

Old Connaught
Draft Local Area Plan
Pre - Draft Consultation
Issues Paper
May 2023

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Please note all maps contained within this document are for illustrative purposes only, please refer to accompanying A3 maps for definitive information.

Chief Executive

Frank Curran

Director of Planning & Economic Development

Aidan Blighe

Working Group

Liam Walsh, Senior Planner
 Margaret Hartnett, Senior Engineer
 Gerry Concannon, Senior Engineer
 Gerard O’Sullivan, Senior Engineer
 Eoin O’Brien, Senior Executive Parks Superintendent
 Sarah Cassidy, Senior Executive Architect

Project Team

Michael Hennessy, Senior Executive Technician
 Owen Feighery, Executive Technician

1. Introduction

Dún Laoghaire-Rathdown County Council (DLR) intends to prepare a Local Area Plan for the Old Connaught area. A Local Area Plan (LAP) is a statutory document prepared by the Planning Authority in accordance with the requirements of the Planning and Development Act 2000 (as amended). The LAP will consist of a suite of policies and objectives to guide the development of the area for a period of 6 years.

The LAP will set out a land use strategy for the proper planning and sustainable development of the area. It will consist of a written statement and maps indicating objectives for purposes such as zoning of land; residential development and its phasing; delivery of commensurate community development; heritage and culture; open space and recreation; transportation; urban design and environmental protection.

The various and specific requirements of a Local Area Plan are outlined in more detail in Appendix A.

Local Area Plan Boundary and Zoning

Old Connaught is located circa. 20kms south of Dublin City Centre and approximately 2.5kms southwest of Shankill village. Bray Town Centre lies less than 2kms to the southeast.

The Plan area is bounded to the north by a public right of way adjacent to Crinken Lane; to the west

by Ferndale Road; to the east by the M11 motorway corridor and to the south by the County Brook river valley that defines the administrative boundary between the Counties of DLR and Wicklow.

The LAP lands extend in total to circa. 217 hectares. In the current 2022-2028 DLR County Development Plan, 66.5 hectares of the LAP area are zoned objective 'A1', "To provide for new residential communities and Sustainable Neighbourhood Infrastructure in accordance with approved local area plans"; 134 hectares are zoned objective 'GB', "To protect and enhance the open nature of lands between urban areas"; 12 hectares are zoned objective 'F', "To preserve and provide for open space with ancillary active recreational amenities" and 0.44 hectares are zoned 'SNI', "To protect, improve and encourage the provision of sustainable neighbourhood infrastructure". An area of 38 hectares has been identified as a Strategic Land Reserve in the 'GB' zoning. A proposed Education Site objective is indicated in the LAP area.

Core Strategy

The Core Strategy contained in the current County Development Plan anticipates the zoned residential lands in the LAP delivering on a phased basis and over a period of time, circa. 2,005 residential units. Delivering this quantum of housing development into an environment that was, heretofore, fundamentally greenfield and agricultural will prove both challenging and transformational.



Figure 1.1: Old Connaught LAP located within administrative area of dlr

What do You Think?

What in your view are the most important considerations in the redevelopment of the LAP lands?

How should development be phased to ensure the early provision of essential infrastructure, community facilities and amenities necessary for the development of sustainable communities?

