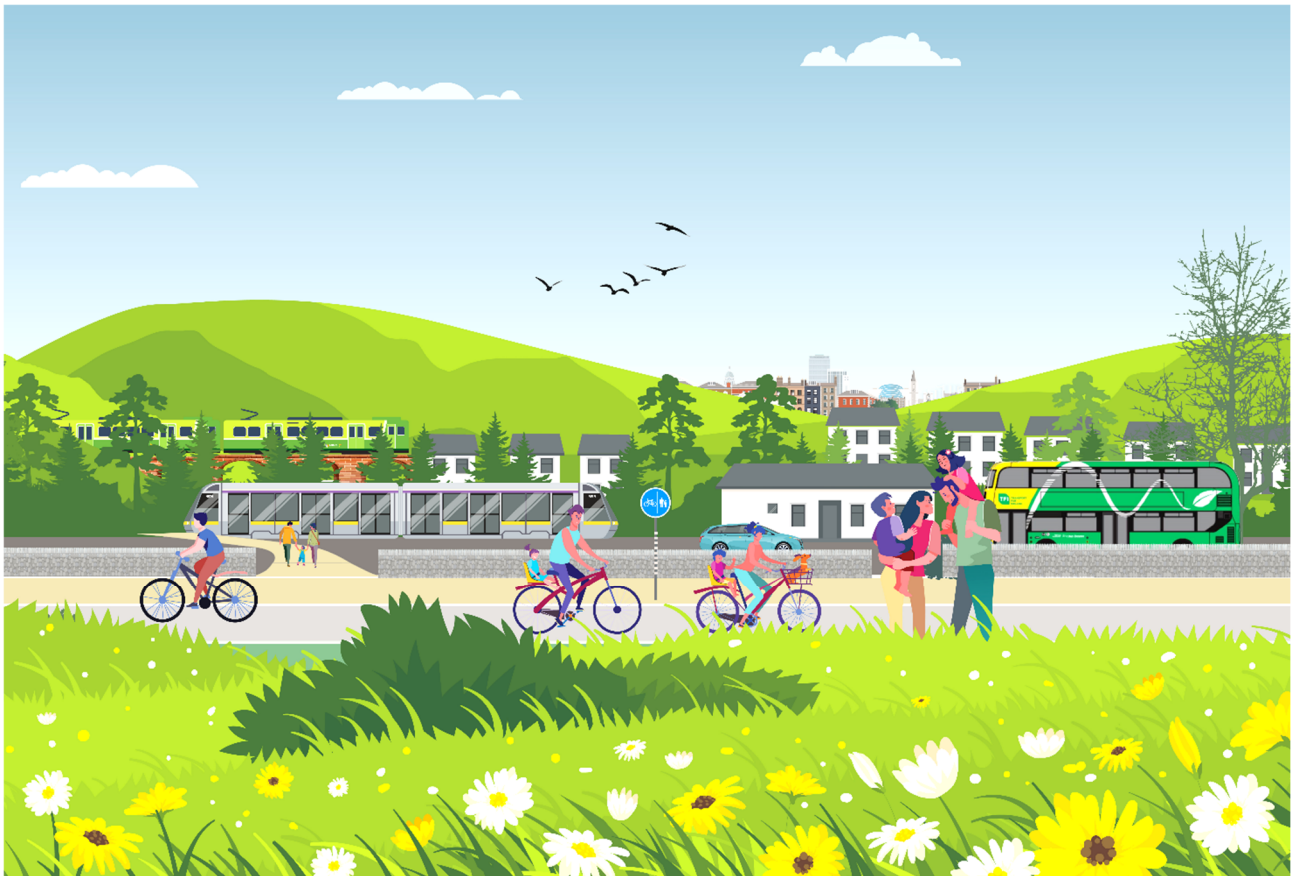


Dún Laoghaire-Rathdown County Council

Infrastructure Capacity Assessment Study

Part 5 – ICAS Final Study



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This report takes into account the particular instructions and requirements of our client. It is not intended for and should not be relied upon by any third party and no responsibility is undertaken to any third party.

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Contents

1.	Introduction	1
1.1	ICAS Final Study - Report Structure	2
1.2	Background	2
1.3	Purpose of the ICAS	3
1.4	ICAS Governance and Stakeholder Engagement	3
1.5	ICAS Methodology	3
1.6	ICAS Study Stages	5
1.7	ICAS and Local Area Plans	5
1.8	Environmental Assessment	5
2.	Old Connaught and Rathmichael Infrastructure Requirements	7
2.1	Overview	7
2.2	Transport Infrastructure	7
2.3	Water Infrastructure	12
2.4	Wastewater Infrastructure	15
2.5	Drainage Infrastructure	18
2.6	Utilities – Power Supply and Telecommunications	21
2.7	Social Infrastructure – Community Facilities and Education	21
2.8	Open Space, Parks and Recreation	25
2.9	Heritage and Conservation	27
2.10	Green Infrastructure and Biodiversity	29
2.11	Preliminary Settlement Strategy	35
2.12	Infrastructure Requirements	38
3.	Phasing of Development	41
3.1	Introduction	41
3.2	Legislation and Planning Policy	41
3.3	Implementation and Funding	42
3.4	Old Connaught LAP Area - Phasing	42
3.5	Rathmichael LAP Area - Phasing	55
3.6	Phasing of Education	67
3.7	Phasing of Other Uses	67
3.8	Phasing Implementation	68
3.9	Inter-relationship of Phasing between LAP Areas	68
4.	Implementation and Funding	69
4.1	Implementation	69
4.2	Funding	69
4.3	Statutory Development Contribution Schemes	70
4.4	State Funding	73
4.5	The Role of State Agencies	76
4.6	Alternative Funding Mechanisms	76
4.7	Land Value Sharing	77
4.8	Funding Strategy – Recommendations	77

5.	Monitoring and Evaluation	78
6.	Conclusion	80

Tables

Table 2-1	Transport Infrastructure Requirements	12
Table 2-2	Water Infrastructure	15
Table 2-3	Wastewater Infrastructure	18
Table 2-4	Drainage Infrastructure	21
Table 2-5	Power Supply and Communications Infrastructure	21
Table 2-6	Preliminary Assessment of Community, Cultural and Civic Facility Provision	22
Table 2-7	Community Facilities Infrastructure	23
Table 2-8	Education Facilities Infrastructure	24
Table 2-9	Open Space, Parks and Recreation Infrastructure	26
Table 2-10	Heritage & Conservation Infrastructure	28
Table 2-11:	Infrastructural Requirements – Green Infrastructure & Biodiversity	34
Table 2-12:	Infrastructure Requirements - Summary	38
Table 3-1:	Old Connaught Phase A – Infrastructure Phasing Table	45
Table 3-2:	Old Connaught Phase B – Infrastructure Phasing Table	49
Table 3-3:	Old Connaught Phase C – Infrastructure Phasing Table	50
Table 3-4:	Old Connaught Phase A to C – Infrastructure Phasing Table	52
Table 3-5:	dlr Owned Lands at Old Connaught – Infrastructure	55
Table 3-6:	Rathmichael Phase A – Infrastructure Phasing Table	58
Table 3-7:	Rathmichael Phase B – Infrastructure Phasing Table	60
Table 3-8:	Rathmichael Phase C – Infrastructure Phasing Table	65
Table 3-9:	dlr Owned Lands at Rathmichael – Infrastructure	67
Figure 1-1:	ICAS Study Area	1
Figure 1-2:	Core Strategy Map, dlr County Development Plan 2022-2028	2
Figure 2-1:	ABTA Preferred Scenario – Transport Overview	8
Figure 2-2:	ABTA Preferred Scenario – Active Travel	9
Figure 2-3:	ABTA Preferred Scenario – Public Transport Measures	10
Figure 2-4:	ABTA Preferred Scenario – Proposed Road and Vehicular Circulation Measures	11
Figure 2-5:	Indicative Water Supply Distribution Network for Old Connaught LAP area	13
Figure 2-6:	Indicative Water Supply Distribution Network for Rathmichael LAP area	14
Figure 2-7:	Indicative Wastewater Network for Old Connaught LAP Area	16
Figure 2-8:	Indicative Wastewater Network for Rathmichael LAP Area	17
Figure 2-9	Indicative Stormwater Network for Old Connaught LAP Area	19
Figure 2-10	Indicative Stormwater Network for Rathmichael LAP Area	20
Figure 2-11	Potential Locations for Community, Cultural and Civic Provision at Old Connaught	22
Figure 2-12	Potential Locations for Community, Cultural, and Civic Provision at Rathmichael	23
Figure 2-13:	Proposed Education Site at Old Connaught	24
Figure 2-14:	Indicative Strategic Level Parks and Open Space Network	26
Figure 2-15:	Analysis of Heritage Assets	28
Figure 2-16	Ecology Option 1	30

Figure 2-17 Ecology Option 2	31
Figure 2-18 Ecology Option 3	32
Figure 2-19 Ecology Option 4	33
Figure 2-20 Preliminary Development Framework - Old Connaught	36
Figure 2-21 Preliminary Development Framework - Rathmichael	37
Figure 3-1: Old Connaught Indicative High Level Phasing Strategy	44
Figure 3-2: Old Connaught Phase A	45
Figure 3-3: Old Connaught Phase A Infrastructure	46
Figure 3-4: Old Connaught Phase B	48
Figure 3-5: Old Connaught Phase B Infrastructure	49
Figure 3-6: Old Connaught Phase C	50
Figure 3-7: Old Connaught Phase C Infrastructure	51
Figure 3-8: Old Connaught Phase A to C	52
Figure 3-9: Old Connaught Phase A to C Infrastructure	53
Figure 3-10: dlr Owned Lands at Old Connaught	54
Figure 3-11: Rathmichael Indicative High Level Phasing Strategy	56
Figure 3-12: Rathmichael Phase A	57
Figure 3-13: Rathmichael Phase A Infrastructure	58
Figure 3-14: Rathmichael Phase B	60
Figure 3-15: Rathmichael Phase B Sub-Phase 1 Infrastructure	62
Figure 3-16: Rathmichael Phase B Sub-Phase 2 Infrastructure	62
Figure 3-17: Rathmichael Phase B Sub-Phase 3 Infrastructure	63
Figure 3-18: Rathmichael Phase C	64
Figure 3-19: Rathmichael Phase C Infrastructure	65
Figure 3-20: dlr Owned Lands at Rathmichael	66

Appendices

Appendix A

SEA and AA Screening Reports

Appendix B

Infrastructure Overview

Disclaimer

All information contained within this ICAS Part 5 Report is point in time and should not be relied on for any purpose other than for which it was prepared, that being to inform the ICAS Study. The information contained herewith is preliminary in nature and indicative only. All information may be subject to further consideration and assessment.

1. Introduction

This Report comprises an Infrastructural Capacity Assessment Study (ICAS) of the southeast area of Dún Laoghaire-Rathdown. The purpose of the ICAS is to identify the high level strategic enabling infrastructure to facilitate the plan-led development of the proposed Local Area Plan areas of Old Connaught and Rathmichael. This Study was prepared with relevant stakeholders and infrastructure providers including, in collaboration with TII, NTA, Wicklow County Council, and in conjunction with Uisce Éireann, Department of Education, OPW, HSE, NPWS, ESB, Gas Networks Ireland and Irish Rail. The ICAS Study area is indicated in Figure 1-1.

