and community facilities and amenities and landscaping works,

(c) the provision of roads, car parks, car parking places, surface water sewers and flood relief work, and ancillary infrastructure,

(d) the provision of bus corridors and lanes, bus interchange facilities (including car parks for those facilities), infrastructure to facilitate public transport, cycle and pedestrian facilities, and traffic calming measures,

(e) the refurbishment, upgrading, enlargement or replacement of roads, car parks, car parking places, surface water sewers, flood relief work and ancillary infrastructure,

(f) the provision of high-capacity telecommunications infrastructure, such as broadband,

(g) the provision of school sites, and

(h) any matters ancillary to paragraphs (a) to (g).”

The Section 28 Guidelines ‘Development Contributions Guidelines for Planning Authorities’ (2013) note that it is best practice that the preparation of Development Contribution Schemes should be finalised to take effect at the earliest stage possible in the Development Plan cycle.

Section 48 – dlr Development Contribution Schemes 2023-2028

There are currently two Section 48 Development Contribution Schemes being operated by Dún Laoghaire-Rathdown County Council:

- Dún Laoghaire-Rathdown County Council Development Contribution Scheme 2023-2028 – this Scheme comprises (1) Countywide excluding the Sandyford Urban Framework Plan Area and the Cherrywood Planning Scheme Area – and - (2) The Sandyford Urban Framework Plan Area Only (Countywide Contribution + Sandyford Urban Framework Plan Contribution)