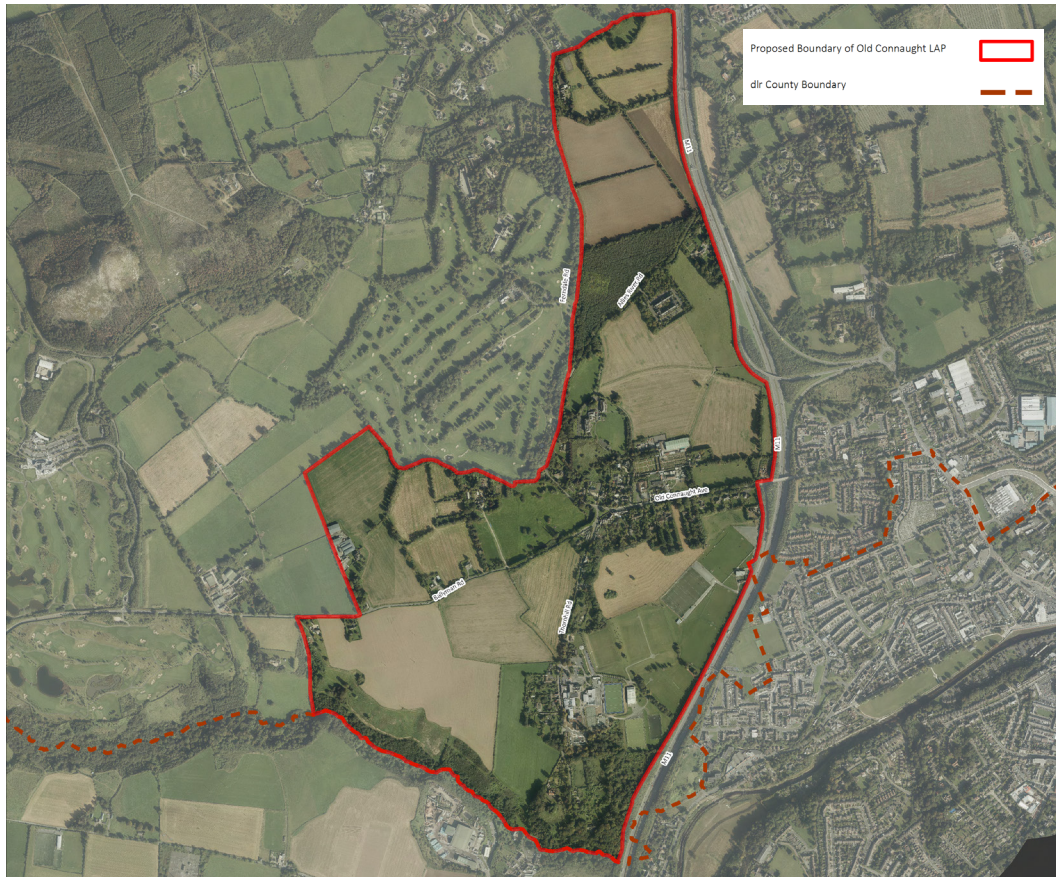


Figure 1.2: Aerial View of Old Connaught LAP Area

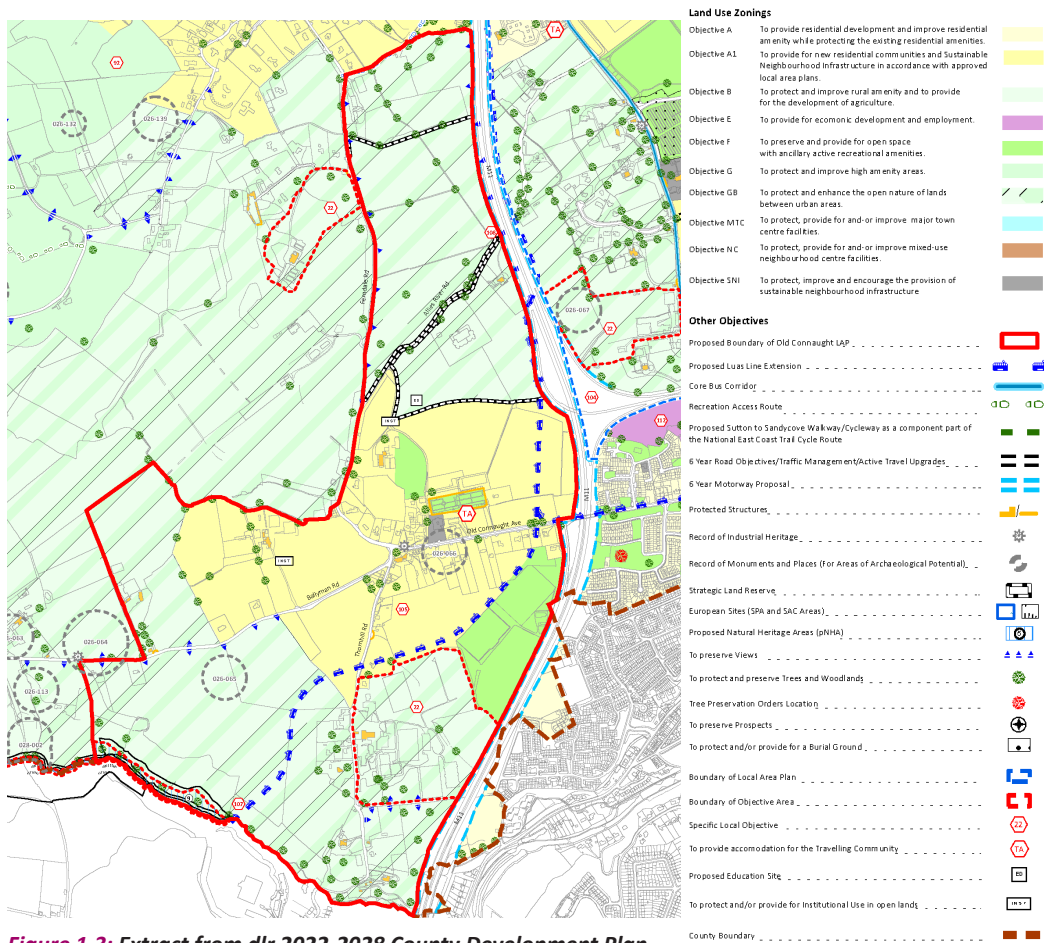


Figure 1.3: Extract from dlr 2022-2028 County Development Plan

2. Local Area Plan and Public Consultation

The LAP preparation process will involve three stages of public consultation: Pre-Draft stage, Draft Plan stage and, potentially, proposed Amendment's stage (see Figure 2.1). As part of the first stage the Planning Authority is now engaging in Pre-Draft public consultation. Pre-Draft consultation was previously undertaken in 2019. Given the passage of time and the adoption of the new County Development Plan in 2022, it was considered appropriate to begin this stage of public consultation again.

This Issues Paper is intended to give a broad overview of the main development and challenges facing the Old Connaught area and to stimulate public debate on what matters should be considered in the Draft LAP. The issues listed are by no means exhaustive and other matters can be raised by the public and other interested parties.

Why get involved?

Public consultation is an important aspect of any plan-making process in order to address issues and concerns which relate to the LAP area, and to ensure that the final LAP acknowledges community aspirations and concerns.

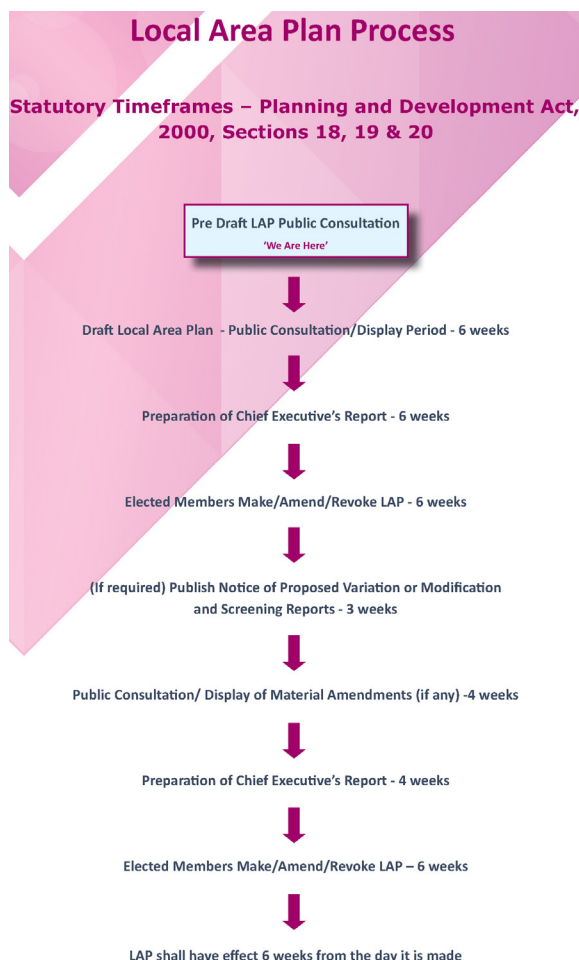


Figure 2.1: Local Area Plan Process (Refer to Appendix B)

It is important to stress at the outset, however, that the LAP is not a ‘blank canvas’ but is the vehicle through which the residential supply imperatives, copper-fastened in both the Core Strategy of the current County Development Plan, the Eastern and Midlands Region Spatial and Economic Strategy (RSES), and the National Planning Framework (NPF), will be delivered.

The challenge will be for the LAP to balance and blend the various competing objectives at play within the LAP to realise an optimum solution that both respects the strengths and character of the area yet facilitates the development of new residential communities as provided by higher order statutory Strategies and Plans.