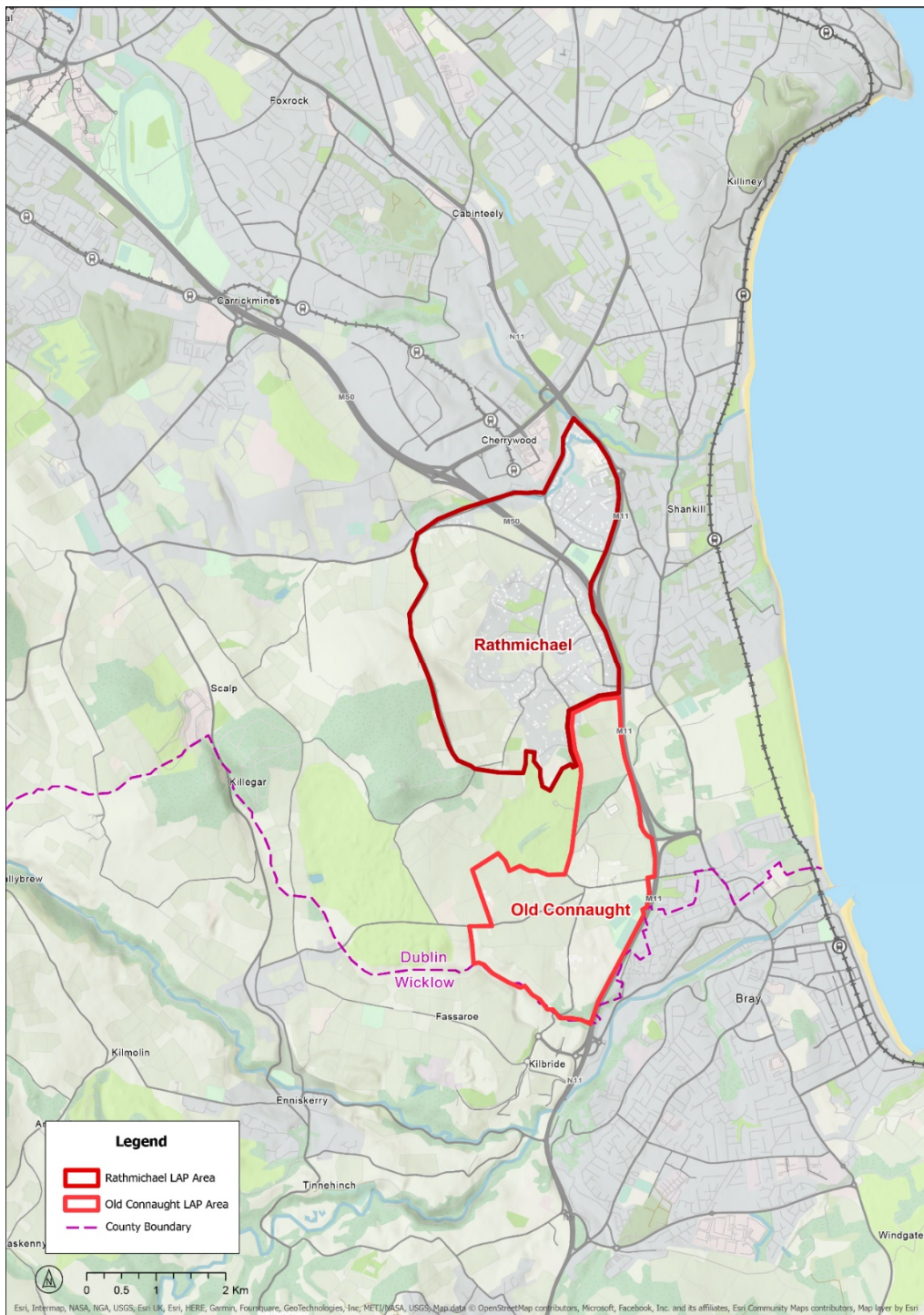


Figure 1-1: ICAS Study Area

1.1 ICAS Final Study - Report Structure

This Report comprises the ICAS Final Study. While this Report represents the Final Study it should be read in conjunction with preceding ICAS Study Reports, Part 1 to Part 4. This ICAS Final Study is structured as follows:

- Chapter 1 – Introduction
- Chapter 2 – Old Connaught and Rathmichael Infrastructure Requirements
- Chapter 3 – Phasing of Development
- Chapter 4 – Implementation and Funding
- Chapter 5 – Monitoring and Evaluation
- Chapter 6 – Conclusion

1.2 Background

Both Old Connaught and Rathmichael are identified as ‘New Residential Communities’ in the Settlement Strategy of the dlr County Development Plan 2022-2028, see Figure 1-2. The Core Strategy Table of the County Development Plan identifies a combined estimated residential yield of c. 4,500 new homes at Old Connaught and Rathmichael. Potential for a further c. 1,050 new homes is also identified at Old Connaught by way of a Strategic Land Reserve.

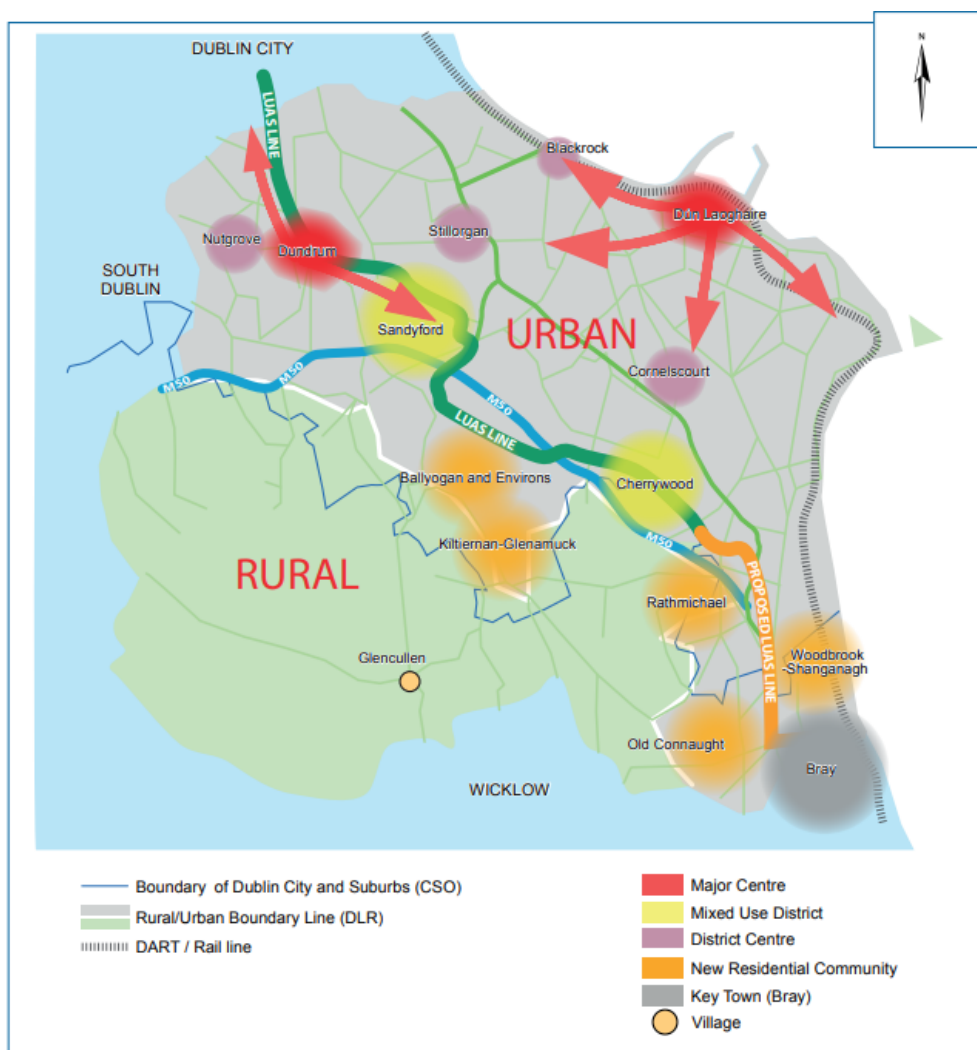


Figure 1-2: Core Strategy Map, dlr County Development Plan 2022-2028

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

Having regard to the findings of the dlr County Development Plan Infrastructure Assessment, the lands at Old Connaught and Rathmichael were both zoned Objective ‘A1’ – ‘To provide for new residential communities and Sustainable Neighbourhood Infrastructure in accordance with approved Local Area Plans’. The Development Plan highlights that the future development of these areas is contingent upon the timely delivery of supporting infrastructure and in this regard states that implementation plans incorporating phasing programmes should be prepared as part of the Local Area Plan making process for both new communities, linking development with the commensurate delivery of supporting infrastructure.

1.3 Purpose of the ICAS

The overarching purpose of the ICAS is to identify the high level strategic enabling infrastructure to facilitate the plan-led development of the two proposed LAP areas of Old Connaught and Rathmichael.

Post adoption of the dlr County Development Plan 2022-2028, the Planning Authority commenced the process of preparing Local Area Plans for both Old Connaught and Rathmichael. A fundamental component to inform these Local Area Plans was the progression of an Infrastructural Capacity Assessment Study to analyse and address the significant infrastructural deficiencies in both LAP areas. This was in response to the tier 2 zoning status of the lands at Old Connaught and Rathmichael as identified in the County Development Plan.

Following a tendering process, dlr County Council commissioned Arup consultants to prepare an ICAS for Old Connaught and Rathmichael. The scope of the ICAS was to inter alia:

- Identify the proposed high-level strategic enabling infrastructure required to facilitate plan-led development of the two Local Area Plan areas.
- Provide a high-level implementation plan to set out the strategic infrastructural and service requirements for each successive phase of development in both Local Area Plan areas.

The purpose of the ICAS is to examine a range of infrastructural elements necessary to inform plan-led development through the Local Area Plan. The range of strategic enabling infrastructure elements considered in the ICAS include transport; green infrastructure and biodiversity, heritage and conservation, open space, parks and recreation, water and wastewater, drainage, social infrastructure - community and education facilities, and utilities - power supply and telecommunications.

1.4 ICAS Governance and Stakeholder Engagement

The ICAS Study was prepared by Arup in collaboration with Dún Laoghaire-Rathdown County Council and other stakeholders. A Project Stakeholder Board for the project was established by dlr and comprised of representatives from relevant stakeholders and infrastructure providers including TII, NTA, Wicklow County Council, Uisce Éireann, Department of Education, OPW, HSE, NPWS, ESB, Gas Networks Ireland and Irish Rail. The Project Stakeholder Board performed a formative role throughout the process in the preparation and finalisation of the ICAS Study.

1.5 ICAS Methodology

The overall ICAS methodology is broadly based on the Area Based Transport Assessment (ABTA) approach. The availability of guidance for non-transport related infrastructure to support the development of sustainable communities is variable, and the ICAS therefore applied specific evidence based analysis to support recommendations with respect to other infrastructure requirements. A graphical presentation of the ICAS and ABTA methodology followed is shown in Figure 1-3.