How to make a submission at the Pre-Draft consultation stage

You are invited to submit your views on what the Draft LAP should contain and what issues it should address. All submissions / observations should state your name, address and where applicable, the organisation / body represented, and should be made in the following ways:

By post to:

Senior Executive Officer,
Planning and Economic Development Department,
Dún Laoghaire-Rathdown County Council, County Hall, Marine Road, Dún Laoghaire, Co. Dublin A96K6C9

OR

Online: On the Council's website under 'dlr consultations'

Submissions for the Pre-Draft consultation phase must be made within the display period, which runs from **8th May 2023 to 6th June 2023**.

Two Information Sessions for members of the public will be held in St. Gerard's School, Thornhill Road, Old Connaught on **Thursday 18th May 2023 from 4.00pm - 8.00pm** and **Monday 29th May 2023 from 4.00pm - 8.00pm**.

What happens next?

Following on from the Pre-Draft Public Consultation, a Draft Local Area Plan will be prepared, taking into consideration any submissions made during the Pre-Draft consultation. Once the Draft Local Area Plan has been prepared, the statutory Local Area Plan process and timelines as set out in Figure 2.1, will commence.

3. Future Residential Communities & Placemaking

The existing lands within the LAP area currently consist largely of greenfield, undeveloped lands being utilised primarily for agricultural and recreational purposes. Relative to the size of the Plan area the number of existing residential properties is small. The vast majority of individual residential properties front directly onto the four road corridors that emanate in four different directions from the historic core of the village at the western end of Old Connaught Avenue. Old Connaught currently functions very much as a rural village, notwithstanding its close proximity both to suburban Shankill (c.2.5kms to the north) and to the major town of Bray (c.2kms to the south-east).



View along Thornhill Road

Notwithstanding, and as already highlighted in Section 1 above, the Plan Area contains approximately 66.5 hectares of land zoned 'A1' – "To provide for new residential communities and Sustainable Neighbourhood Infrastructure in accordance with approved local area plans", The current DLR County Development Plan Core Strategy explicitly identifies Old Connaught as an area primed to deliver c. 2,005 residential units over a number of years. Introducing this quantum of development into a hitherto greenfield environment will prove challenging and undoubtedly transformational. The former rural character will inevitably transition and morph into one more urban.

The focus on Old Connaught as a future growth area has been further highlighted in the Eastern and Midlands Region Spatial and Economic Strategy (RSES). The RSES indicates that 'Key Towns' have potential to accommodate commensurate levels of population and employment growth. The three Metropolitan 'Key Towns' in the region are Bray, Maynooth and Swords. In this context it is noted that Old Connaught, which falls within the administrative boundary of DLR, is included in the growth targets for the Key Town of Bray. The RSES states that, in order for Bray to fulfill its growth potential, lands at Fassaroe to the west of the N11/ M11 are targeted for new housing, employment and major community

and sports facilities, along with development of lands at Old Connaught - Fassaroe, which are primarily within Dún Laoghaire-Rathdown.

The Draft LAP will embrace, promote and embed the concept of the sustainable urban village concept sustainable and the '10-minute' neighbourhood concept, on the Old Connaught lands.

The sustainable urban village concept is based on the premise that people should be able to access most of their daily living requirements within easy reach, preferably within a short walking or cycle timeframe of their homes. This concept, which focuses on reducing the need to travel by private car, is central to the principles of sustainable development and aids the reduction of greenhouse gases. Where existing village centres are located within new growth areas these should be respected and their character protected or enhanced by any new development.

A '10-minute' neighbourhood incorporates the principles of a sustainable urban village in terms of being able to walk or cycle to neighbourhood support facilities within a 10-minute timeframe. It is recognised however that not every house will have all such facilities located within this timeframe. In this regard the 10-minute neighbourhood includes access to high quality public transport within a short walk from homes which in turn can provide sustainable access to neighbourhood support facilities and employment opportunities that may not be available within the local community.

The Council is committed to ensuring that all new greenfield residential developments of scale in the County – including Old Connaught - adhere to the principles of good urban design that can contribute to the delivery of high-quality environments with a clear urban structure, the conservation of architectural heritage and the reinforcement of local identity and 'sense of place'. It is envisaged the 'new' Old Connaught residential community will incorporate an appropriate and sustainable mix of housing types, typologies, sizes, densities, and heights.

In setting the framework for the overall form and spatial layout of the Draft LAP, cognisance will have to be taken of the existing features, possible opportunities and potential constraints evident both within the Plan area and immediately proximate to same. These will include, inter alia:

- The undulating topography
- The various Protected Structures
- Stands of high-quality deciduous woodland
- Proximity of Ballyman Glen Natura 2000 Site
- Various overhead ESB lines
- Large water mains associated with Vartry

Finally, and most importantly, the future alignment corridor of the proposed Luas Green Line extension is likely to be highly influential in shaping and framing how the skeleton Draft Plan layout evolves.

What do You Think?

What should be the key housing imperatives for the Plan area?

How can the LAP best deliver on the principles of the 10-minute neighbourhood?

How can the LAP plan for and support the timely delivery of residential development to provide for new communities in the area?

How can the framework planning for the LAP ensure full integration with the future Luas and capitalise on its location and any possible future stops in the area?

Where might the optimum location for an appropriately scaled mixed-use Neighbourhood Centre to serve the new residential community be?

4. Sustainable Movement and Access

While the LAP area is located immediately proximate to the M11 - a major transport corridor of Local, Regional and National importance – not unexpectedly the Plan area itself, given its undeveloped nature, is currently poorly served both in terms of (i) the adequacy of what is, effectively, a local rural roads network, and (ii) any meaningful public transport infrastructure.

Given the scale of residential development proposed in the proposed Plan area over the next number of years it is imperative that an appropriate layer of both new and upgraded transport infrastructure is put in place to facilitate ease of movement to and from the developing community. The topography of the Plan area will present challenges in this regard, but it will, nevertheless, be incumbent on the Draft LAP to identify an optimum transport network to be delivered on a phased basis in parallel to population growth.

Likewise, and in conjunction with the NTA and other public transport operators and stakeholders, the Draft LAP will have to set down clear parameters in terms of the delivery of a sustainable public transport network – the evolution and scale of which would be commensurate to the phased incremental growth of the ‘new’ community of Old Connaught.

Roads

The eastern boundary of the LAP lands is framed by the M11/ N11 National Road Corridor, and also abuts the Wilford Interchange. Direct access from Old Connaught onto the M11/N11 – in any direction - is not, however, currently available. Likewise, the northbound slip road from the M11 at Bray Emmets discharges traffic directly on to Old Connaught Avenue – already a heavily trafficked corridor during the morning peak and compounded further by the necessity of navigating through the very busy Dublin Road/Corke Abbey/Old Connaught Avenue junction.



View from M11

As part of Project Ireland 2040, the National Development Plan (NDP) 2021-2030 identifies the protection and renewal of the national road network as a key sectoral priority. This includes the provision for greater use of sections of the national road network by public transport (e.g. bus lanes) to improve overall efficiency and capacity.

The four local roads that currently serve the LAP Area, Ballyman Road, Ferndale Road, Thornhill Road and Old Connaught Avenue all converge on the historic core of Old Connaught. All, to a greater or lesser degree, may not meet current standards in terms of width, geometry, footpath provision and street lighting. Irrespective of any new roads network to be provided in the Plan area these existing local roads may also require significant upgrading and improvement to render them fit for purpose.

Transport Infrastructure Ireland’s (TII) ‘M11/N11 Corridor Study Needs Assessment Report’ undertaken in 2017 assessed both the future needs of the M11/ N11 National Road corridor between Junction 4 (M50/M11) and Junction 14 (Coynes Cross), and the necessary improvements to the Regional and Local Road network required to support and complement the M11/N11 corridor. The N11/M11 Bus Priority Interim Scheme has been introduced to provide interventions in the short term and is described further overleaf.

This Study proposed improved junctions and upgrading of the M11 to three lanes in sections, in order to increase the overall capacity of the M11/ N11 and to ease traffic congestion – particularly during the evening peak. The Study’s short-term plans do not include any improvements to Ferndale Road, Thornhill Road or Rathmichael Road (to the north of the LAP lands). In this regard, please see the section below relating to the Bray and Environs Transport Study.

The Plan area currently lacks any dedicated cycle lane provision. Pedestrian facilities may require upgrade due to their intermittent nature. The Draft LAP will address sustainable pedestrian and cycle networks and connectivity in the new developing community.



View along Ferndale Road

Public Transport

Bus Network

As referenced above there is currently a paucity of public transport provision serving the Plan area itself. This is to be expected in a rural hinterland with low population densities.

Two separate projects are aimed at collectively resolving the transportation deficiencies on the N11/M11 Corridor in the medium and longer term.

The N11/M11 Bus Priority Interim Scheme (BPIS), developed separately to the N11/M11 Junction 4 to Junction 14 Improvement Scheme (referenced in the section above) was introduced as an early intervention to start addressing the problems on the corridor. It offers a practicable interim solution comprising the provision of bus priority measures during peak periods for implementation in advance of the larger and more comprehensive scheme to follow. Sub-Scheme A of the emerging preferred option identified by BPIS proposes to provide dedicated hard shoulder bus lanes from Loughlinstown roundabout to Junction 6 (Bray /Fassaroe) enabling buses/coaches to avoid congested traffic lanes and reducing the dependency on the private car in the short/medium term.

The National Transport Authority (NTA) has been developing a BusConnects programme which aims to build a network of high-quality Core Bus Corridors to improve efficiency and decrease journey times on the busiest bus routes within the Greater Dublin Metropolitan Area. BusConnects is included in the 2022-2028 DLR County Development Plan (CDP).

Parts of the N11/M11 is identified as a “Regional Core Bus Corridor” in the NTA Transport Strategy for the Greater Dublin Area. The aim of BusConnects Core Bus Corridors is to provide enhanced walking, cycling and bus infrastructure on key access corridors in the Dublin region, which will enable and deliver efficient, safe, and integrated sustainable transport movement along these corridors. Route 13, which connects Bray to Dublin City Centre via the Old Dublin

Road, has been identified as a Core Bus Corridor (CBC) which, when operational, will see increased service frequencies and significantly reduced journey times along the route. A preferred route has been identified and it is anticipated to be submitted to ABP in May 2023.

Luas

The existing Luas Green Line currently terminates at Bride’s Glen in Cherrywood, approximately 7km north of the LAP lands. The NTA’s Greater Dublin Area Transport Strategy 2022-2042 sets out proposals for the development of Luas lines across Dublin to better connect communities and enable transport-led development. It provides for a number of light rail extensions including an extension of the Green Line Luas from Bride’s Glen to Bray by 2042.

It is planned by the NTA to commence the delivery of the Luas extension to Bray post-2031. The alignment shown in the Transport Strategy is indicative and will be subject to full route options assessment and public consultation exercises prior to the preparation of a Railway Order application to An Bord Pleanála. This extension is approximately nine kilometres long with proposed stops at Stonebridge, Crinken, Old Connaught, Thornhill, Fassaroe (with Park and Ride), Corke Abbey, Ravenswell and Bray DART. Stops are also being considered at St Columcille’s and Wilford subject to development and access improvements in the surrounding area.

The spatial planning framework of the Draft LAP will be dependent upon the ongoing commitment to the extension of the Luas Green Line to serve the LAP area and the confirmation of a defined route alignment – as this will impact immensely on projected population levels, densities and settlement patterns.

In the interim period to 2031, however, it follows that public transport provision in the developing areas of Old Connaught and Fassaroe will likely initially be bus based.

DART

DART+, to be delivered by 2027, will provide a new station at Woodbrook-Shanganagh, with the consolidation and westward expansion of Bray to Fassaroe and Old Conna linked to improved public transport connections. Park and Ride facilities are proposed at this location.

Existing Transport Studies

Bray and Environs Transport Study 2019

The Bray and Environs Transport Study 2019, prepared by the NTA, is a detailed transport study for the Bray and Environs area. It provides a comprehensive review of the study area in relation to proposals for future land use and transport networks and identifies a series of transport options to serve future travel demand. This study provides a strategic planning framework for the development of transport infrastructure both in the LAP area (and the wider environs).

This Study commits to the Woodbrook DART Station, Luas Line B2 extension from Bride's Glen to Bray town centre and Park and Ride facilities. A Luas/DART/Bus Interchange at Bray Station is proposed. A commitment to the phased introduction of bus services in line with increased demand is highlighted. It provides for the Bray CBC on Dublin Road M11/N11. Furthermore, the Study identifies a busway link between Fassaroe and Old Connaught, which will involve the construction of a vehicular bridge across the County Brook, and this busway route will also link with the future Woodbrook DART station, possibly via a new road link across the M11. It considers a feeder Bus from Metro at Sandyford via N11, Cherrywood and Rathmichael to Bray DART Station. It identifies the need for improvements to the pedestrian and cycle network in the study area. The Study provides the following recommendations regarding the local road network to serve Old Connaught:

- Upgrade of Ferndale Road;
- Development of new road link from Ferndale Road to Dublin Road;
- Cherrywood to Rathmichael link road.