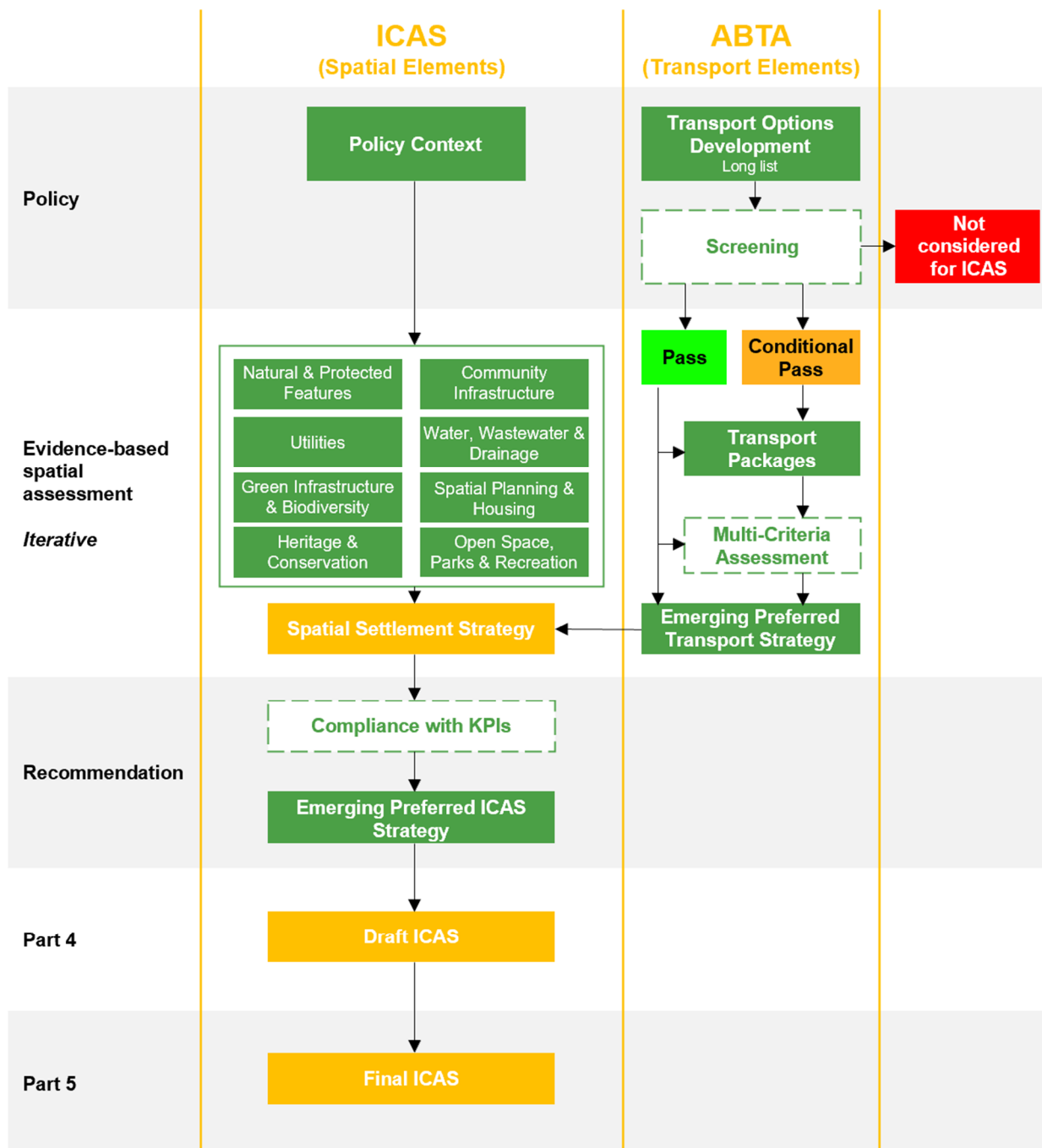


Figure 1-3: ICAS and ABTA Methodology

The ABTA methodology involved an initial options development process, for which transport options were developed. These ‘Long List’ transport options and high level land use scenarios were screened to form a short list of options which were packaged into scenarios that seek to address the transportation requirements of the LAP areas. These transportation packages were then assessed using a Multi-Criteria Assessment process to identify a preferred transport strategy.

The ICAS is multi-disciplinary in nature. The ICAS addresses a variety of other infrastructural elements including green infrastructure and biodiversity, heritage and conservation, open space, parks and recreation, water and wastewater, drainage, social infrastructure - community and education facilities, and utilities - power supply and telecommunications.

These infrastructural elements were progressed iteratively in order to identify a high level multidisciplinary infrastructure framework for the LAP areas.

1.6 ICAS Study Stages

The ICAS comprised a multi-stage reporting process. The stages of the ICAS Study are indicated in Figure 1-4.

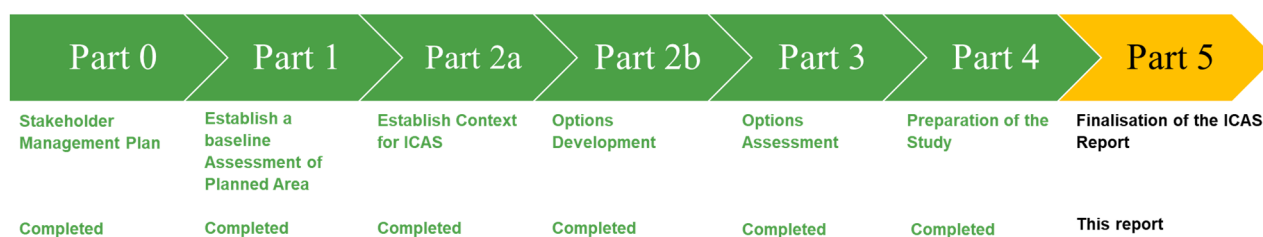


Figure 1-4 ICAS Structure

The ICAS Part 1 and Part 2 Reports laid the groundwork for the Study by reviewing current conditions and identifying opportunities and constraints in the area. The starting point in establishing a framework for the identification of high level strategic enabling infrastructure to support the sustainable development of the LAP areas, was by examining the strategic planning context and considering various features and considerations including inter alia topography, water bodies, flood risk areas, green space and environmentally sensitive areas, heritage and conservation together with existing and planned infrastructure and the policy framework.

The Part 3 Report focused on identifying a range of high level infrastructure options for each infrastructure discipline. These options were evaluated by various multi criteria assessment processes that were tailored by discipline to select the preferred options that best achieved the study objectives. The high level enabling infrastructure identified was collated and informed the preparation of preliminary settlement strategies for the ICAS area.

The ICAS Part 4 Report developed the strategic enabling infrastructure requirements for the Study area through the preparation of a high level implementation plan, a phasing programme and potential funding options.

This current Report, the Part 5, ICAS Final Study, consolidates the findings and recommendations from the previous Reports. It outlines the strategic enabling infrastructure requirements to support the plan-led development of the Old Connaught and Rathmichael LAP areas and provides a high level implementation plan, a phasing programme and potential funding options.

1.7 ICAS and Local Area Plans

The ICAS is non-statutory document. The ICAS is not required by legislative, regulatory or administrative provisions and is not subject to a formal legislative approval procedure. The ICAS identifies proposed recommendations for high-level strategic enabling infrastructure required to facilitate plan-led development of the proposed LAP areas of Old Connaught and Rathmichael and is intended to be considered in the formulation of policy by dlr to this effect.

The preparation and adoption of Local Area Plans will comprise the relevant statutory planning documents to guide the future development of Old Connaught and Rathmichael. The formulation and adoption of Local Area Plans for each area is a reserved function of the Elected Members of Dún Laoghaire-Rathdown County Council. The formulation and adoption of the Local Area Plans will be progressed by the Local Authority and the Elected Members in accordance with the requirements of the Planning and Development Act.

1.8 Environmental Assessment

The assessment of environmental issues comprised an important component of the ICAS process. Appendix A of this Report includes a Strategic Environmental Assessment (SEA) Applicability Screening Report and an Appropriate Assessment (AA) Screening Report.

The SEA Applicability Screening Report provides the findings of the SEA Applicability Screening process for the ICAS. The ICAS Study identifies the proposed recommendations for high-level strategic enabling infrastructure required to facilitate plan-led development of the proposed LAP areas of Old Connaught and Rathmichael, which will then be considered in the formulation of policy by dlr to this effect. It has been

determined that the SEA Directive does not apply to the ICAS and that proceeding to Stage 2 Screening is not necessary in this case.

An Appropriate Assessment of a plan or project is required if it is likely to have a significant effect on a European site, either alone or in combination with other plans and projects, pursuant to the Habitats Regulations (as amended) and the Planning and Development Act 2000 (as amended). No pathways for effect were determined following review of the ICAS. Therefore, it was considered that the ICAS cannot have a conceivable effect on a European site. Additionally, it has been determined that the ICAS does not meet the definitions of a 'project' or a 'plan'.

It is highlighted that the ICAS Study is not required by legislative, regulatory or administrative provisions and nor is the ICAS subject to a formal legislative approval procedure. The Local Area Plans for Old Connaught and Rathmichael will be subject to SEA and AA processes and procedures.

2. Old Connaught and Rathmichael Infrastructure Requirements

2.1 Overview

This Chapter details the infrastructure requirements identified in the ICAS Part 3 Report - Options Development and Assessment and the Part 4 Report - Draft Study to support the plan-led development of the Old Connaught and Rathmichael LAP areas.

The development and assessment of transport options in the ICAS Part 3 Report was based on the Area Based Transport Assessment (ABTA) process while the options development and assessment process for other disciplines / infrastructure was based on methodologies specific to discipline requirements and needs.

Please refer to the ICAS Part 3 and 4 Reports for more information with regards to the analysis and assessments undertaken in order to identify the infrastructure requirements set out herein.

2.2 Transport Infrastructure

The development and assessment of transport options and the subsequent identification of proposed transport infrastructure to support the plan-led development of Old Connaught and Rathmichael was undertaken using the Area Based Transport Assessment (ABTA) process. Full details regarding the analysis undertaken is provided in the ICAS Part 3 Report.

The following section sets out the ABTA preferred transport scenario for both Old Connaught and Rathmichael and details the transport infrastructure components.

2.2.1 Transport Infrastructure - ABTA Preferred Scenario

Figure 2-1 comprises a composite illustration of the ABTA preferred transport scenario for the Old Connaught and Rathmichael LAP areas. Figure 2-2 illustrates the proposed active travel network for the LAP areas, Figure 2-3 illustrates the proposed public transport measures and Figure 2-4 illustrates the proposed road and vehicular circulation measures. The transport infrastructure illustrated in these figures is detailed in Table 2-1.

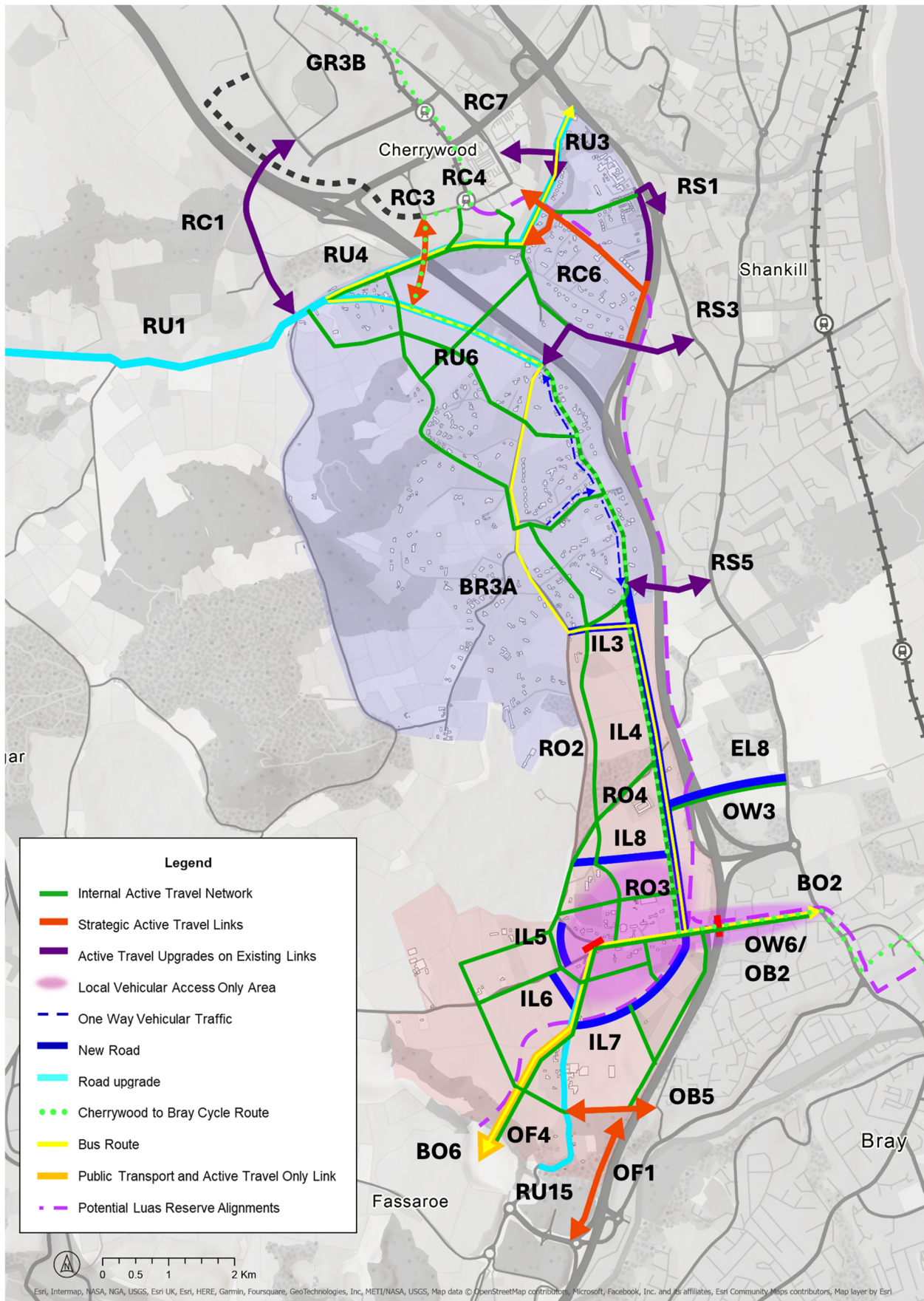


Figure 2-1: ABTA Preferred Scenario – Transport Overview

*Note: The Luas Line alignment illustrated is indicative. As stated in the GDA Transport Strategy 2022-2042, the alignment of the Luas extension and the locations to be served between Bride’s Glen and Bray have yet to be determined and will be subject to detailed design and planning work.

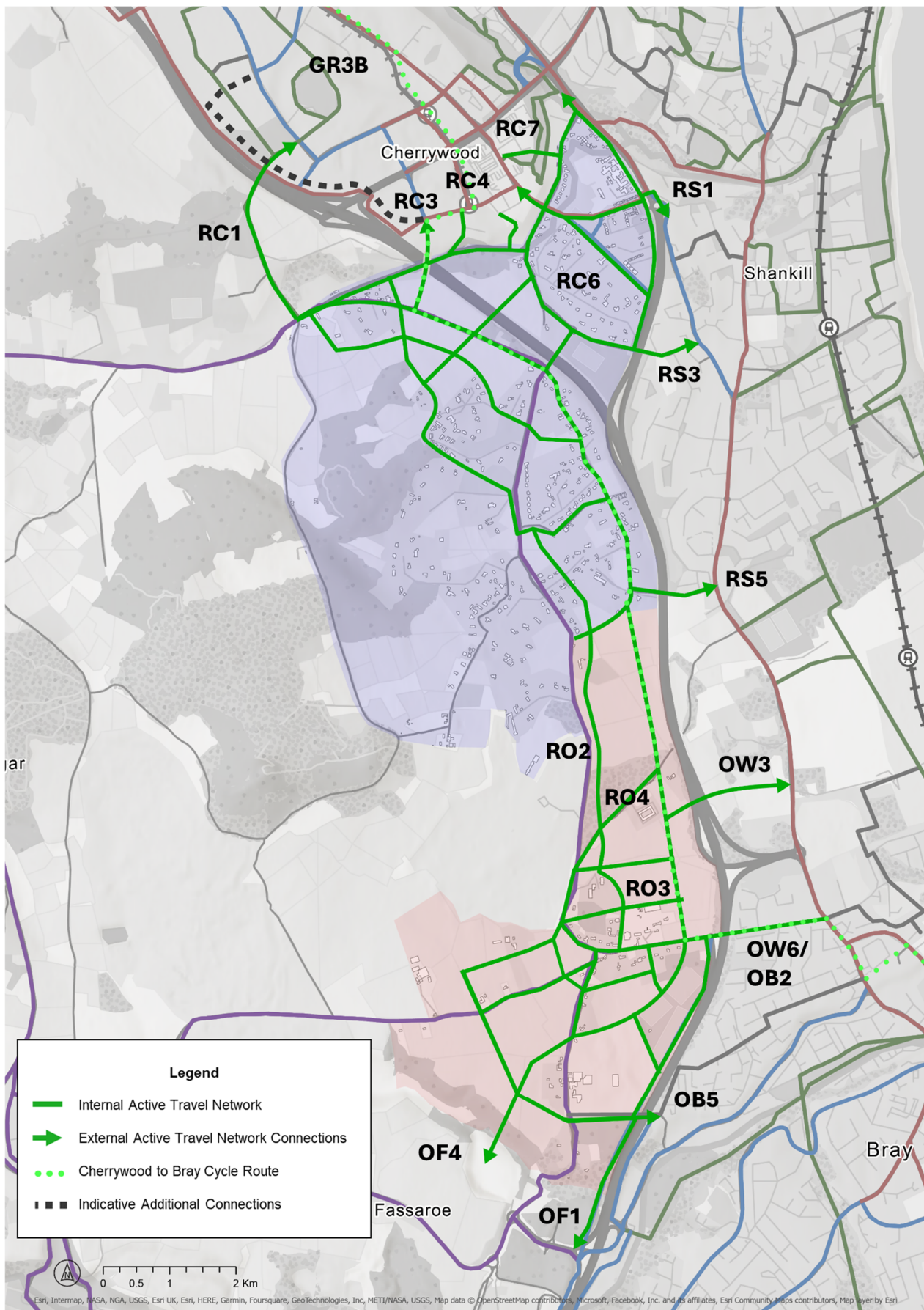


Figure 2-2: ABTA Preferred Scenario – Active Travel

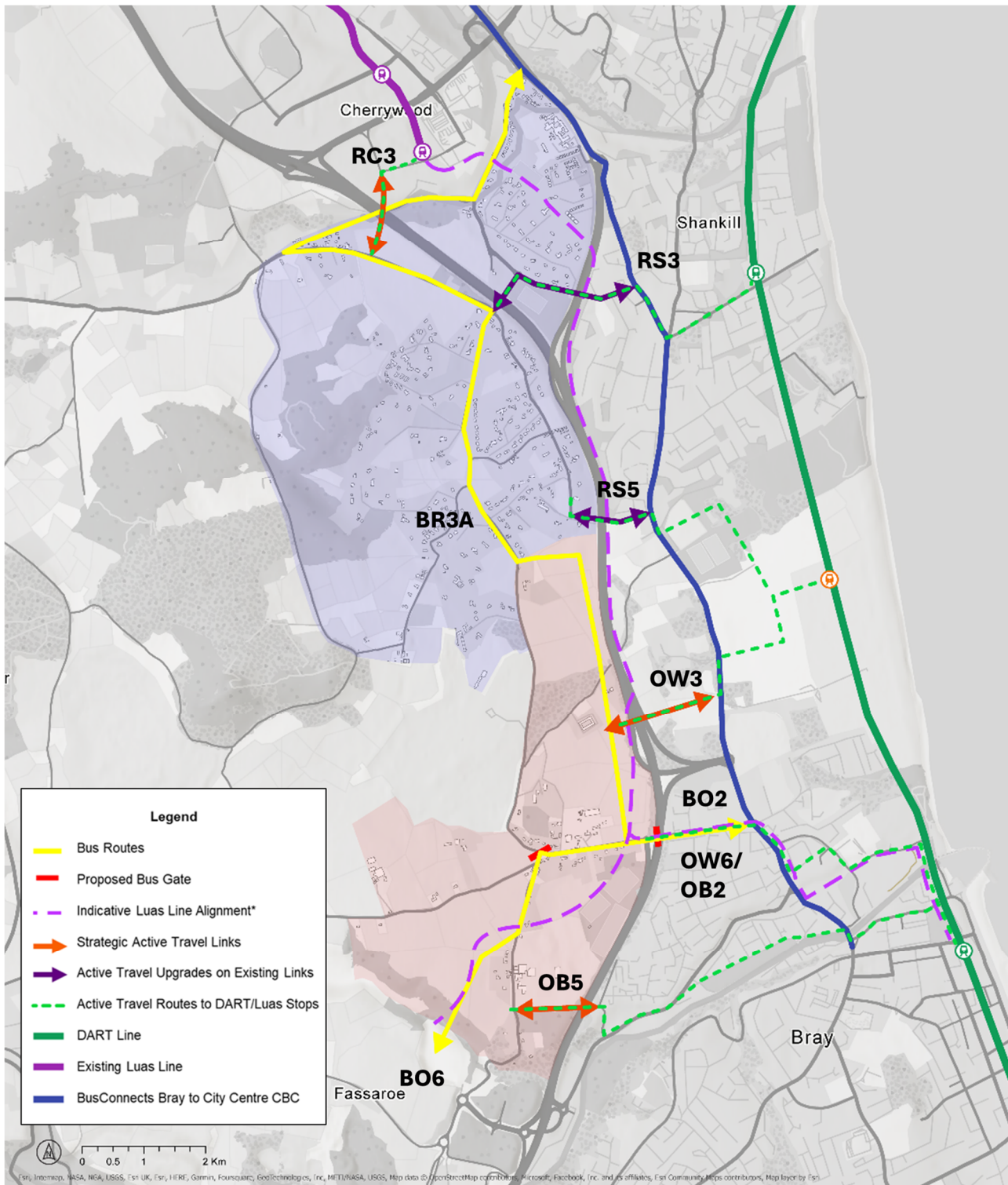


Figure 2-3: ABTA Preferred Scenario – Public Transport Measures

*Note: The Luas Line alignment illustrated is indicative. As stated in the GDA Transport Strategy 2022-2042, the alignment of the Luas extension and the locations to be served between Bride's Glen and Bray have yet to be determined and will be subject to detailed design and planning work.

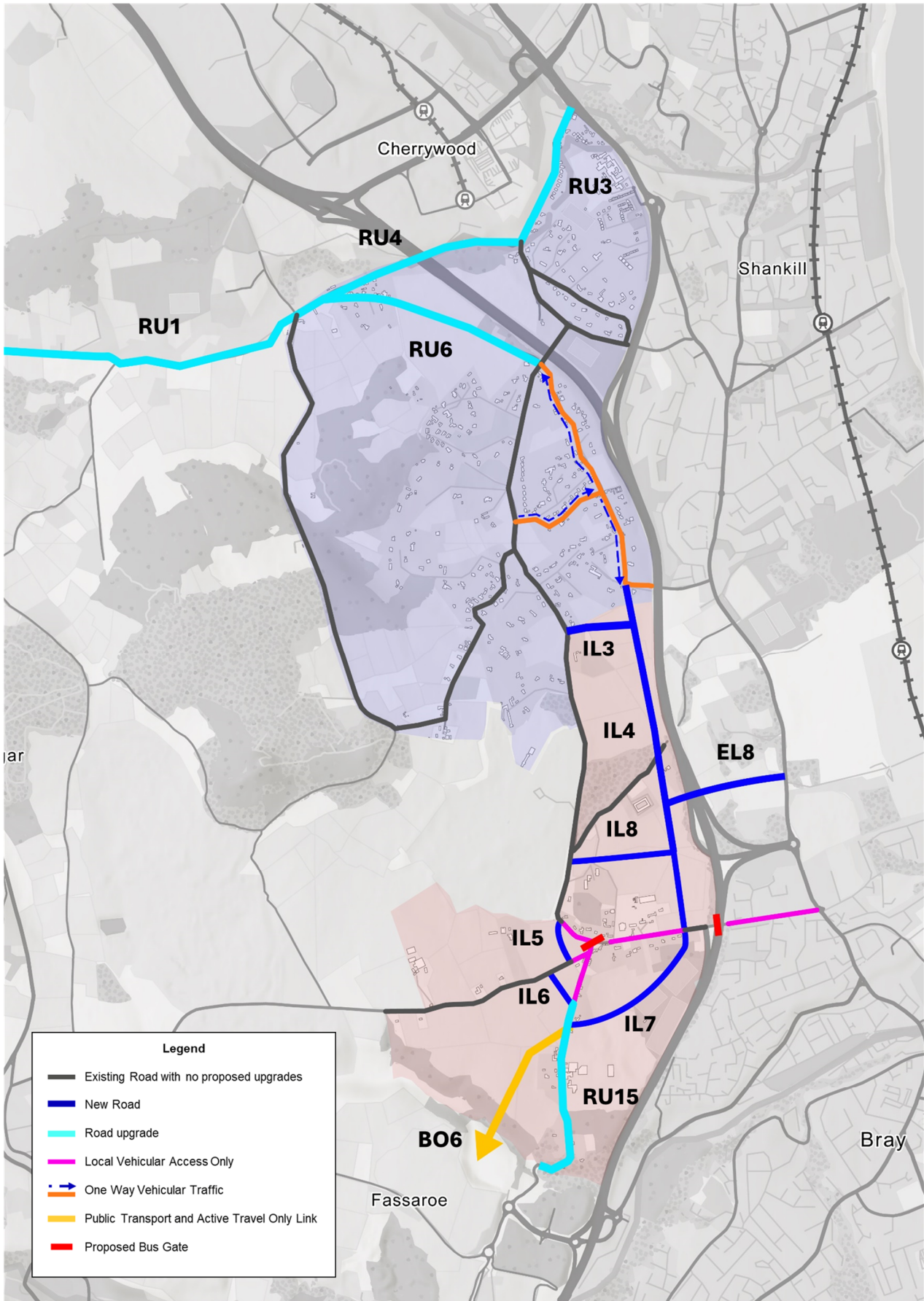


Figure 2-4: ABTA Preferred Scenario – Proposed Road and Vehicular Circulation Measures