Bray and Environs Transport Study 2021

The Bray and Environs Transport Study was updated in 2021. The objective of 2021 Study was to inform the review of the 2022-2042 NTA GDA Transport Strategy. The Study set out a long list of 12 options to serve demand in the study area. 10 options were subsequently brought forward for further analysis. The Study commits to the following measures which are applicable to the Old Connaught LAP:

- Luas Green Line extension to Bray town centre;
- P&R facilities and associated DART station at Woodbrook;
- Bray Core Bus Corridor Dublin Rd/M11-N11;
- Busway from Fassaroe to Old Connaught over the County Brook at Ballyman Glen (to also facilitate walking & cycling);

- Metro South to Cherrywood;
- N11/M11 Junction 4 to 14 improvement scheme;
- GDA Cycle Network Plan improvements.

The Study also highlights the requirement of the early phases of development in the Old Connaught area being served by interim bus measures (from Sandyford via Rathmichael and Old Connaught to Bray DART Station) until the Luas Green Line extension to Bray is suitably advanced. It seeks increased bus service capacity along R119 through Shankill and north of Bray and bus services to developments west of N11.



View along Thornhill Road

Draft LAP Process

The Draft LAP preparation process will assess the strategic land-use transportation issues in respect of the Plan area and wider area, examining the principal new development areas at Old Connaught, Woodbrook - Shanganagh, and Fassaroe (the latter of which is located within the administrative jurisdiction of Wicklow County Council). The LAP process will investigate the transport implications of these new development areas with priority consideration to the creation of quality access and sustainable transport patterns.

However, the spatial planning framework for the LAP is highly dependent on a commitment of the extension of the Luas line B2 serving the LAP lands, and the confirmation of a defined route alignment, as this will impact immensely on expected population levels, densities, and settlement patterns.

What do You Think?

Given that development in Old Connaught is likely to be advanced on a phased basis what interim solutions might be put in place to improve public transport connectivity in the short term?

What type of pedestrian and cycle linkages might be best suited to provide safe, secure and convenient access both within the developing Plan area itself and to the surrounding environs?

How can the policies of the LAP encourage sustainable travel patterns?

In the context of significant changes to future transport patterns for the LAP area should the function of the Old Connaught Avenue corridor be re-examined?

What improvements are required to the existing road network within the Plan area? Do any specific roads require prioritisation?

Would a vehicular bridge connection across the County Brook to link the developing areas of Old Connaught and Fassaroe be advantageous to both communities?

In the context of the evolution of a 'new' and enlarged community of Old Connaught, given that the M11 corridor represents a barrier to east-west movement, would an additional motorway crossing point to the north east of the Plan area be welcomed?

5. Climate Action

Climate change is the one of the greatest global challenge of our time. It is experienced as increasing global temperatures, extreme weather events, rising sea levels, impact on air quality and air pollution, flooding and impacts on biodiversity. It is essential that greenhouse gas (GHG) emissions are cut to meet with the climate commitments at national and EU level. Making this happen depends on the co-operation of a wide range of stakeholders and significant behavioural changes.

Whilst the challenge of climate change and the realisation that our planet has a finite resource capacity has come to prominence in the last 20 to 30 years, land use planning has since its inception played a key role in balancing development with the protection of the environment. The role of land use planning is principally in influencing the reduction in GHG by providing for growth to be compact, mixed use, well connected and sustainable.

The core strategy of the County Development Plan sets out how development in DLR will be concentrated in the built up footprint of the County in order to achieve compact growth. This will be in the form of higher residential densities. Growth will be concentrated in urban infill and brownfield sites and along public transport corridors. This increases efficiencies as travel distances between home, work, education and services are reduced and hence active modal share, which is zero carbon can be increased.

DLR is committed to playing its role in transitioning to a climate resilient low carbon County to 2030, 2050 and beyond. In May 2019, the Council adopted the Dún Laoghaire Rathdown Climate Change Action Plan 2019 – 2024 (DLR CCAP). The Action Plan is the climate adaptation and mitigation strategy for the County.

At the local level, the overall strategic approach of the LAP should be to integrate climate mitigation and adaptation principles across the sections of the Plan in order to ensure that area develops as a low carbon and climate resilient new community.

What do You Think?

How can the LAP support the implementation of the DLR CCAP and the current County Development Plan?

How can planning for flood risk and climate change be incorporated into the LAP?

How can the design of new development be encouraged to support sustainable building design, energy efficiency and energy conservation?

Can the natural assets of the area be used to help support climate change adaptation and mitigation and to increase the resilience to climate change?

6. Heritage

Landscape, heritage and biodiversity are very much integral parts of the overall County and they make a positive contribution to what makes DLR such a unique environment for its residents and visitors alike. Both at a County level and at local level – such as the Old Connaught Plan area - the overall strategy direction is focused on the need to ensure a balance between the protection of the built, archaeological, and natural heritage with the legitimate expectation that DLR, as a ‘living and breathing’ County will continue to develop and evolve in a positive, considered and sustainable manner.

The challenge, as always, is balancing the need for development with an appropriate level of protection of our Built and Natural Heritage assets.

Built Heritage

The LAP area has a rich tapestry of built heritage within the Plan boundary, with twenty Protected Structures, four archaeological sites and two sites of industrial heritage.

A Historical Landscape Character Assessment (HCLA) of the Old Connaught area, prepared in 2008, offered an overall perspective of the existing landscape, its relationship with the extent and status of its historic fabric and buildings and how the promotion of sustainable development in that environment could be managed. This is contained in Appendix 8 of the current County Development Plan.

Within the designated ‘A1’ zoned lands, focused on the historic core of Old Connaught, there will be significantly greater pressure for change in the future. The challenge is how to protect this built heritage whilst at the same time facilitating the appropriate development and economic growth of the Plan area. Balanced and considered policy guidance and objectives will be incorporated in the Draft LAP to ensure (i) an appropriate degree of protection is afforded to the area’s historic built environment, and (ii) how best new development can be integrated in the Plan area. New development will require to respect, and be cognizant of the local character and visual context of the historic core of Old Connaught.