Table 2-1 Transport Infrastructure Requirements

Infrastructure / Spatial Element	Sub-Element	Infrastructure Requirements
Transport	Active Travel	<ul style="list-style-type: none"> • Upgrade of Herenford Lane / Lehaunstown Lane • Provision of SLO 150 - Active Travel Link from Rathmichael Road to Cherrywood • Potential active travel link connecting Rathmichael and Cherrywood via the viaduct • Active travel link from Rathmichael Road via Brides Glen Road to Cherrywood • Provision of active travel link between Falls Road and Parc Na Silla Rise • Active Travel upgrades along Stonebridge Road from the roundabout junction of Ferndale Road to the junction with Dublin Road, part of which is proposed as part of the BusConnects Bray to City Centre CBC. • Bus Gates on Old Connaught Avenue • Love Lane and Love Lane Bridge • Active Travel Connection between Love Lane bridge and Fassaroe Lane • Internal Active Travel Network including north-south route parallel to Ferndale Road and an internal connection across M50, approximately 500m west of Stonebridge Road bridge • Designation of a Greenway route connecting Cherrywood to Bray which utilises a potential bridge between Cherrywood and Rathmichael Road, Rathmichael Road, Ballybride Road, a new link between Crinken Lane and Allies River Road, Old Connaught Avenue and Dublin Road. • Crinken Bridge - Active travel upgrades
	Public Transport	<ul style="list-style-type: none"> • Provision of a bus route running along Cherrywood Road, Brides Glen Road, Rathmichael Road, Ferndale Road, linking onto the proposed new North-South Link road and on to Old Connaught Avenue, with an additional route serving Fassaroe. • Accommodate for future Luas provision. • Accommodate for future provision of bus way bridge linking Fassaroe and Old Connaught across the Ballyman Glen.
	Vehicular Circulation	<ul style="list-style-type: none"> • Provision of a new road running North-South, connecting Ballybride Road/Crinken Lane with Old Connaught Avenue. • Provision of new road connecting Ferndale Road and the new North-South link Road • New development roads in the periphery of Old Connaught Village which allow for the removal of through traffic along Old Connaught Avenue • Conversion of Ballybride Road and Lordello Road to one-way circulation to allow for the provision of cycle facilities along these roads without the necessity for road widening. • Provision of a new road and bridge linking Old Connaught to the Old Dublin Road (N11 Overbridge to Dublin Road or N11/M11 Junction 4 to Junction 14 Improvement Scheme in this vicinity.) • Road upgrades as per Figure 2-4.

Note: Appendix G of the Part 3 - Options Development and Assessment Report provides a full list and descriptions of the transport measures proposed as part of the preferred scenario.

2.3 Water Infrastructure

The ICAS Part 3 and 4 Reports include a review of the existing Uisce Éireann (UE) networks and identifies preliminary high level strategies and workable options for the provision of water networks to support development in Old Connaught and Rathmichael.

The preferred strategy for both LAP areas is to create looped networks through connections to the existing watermains that are in the area. This would improve resiliency and reliability of the water supply and facilitate new development.

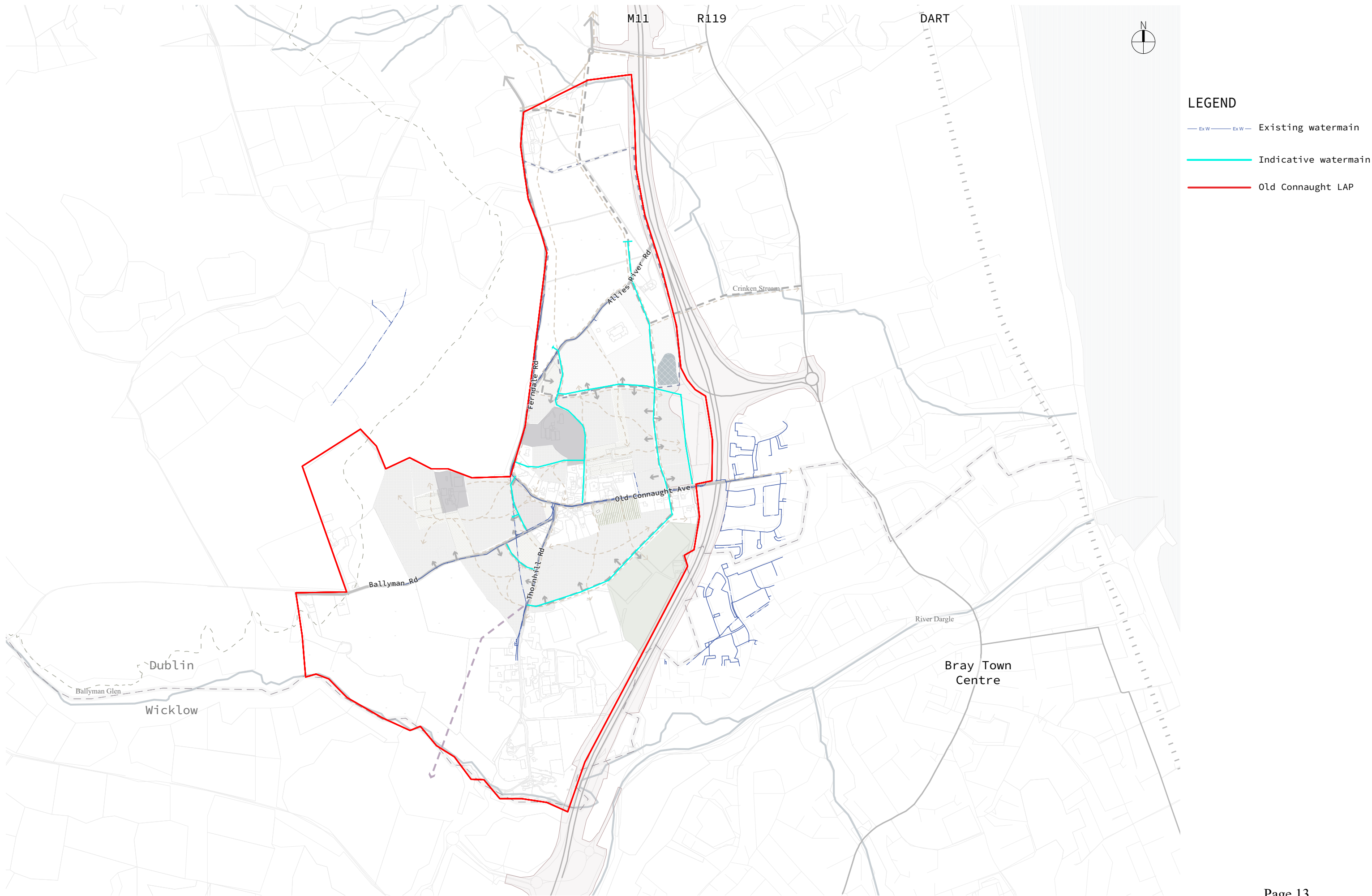


Figure 2-5: Indicative Water Supply Distribution Network for Old Connaught LAP area

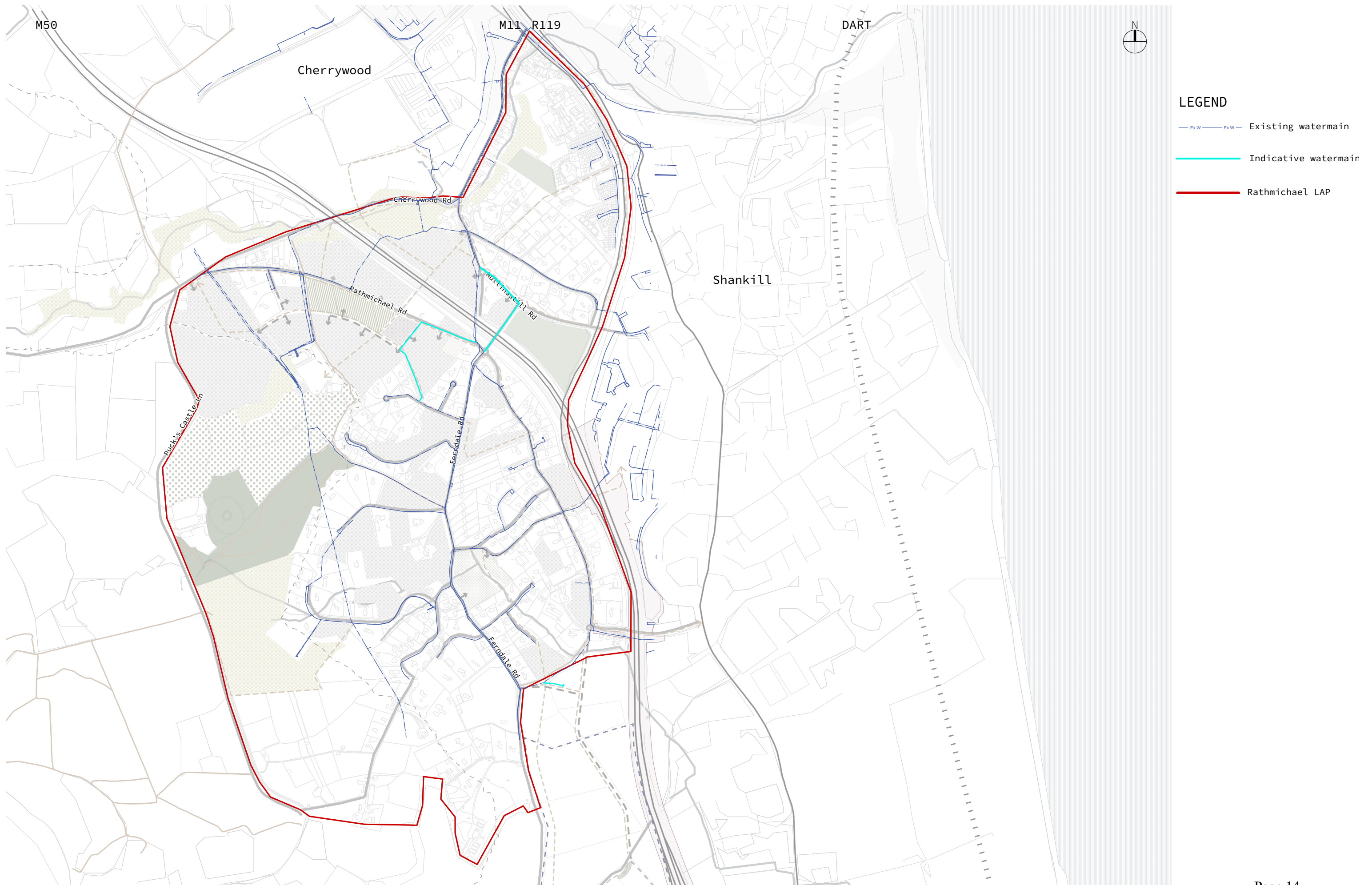


Figure 2-6: Indicative Water Supply Distribution Network for Rathmichael LAP area

Table 2-2 Water Infrastructure

Infrastructure / Spatial Element	Sub-Element	Infrastructure Requirements
Water	Potable Water	<p>Old Connaught: Develop new looped watermain networks connecting to existing watermains to serve new developments.</p> <p>Rathmichael: Develop new looped watermain networks connecting to existing watermains to serve new developments.</p>

2.4 Wastewater Infrastructure

The ICAS Part 3 and 4 Reports include a review of the existing Uisce Éireann (UÉ) networks and identifies preliminary high level strategies and workable options for the provision of wastewater networks to support development in Old Connaught and Rathmichael.

There are no existing wastewater networks within the Old Connaught area. The preferred strategy for the Old Connaught LAP area is to develop a new gravity wastewater network to facilitate new development and the future connection of existing dwellings. A pumping station and rising main crossing of the M11, in the vicinity of Old Connaught Avenue, are required to connect the Old Connaught LAP area to the existing wastewater network. Preliminary discussions between UÉ, TII, dlr and Arup have determined that a wastewater crossing of the M11 is feasible, subject to detailed design and technical agreement between the relevant parties.

Through the assessment process a potential interim connection solution was also identified which proposes using the space occupied by an existing spare duct in the Old Connaught Avenue bridge to install a rising main of up to 100mm diameter. This could act as an interim measure to facilitate development of up to 850 residential dwellings in Old Connaught in advance of the permanent solution to provide for full development of the Old Connaught LAP area.

There are limited existing wastewater networks within the Rathmichael area. The preferred strategy for the Rathmichael LAP area is to develop a new gravity wastewater network to facilitate new development and future connection of existing dwellings. A pumping station and rising main crossing of the M11, in the vicinity of Crinken Lane, are required to connect the Rathmichael LAP area to the existing wastewater network. Uisce Éireann has advised that a pumping station and rising main crossing of the M11 to the south of Crinken Lane are being progressed as a strategic asset project, which will provide capacity to service 3,000 residential units.

Indicative wastewater networks, including potential locations for pumping stations, to serve the LAP areas are shown in Figure 2-7 and Figure 2-8 below. The wastewater infrastructure illustrated is detailed in Table 2-3.

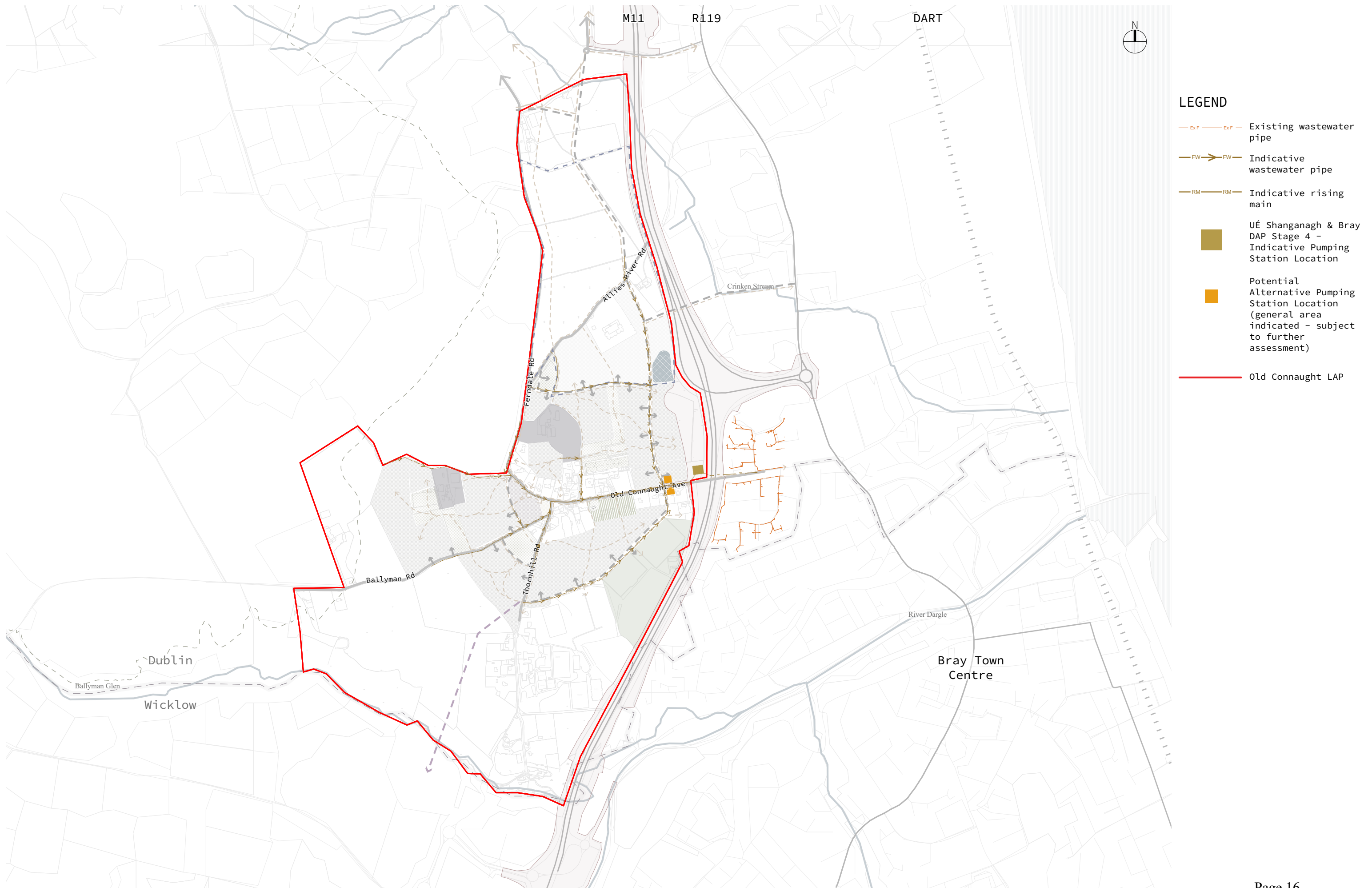


Figure 2-7: Indicative Wastewater Network for Old Connaught LAP area

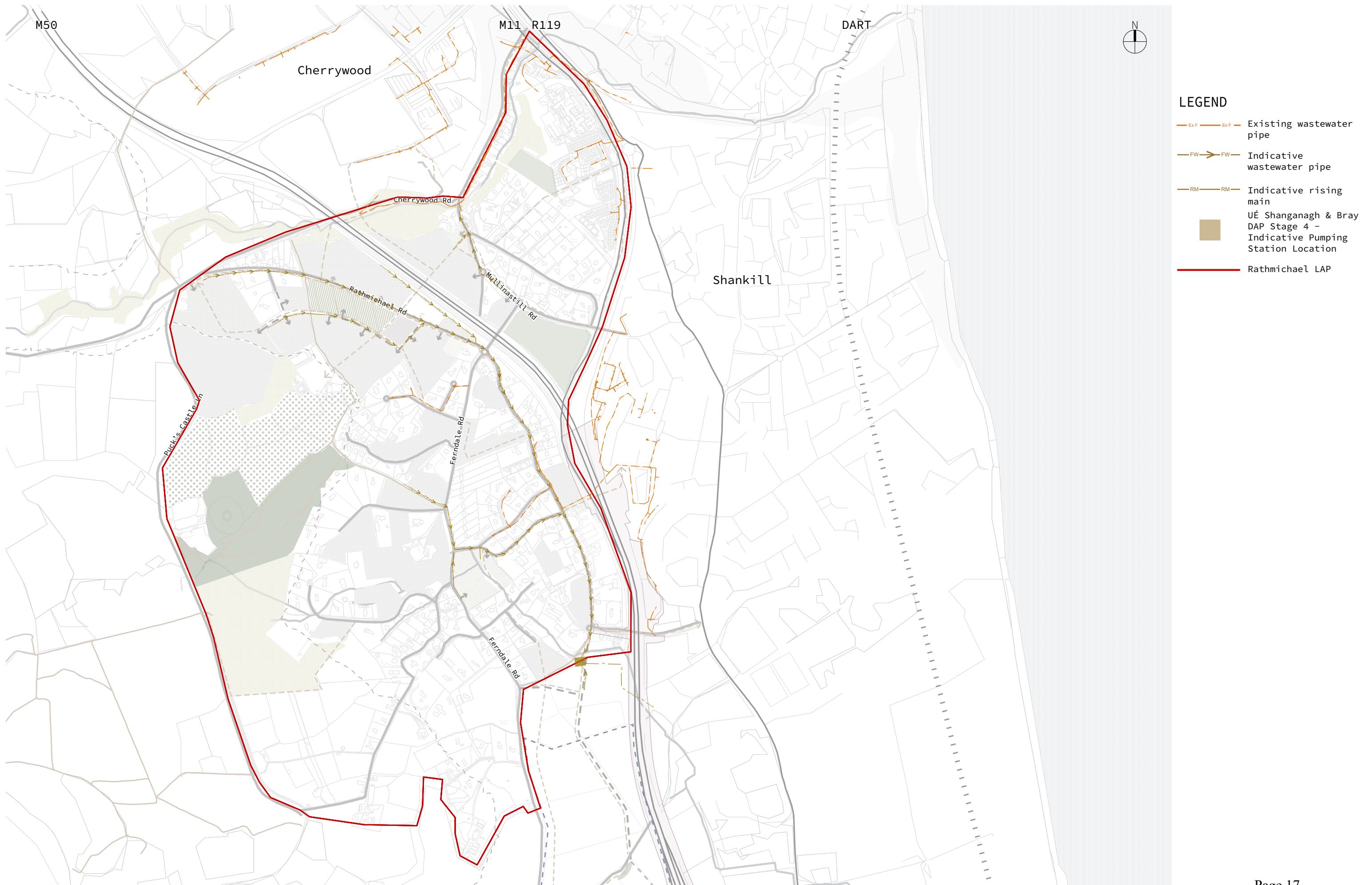


Figure 2-8: Indicative Wastewater Network for Rathmichael LAP area

Table 2-3 Wastewater Infrastructure

Infrastructure / Spatial Element	Sub-Element	Infrastructure Requirements
Water	Wastewater	<p>Old Connaught:</p> <ul style="list-style-type: none"> • Develop new gravity wastewater sewer network to serve new developments and existing dwellings within the LAP area. • 1 no. wastewater pumping station and associated rising main with trenchless crossing of the M11 motorway to connect the Old Connaught LAP area to the existing Uisce Éireann network to the east of the motorway. • Interim temporary proposal for a wastewater rising main in the Old Connaught Avenue bridge and a potential temporary wastewater pumping station <p>Rathmichael:</p> <ul style="list-style-type: none"> • Develop new gravity wastewater sewer network to serve new developments and existing dwellings within the LAP area. • 1 no. wastewater pumping station and associated rising main with trenchless crossing of the M11 motorway to connect the Rathmichael LAP area to the existing Uisce Éireann network to the east of the motorway.

2.5 Drainage Infrastructure

The ICAS Part 2: SuDS Strategy and the Part 3 and Part 4 Reports for Old Connaught and Rathmichael LAP Areas, detail the surface water drainage and Sustainable Drainage Systems (SuDS) strategies for the Rathmichael and Old Connaught LAP areas.

The preferred strategy for the two LAP areas is to develop a new gravity stormwater network to facilitate new development. At plot level treatment should be provided and attenuation should accommodate the 3.3% AEP (or 1 in 30 year event) and provide for flood routing in the event of exceedance events. In addition to the plot level requirements for attenuation and treatment, regional SuDS features are to be provided for attenuation for the whole area for the 1% AEP (annual exceedance probability) and to attenuate and treat runoff from the catchment roads and public areas.

The indicative drainage networks and regional ponds to serve the LAP areas are shown in Figure 2-9 and Figure 2-10. The drainage infrastructure illustrated is detailed in Table 2-4.