View of Jubilee Hall

There are many examples – locally, nationally and internationally – of new development successfully integrating and blending in to long established historic landscapes.

Natural Heritage

The Plan area consists predominantly of intensive agricultural lands which are dissected and punctuated with mature treelines, hedgerows and woodland areas, all of which have a high local value in terms of biodiversity.

Ballyman Glen – a Natura 2000 site - is the most important area of biodiversity in the Plan area, and is located along the south western fringe of the LAP. The Glen is a steep-sided valley, that traverses the County Brook stream, which defines the administrative boundary between, respectively, DLR and Wicklow County. The Glen is a candidate Special Area of Conservation and also a proposed Natural Heritage Area. The Draft LAP will include appropriate policies to ensure the protection of Ballyman Glen.



View of Ballyman Glen

What do You Think?

How best can new development relate to the established core of Old Connaught?

How best can the LAP achieve the required balance between permitting appropriate development and economic growth whilst concurrently protecting the key elements of the local built and natural heritage?

What key views and landmark buildings should be respected by new development?

Are there any measures that could be taken to enhance the historic built environment of the core?

7. Infrastructural Services / Utilities

At present there are existing water supply capacity shortcomings in both the Plan area and the wider environs of south DLR and North Wicklow. The foul drainage network in the same geographical area is limited and piecemeal. The early delivery of improved water supply capacity and comprehensive new foul drainage networks are both critical to facilitate and sustain the projected population growth envisaged for the LAP area.

The planning, delivery, integration and implementation of upgraded water and wastewater infrastructural improvements are the responsibility of Úisce Éireann (ÚE). The Old Connaught-Woodbrook Water Scheme is currently on site in Ballyman, with a delivery date of Q4 2024. The Old Connaught/Woodbrook Sewerage Scheme is being advanced with ÚE investigating the possible long-term solution of a foul pumping station with a motorway crossing. In addition, at present, the LAP area is not served by a suitable urban surface water drainage network. Catchment Flood Risk and Management (CFRAM) Mapping is available for the lands which have identified Flood Zones within the LAP lands. It is envisaged that plans to alleviate and mitigate against flood risk in the area may not be progressed by the OPW during the lifetime of the LAP.

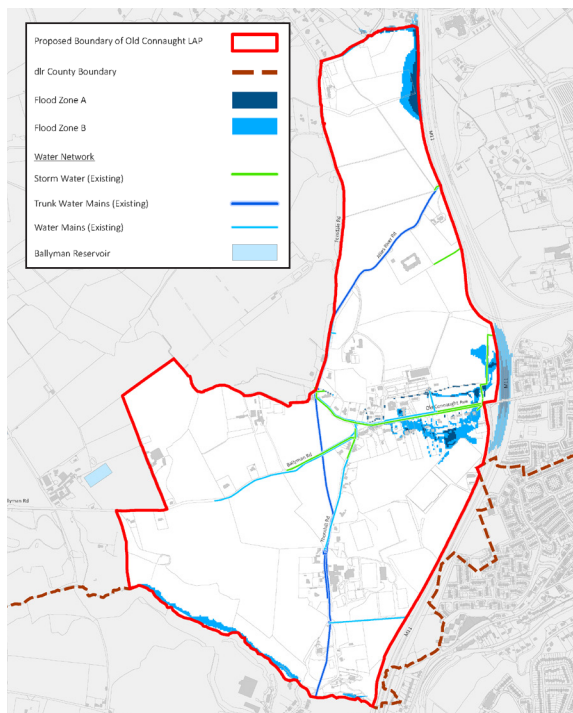


Figure 7.1: Water Network Constraints

Water Supply

The Old Connaught/Woodbrook Water Supply Scheme is proposed to serve the long-term water supply needs of the LAP area and involves the provision of two new high-level reservoirs at Ballyman and the installation of approximately 11km of new trunk supply water mains to serve the developing areas of Woodbrook-Shanganagh, Old Connaught and Fassaroe (Wicklow County). The Scheme is currently under construction.

Foul Drainage

The Old Connaught/Woodbrook Sewerage Scheme, that will address the foul drainage needs of both the Plan area and the wider environs, is also being advanced by Úisce Éireann (ÚE). ÚE are finalising a Drainage Area Plan (DAP) for the area which is looking at high level solutions & concept designs to connect to the Bray / Shangannagh catchment. The DAP is due for completion in Q3 2024. Foul sewerage from the prescribed area will drain to the Shanganagh Wastewater Treatment Works and has surplus capacity to cater for the foul drainage requirements of the LAP area. There is a need for a strategic pump station to the west of the motorway which will comprise a pump station and rising main crossing the motorway. The implementation of the resolution may be developed.

Surface Water Drainage and Flooding

Surface water drainage, and flooding, fall within the remit of the Local Authority.

The LAP lands lie within the catchment of the Crinken Stream, which is drained by two main tributaries, the Ferndale Tributary and the Ballyman Tributary. The latter flows through Old Connaught and is culverted across the M11.

National Catchment Flood Risk Assessment and Management (CFRAM) mapping, completed by the Office of Public Works (OPW), is available and has identified certain Flood Zones within the LAP area (see Map 4 below). The CFRAM Programme identified existing and potential flooding and, in some instances, possible alleviation measures. While the OPW are aware of the flooding in the LAP area and funding may be available in the future, it is envisaged that works may not be progressed during the lifetime of this LAP. The CFRAM mapping will clearly inform the preparation of the LAP.

ESB and Gas Networks Ireland (GNI)

An existing 38kV substation is located near Bray Emmet's GAA Club and a number of medium and low voltage power lines traverse the proposed Plan area. ESB have indicated there may be some existing residual capacity in the proposed Plan area to cater for 1,000 additional residential units on an interim basis. ESB have also indicated that a deep reinforcement, such as a new 38kV station, will be required in the area to cater for the total additional residential demand in Old Connaught and Rathmichael.

Medium and high-pressure gas mains also cross the Plan area. The alignment of the wayleaved high pressure main passes exclusively through lands which are zoned Greenbelt.