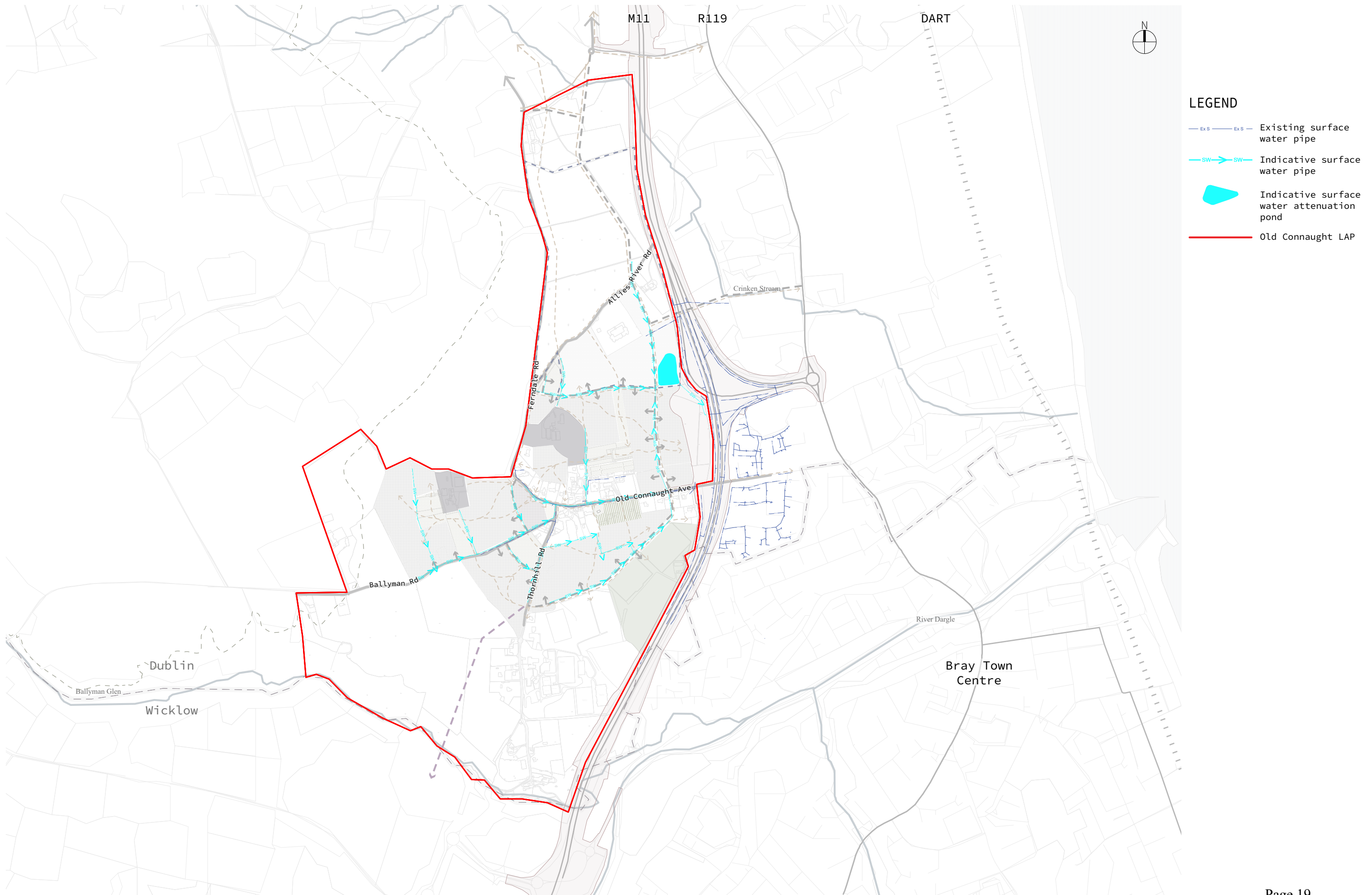


Figure 2-9: Indicative Stormwater Network for Old Connaught LAP area

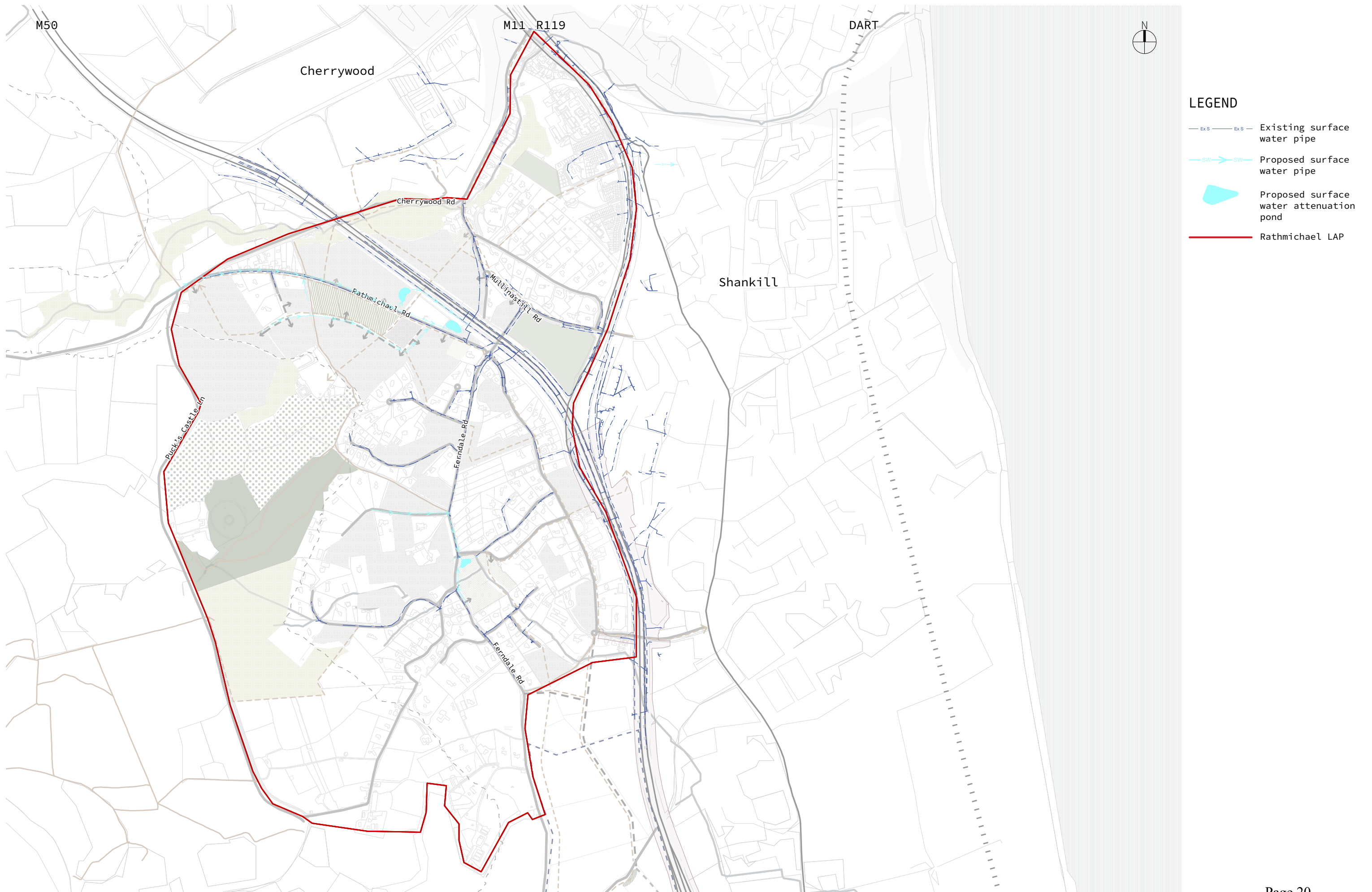


Figure 2-10: Indicative Stormwater Network for Rathmichael LAP area

Table 2-4 Drainage Infrastructure

Infrastructure / Spatial Element	Sub-Element	Infrastructure Requirements
Water	Storm Water	<p>Old Connaught:</p> <ul style="list-style-type: none"> Develop new gravity stormwater drainage networks to serve new roads, public realm and development sites within the LAP area. 1 no. regional pond for stormwater attenuation and treatment. <p>Rathmichael:</p> <ul style="list-style-type: none"> Develop new gravity stormwater drainage networks to serve new roads, public realm and development sites within the LAP area. 3 no. regional ponds for stormwater attenuation and treatment.

2.6 Utilities – Power Supply and Telecommunications

Both electrical and telecoms infrastructure are available within the LAP areas.

In the wider area, there are three existing zone substation supplies at Carrickmines, Cherrywood and Fassaroe. At Old Connaught, an existing 38kV substation is located near Bray Emmet's GAA Club. ESB have indicated that there may be existing residual capacity to cater for c. 1,000 additional residential homes on an interim basis. ESB has also indicated that a deep reinforcement including a new 38kV substation would be required to cater for total residential demand in Old Connaught and Rathmichael. While the ultimate location of a new 38kV substation is to be determined it is noted that lands at and adjacent to the existing 38kV substation at Old Connaught may be appropriate. Local network upgrades would also be required across both LAP areas to support anticipated levels of residential growth.

In terms of telecommunications infrastructure, fibre connections are available within the vicinity of the LAP areas. New development can connect to these networks but would require new fibre cabinet capacity and applications for new connections would need to be submitted to the telecom's providers.

Table 2-5 Power Supply and Communications Infrastructure

Infrastructure / Spatial Element	Sub-Element	Infrastructure Requirements
Power Supply and Telecommunication	Power Supply	1 no. 38kV substation
	Telecommunication	New fibre cabinet capacity

2.7 Social Infrastructure – Community Facilities and Education

2.7.1 Community, Cultural and Civic Facility Provision

A component of sustainable neighbourhood infrastructure is the provision of an appropriate range of community, cultural and civic facilities. The ICAS Part 3 Report - Options Development and Assessment - includes a preliminary assessment of the indicative quantitative floorspace requirement for community, cultural and civic facilities in the LAP areas, based on planned residential growth levels, and also considers indicative spatial locations for such uses.

The preliminary quantitative assessment based on Core Strategy growth levels (see Table 2-6) indicates that both LAP areas (Old Connaught and Rathmichael) may require a 'neighbourhood' level provision of community facilities. It is noted that the specific quantitative requirement for community, cultural and civic facilities will be further assessed as part of the LAP plan making process for each area taking into account additional considerations including inter alia existing population, changes in residential density guidance, the scale, location and function of existing community infrastructure, and potential planned infrastructure in the wider environs.

Table 2-6 Preliminary Assessment of Community, Cultural and Civic Facility Provision

Area	dlr CDP 2022-2028 Core Strategy Residential Yield	Approx. Population Increase (2.5 Average Household Size)	Approx. provision of community facilities based on 130sqm per 1,000 population
Old Connaught	2,005	5,013	652
Rathmichael	2,431	6,078	790
Total	4,436	11,091	1,442

The spatial location of community, cultural and civic facility provision will be determined through the local area plan plan-making process. Notwithstanding, a preliminary assessment undertaken as part of the ICAS Part 3 Report indicates that suitable locations for such uses include close to the inner core of each settlement and at locations adjacent to other land uses where synergies can be harnessed. Potential locations within both LAP areas are indicated in Figure 2-11 and Figure 2-12.