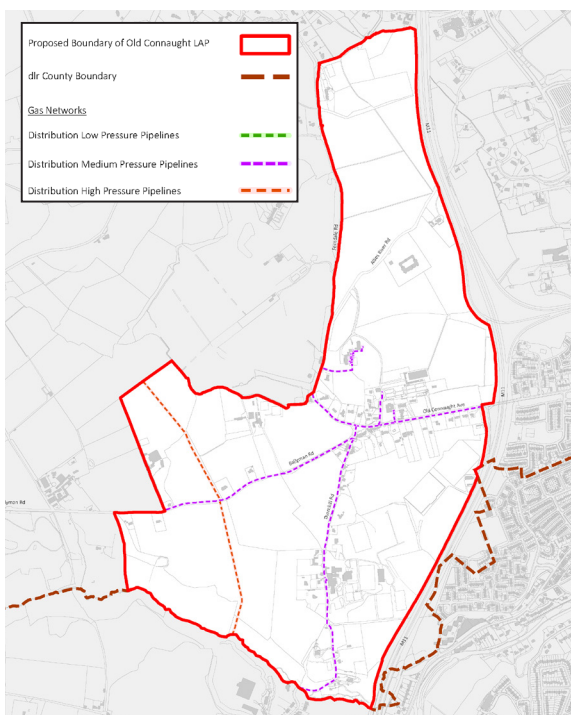


Figure 7.2: Gas Network Constraints

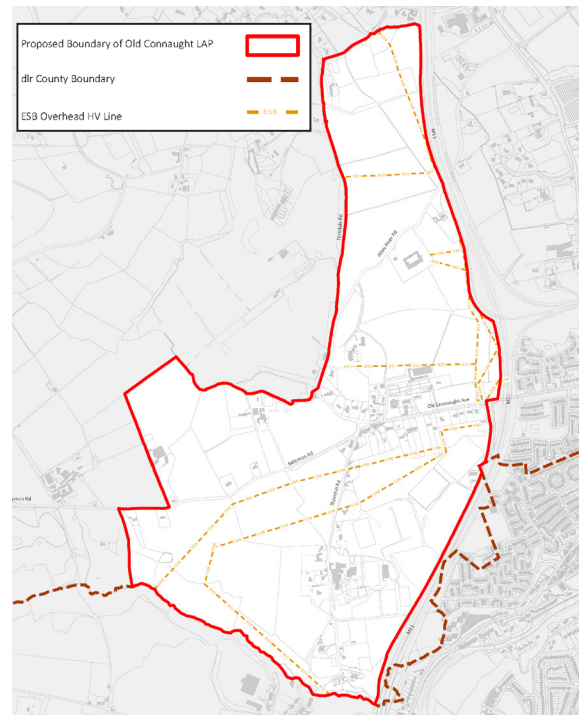


Figure 7.3: ESB Network Constraints

What do You Think?

What policies should the LAP include in relation to the provision of infrastructural services?

How can the LAP support the funding and provision of the necessary services infrastructure required to enable the development of the area?

8. Recreation & Open Space

The provision of open spaces, quality public realm and recreational facilities are central to the delivery of sustainable and healthy communities. Local networks of high quality, well managed and maintained open spaces and recreational facilities contribute to the overall 'green dynamic' that underpins the County, help enhance both existing and new urban environments and need to be planned to be as easily accessible to as wide a population base as possible. Making provision for appropriately scaled and located green open spaces in the 'new' community of Old Connaught will be a key priority of the forthcoming Draft LAP.

As highlighted elsewhere in this Issues Paper, the Plan area continues to function essentially as a semi-rural community. Given this, in combination with a low population threshold, it is not surprising that, at present, the LAP area possesses no publicly accessible open space areas or associated facilities.

Notwithstanding, Shanganagh Park, which does serve a relatively large catchment area beyond Shankill, lies to the northeast of the Plan area. The addition of Shanganagh Castle and the facilities that will be provided there, and the completion of the Masterplan, which will deliver improved passive and active recreational provision in the next few years, will lead to Shanganagh Park being upgraded to Regional Park status.

In addition, the Plan area benefits from relatively close proximity to the recreational amenities afforded by the town of Bray and its seafront and the Dublin and Wicklow Mountains. The Old Connaught area provides vistas to Carrickgolligan, the Sugarloafs and Bray Head, all popular recreational areas in their own right.

While there is currently a paucity of public open space, there are a number of private/charitable-owned facilities in the Plan area that provide quite well-developed sporting and recreation opportunities, including:

- Bray Emmets GAA Club three playing pitches and the associated pavilion/changing rooms.
- The extensive outdoor pitches and indoor sporting facilities provided at the St. Gerards School campus.
- The multi-faceted range of recreational, educational and training opportunities available at the Festine Lente site off Old Connaught Avenue.

The Draft LAP presents both an opportunity and imperative to identify and objectively plan for an appropriate quantum of open space, passive amenity provision and recreational areas as component parts

of a more comprehensive landscape structure for the Plan area that take full cognizance of an intrinsic landscape quality of Old Connaught and its setting. The LAP process presents an opportunity to provide a variety of open space types and forms set within the context of a new, evolving compact and sustainable community.



View of Walled garden at Festina Lente



View of Shanganagh Regional Park

What do You Think?

What areas would you consider might be most appropriate for open space provision with reference to areas of ecological importance, local topography, watercourses, hedgerows, woodlands, mature trees and long-range views?

How best to ensure new informal open space and amenity areas are both proximate to and integrated into developing residential communities?

What types of active or passive recreational facilities should be prioritised in the Plan area?

Can greenway connections be provided for, from the Plan area to adjacent areas and open space facilities?

9. Social & Community Facilities

Local community facilities which cater for social and community needs are an essential component in designing for sustainable communities. Social and community infrastructure encompasses a wide range of uses and services including community centres, schools, childcare facilities, health centres, community playgrounds and other facilities which provide a communal resource through which the residents of an emerging community can access information, education, medical or welfare assistance or even simple basic social contact.

Other services such as post offices and local shops are also considered important local facilities and amenities that can contribute to the effective functioning of communities.

Given the very small population currently living in the Plan area it should be no great surprise that there is at present a paucity of publicly accessible social and/or community infrastructure within the Plan area.

The existing community facilities within the LAP lands are nearly all operated by private, commercial and/or charitable entities. These facilities include the Festina Lente Equestrian Centre and Walled Gardens, Bray Emmets GAA Club and St. Gerard's Primary and Post-Primary Schools. One other school, the John Scottus Primary and Post-Primary, is located off Ferndale Road, just to the west of the LAP boundary.

As advised in Section 3, the Plan area does, however, lie within very close proximity to both the well-established community of Shankill and to the Town Centre of Bray.

Social and community facilities currently available in Shankill include a public library, Garda Station, Stonebridge Community Centre, Shanganagh Park House, two churches as well as a number of primary schools and one post-primary school (Woodbrook College) and a HSE Primary Care Centre.

The key consolidation town of Bray has numerous and diverse range of community facilities available to serve both the population of the town and its environs. These facilities include, inter alia the Cois Cairn Youth & Community Facility, Bray Library, Shoreline Leisure Centre, Bray Youth and Information Service, Bray Garda Station, Bray Health Centre, HSE Primary Care Centre and a number of primary and post- primary schools, community centres and churches.

A strategic aim of the LAP process will be to ensure the timely delivery of an appropriate range of community facilities and infrastructure in the Old Connaught area to meet the needs of the expanding local community – as and when development of scale commences. It is important to acknowledge,

however, that delivery of certain such facilities can be dependent upon first reaching a certain critical population threshold to ensure both functional and financial viability. Both the phasing and subsequent monitoring of the growth of the Old Connaught area will be critical in ensuring alignment.

A potential difficulty is that the reservation of sites for a specific end-use is not, in itself, a guarantee of the timely provision of a necessary community facility - especially so where the service provision is not within the functional remit of the Local Authority. Schools would be one such example and Primary Care Centres being another. Both the Department of Education and the HSE are, however, Prescribed Bodies in relation to being statutorily consulted about pending new Local Area Plans and the potential consequences in relation to future demands being made on their respective services.

The early delivery and implementation of locally based community facilities in developing residential areas is a key aspect of LAP preparation and 'follow through' to ensure the emergence of a community that is both socially and environmentally sustainable.



View of playing fields at St. Gerard's School

What do You Think?

What type of social and community facilities might be appropriate to cater for the active and passive amenity requirements of all age-groups, for example, crèches, community rooms, playing pitches, services for the elderly etc.?

What range and types of additional community facilities are needed in the Plan area and where should these be located - having regard to the availability of certain facilities being available in nearby villages and towns?

What locations in the LAP area might be most appropriate for each type of community facility?

Where might any new schools be provided for in the Plan area?

10. The Next Steps

As previously advised, following on from the Pre-Draft public consultation, a Draft LAP will then be prepared, taking into consideration the submissions made during the Pre-Draft Public Consultation period. The Draft LAP will identify and consider the potential strengths of, and opportunities within the Plan area and the subsequent policies and objectives informing the Draft LAP will seek to capitalise on these positives. Once the Draft LAP has been prepared, the statutory LAP process, in accordance with Sections 18, 19 and 20 of the Planning and Development Act 2000, as amended, will commence.

Please refer to Appendix B regarding statutory timeframes of a Local Area Plan process.

STAGE 1

Pre-Draft Plan

We are here:

During the pre-draft LAP public consultation, members of the public and stakeholders are invited to offer their ideas and suggestions on the key local issues that the draft LAP should address.

STAGE 2

Draft Plan

Statutory stage:

During this stage, a draft LAP is prepared and made available for public consultation. Members of the public and stakeholders can submit submissions and observations on specific issues contained within the draft LAP. A Chief Executive's Report is prepared following completion of the public consultation process and recommendations are circulated to the Elected Members for consideration.

STAGE 3

Amendments to Draft Plan

Statutory stage:

The Elected Members may decide to make the LAP with or without material amendments or to revoke the LAP. If material amendments are made to the LAP, the amended LAP is made available for public consultation and submissions can be made on the amendments to the draft LAP.

Change resulting from the development of the 'A1' zoned lands will undoubtedly have inevitable impacts on the local community in Old Connaught and on the Plan area's built and natural environments. It will be the purpose of the Draft LAP to positively and sensitively manage such change.

Environmental Assessment

As part of the overall process, the LAP will also be subject to Strategic Environmental Assessment (SEA), Appropriate Assessment (AA), and Strategic Flood Risk Assessment (SFRA).

In accordance with EU and National legislation the following environmental assessments will need to be carried out in conjunction with the preparation of the LAP:

- Strategic Environmental Assessment (SEA), which seeks to provide for a high level of protection of the environment and to contribute to the integration of environmental considerations into the preparation and adoption of plans.
- Appropriate Assessment (AA), which seeks to ensure that the plan does not adversely impact on the integrity of a European site.
- Strategic Flood Risk Assessment (SFRA) of the plan will also be prepared in keeping with EU and National guidance.



View of Old Connaught sign & Letterbox

Appendix A

Objectives for a Local Area Plan

A Local Area Plan is prepared under the provisions of Sections 18, 19 and 20 of the Planning and Development Acts, 2000, as amended. Local Area Plans must be consistent with the policies and objectives of the County Development Plan and any subsequent reviews or variations of same. Local Area Plans shall also have regard to Ministerial Guidelines under the Planning and Development Acts, 2000, as amended, and shall accord with European national and regional planning guidance documents such as the National Planning Framework and the Regional Spatial Economic Strategy.

The Local Area Plan is a legal document and is a public statement of planning policies. It is prepared in consultation with the local community and members of the public. It sets out a strategy for the proper planning and sustainable development of a specific area within a local authority and for a timescale as specified by the authority (generally for six years). The Plan seeks to provide a framework for how a specific area/town/district can develop. It provides some ideas as to how this development can be achieved, what new developments are needed, where public and private resource inputs are required, and some of the rules and regulations that will guide development. It must respond to opportunities and challenges presented by the changing economic climate and promote continued economic and social development. All planning applications will be measured against the contents of the Plan.

The LAP **must** consist of a written statement and map/s, which set out the local authorities' objectives for the Plan area. These policies/objectives must be consistent with the objectives of the Development Plan. A Local Area Plan may include objectives on any or all of the following as determined by the Planning Authority, following consultation with specified bodies and the local community:

- (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.

Local Area Plan Process

Statutory Timeframes – Planning and Development Act, 2000, Sections 18, 19 & 20

Pre Draft LAP Public Consultation
'We Are Here'



Draft Local Area Plan - Public Consultation/Display Period - 6 weeks



Preparation of Chief Executive's Report - 6 weeks



Elected Members Make/Amend/Revoke LAP - 6 weeks



(If required) Publish Notice of Proposed Variation or Modification
and Screening Reports - 3 weeks



Public Consultation/ Display of Material Amendments (if any) -4 weeks



Preparation of Chief Executive's Report - 4 weeks



Elected Members Make/Amend/Revoke LAP – 6 weeks



LAP shall have effect 6 weeks from the day it is made