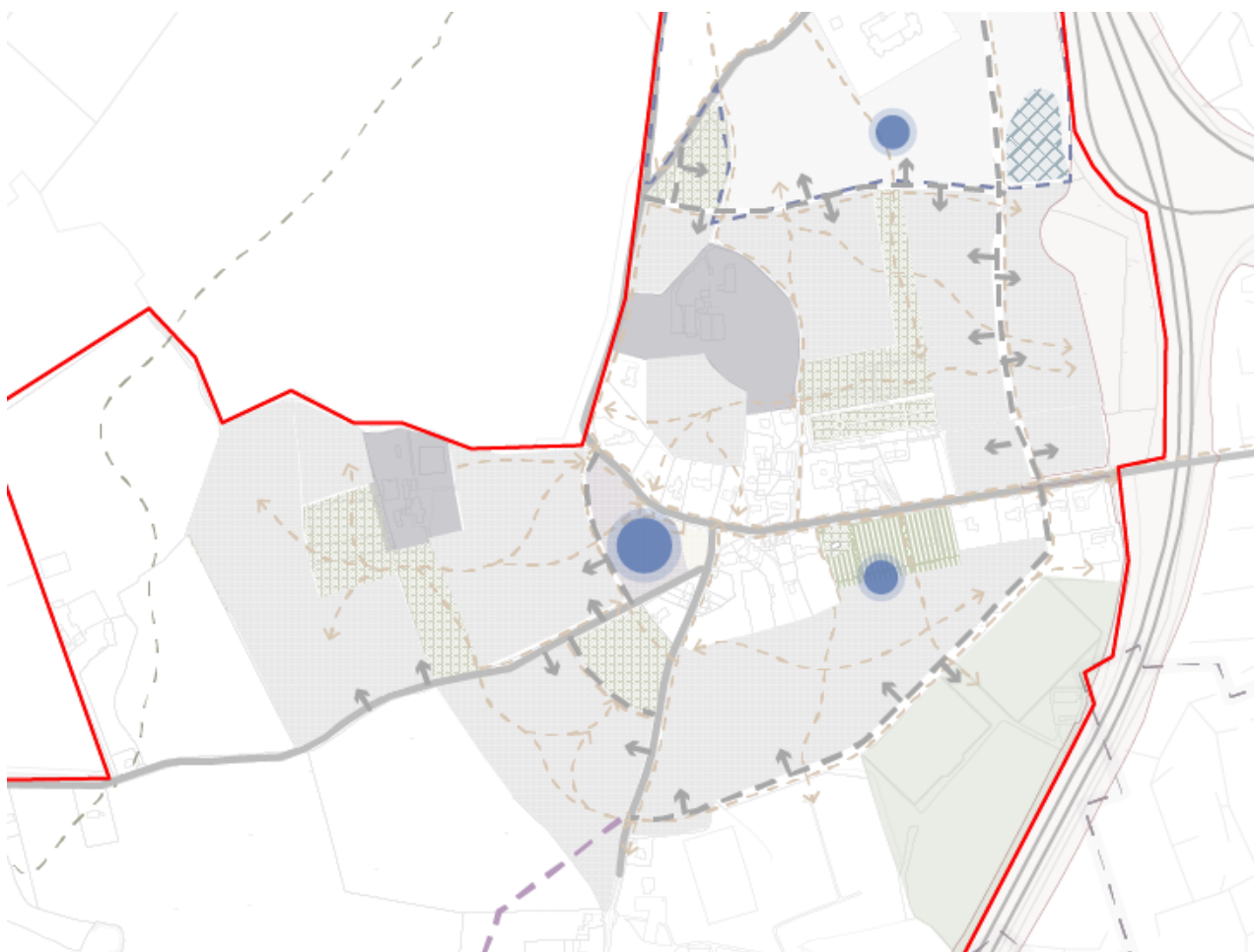


Figure 2-11 Potential Locations for Community, Cultural and Civic Provision at Old Connaught

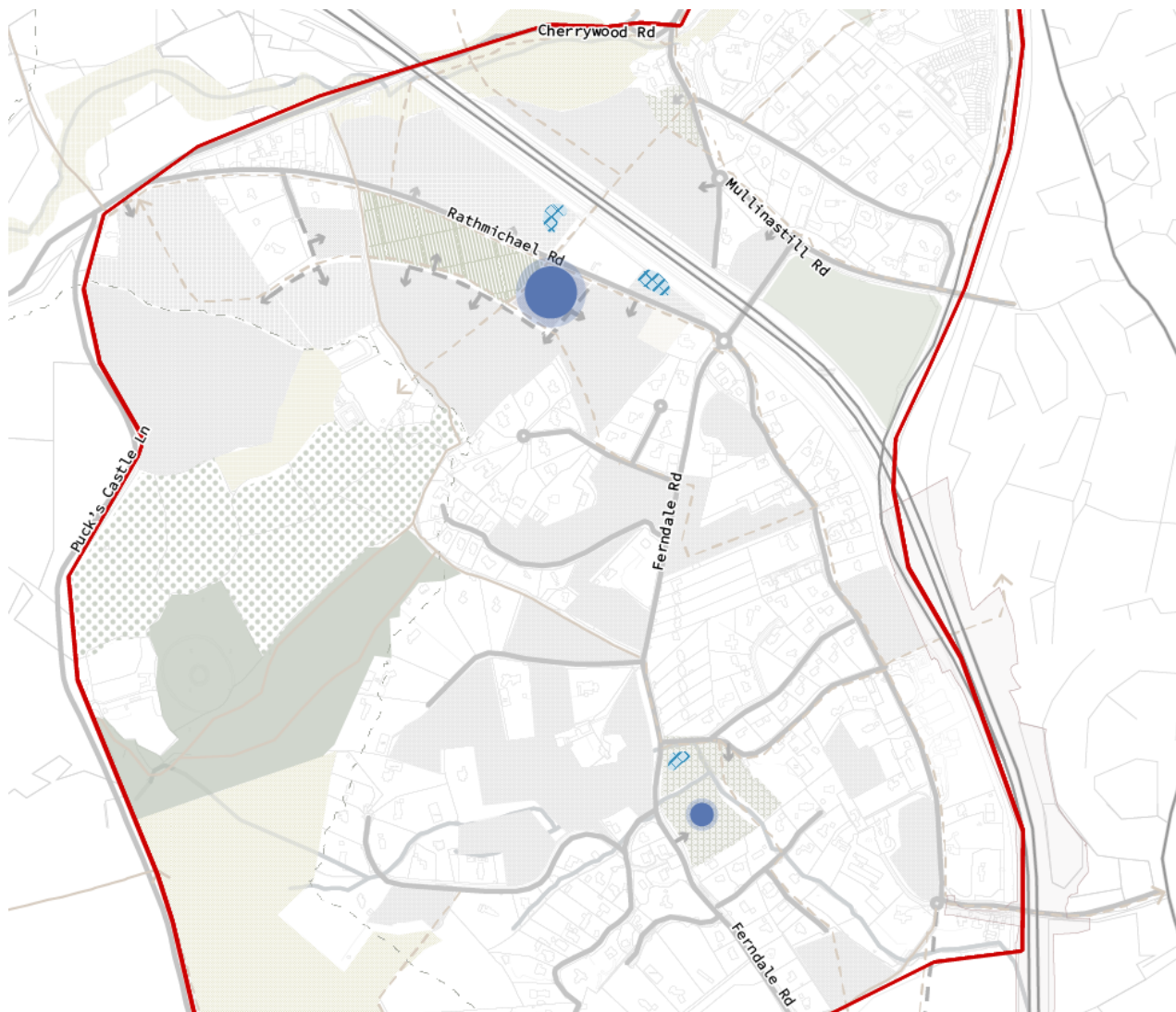


Figure 2-12 Potential Locations for Community, Cultural, and Civic Provision at Rathmichael

Table 2-7 Community Facilities Infrastructure

Infrastructure / Spatial Element	Sub-Element	Infrastructure Requirements
Sustainable Communities	Community Facilities	<ul style="list-style-type: none"> Neighbourhood level community facilities at Old Connaught. Neighbourhood level community facilities at Rathmichael.

2.7.2 Educational Facilities

As set out in the ICAS Part 3 Report - Options Development and Assessment and Part 4 Report - the Local Authority is engaging with the Department of Education (DoE) on an ongoing basis, discussing the school requirements for the two LAP areas. Through this engagement the DoE has identified a requirement for one or more primary schools in both Old Connaught and Rathmichael, and the DoE have also identified the potential requirement for a post primary school to serve the overall ICAS and wider area.

Figure 2-13 identifies the proposed location of a primary school in Old Connaught. This location is consistent with that identified on Land Use Zoning Map No. 14 of the dlr CDP 2022-2028. An indicative area of approx. 1.6 hectares has been identified for the primary school site at Old Connaught. As per the DoE Technical Guidance Document TGD-025 'Identification and Suitability Assessment of Sites for Primary Schools', a school site area of approx. 1.6 hectares would provide for a 16-24 classroom primary school and associated components including play areas / ball courts etc. It is noted however that the exact size and

location of educational facilities at Old Connaught will be subject to further assessment as part of the local area plan-making process for the area.

The location of educational facilities at Rathmichael is not indicated in the Land Use Zoning Maps of the dlr CDP 2022-2028. The size and location of the educational facilities at Rathmichael will be considered and identified as part of the local area plan-making process for the area, which will be subject to further engagement with the Department of Education.

It is noted that the Local Authority will continue to engage with the DoE with respect to specific school requirements as part of the local area plan-making process for both LAP areas.

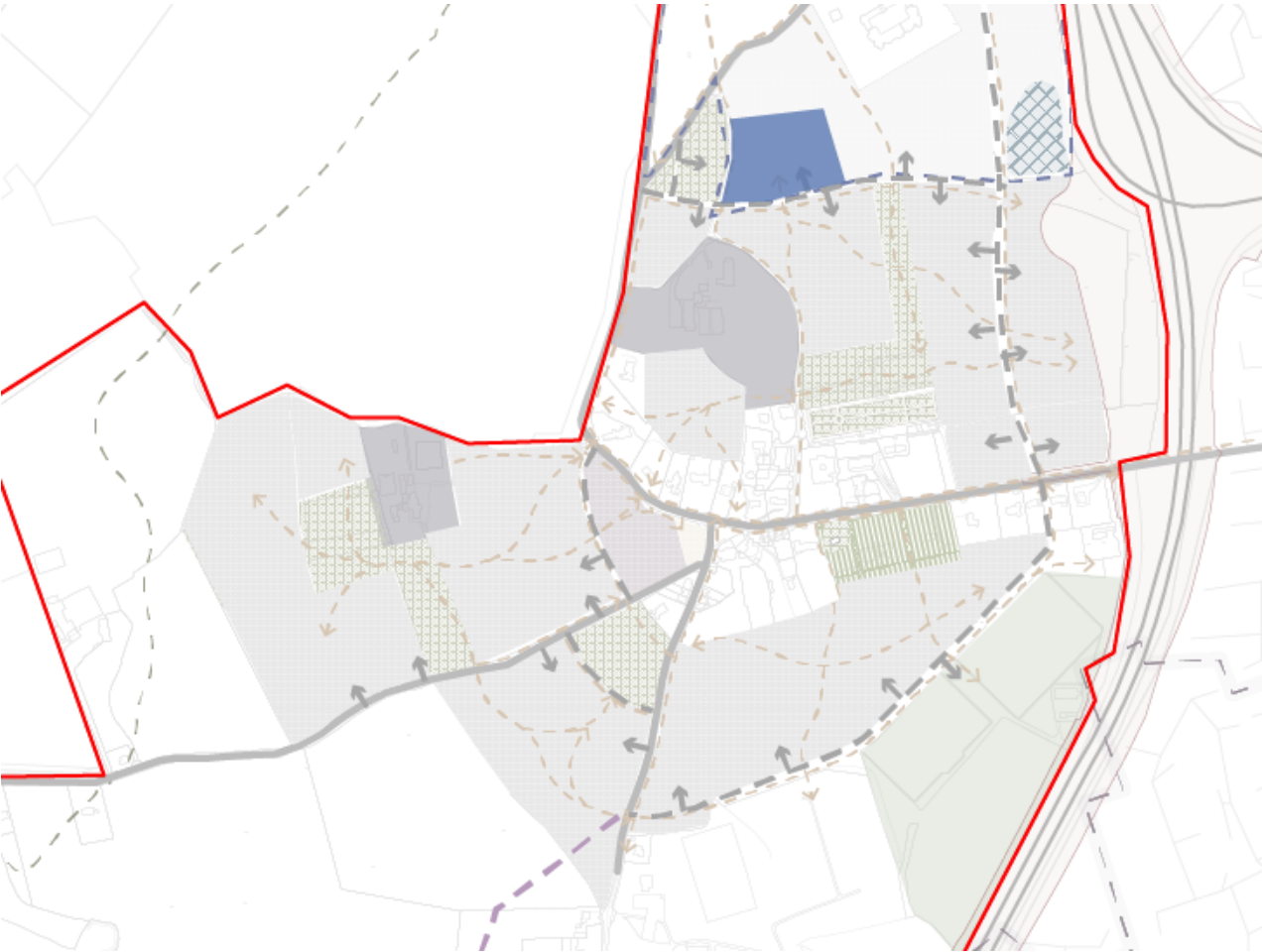


Figure 2-13: Proposed Education Site at Old Connaught

Table 2-8 Education Facilities Infrastructure

Infrastructure / Spatial Element	Sub-Element	Infrastructure Requirements
Sustainable Communities	Education Facilities	Old Connaught: <ul style="list-style-type: none">• 1 or more primary schools. Rathmichael: <ul style="list-style-type: none">• 1 or more primary schools. ICAS area: <ul style="list-style-type: none">• Potential provision of a post primary school

2.8 Open Space, Parks and Recreation

The availability of accessible and high quality public open spaces is important in creating sustainable settlements. The development and assessment of parks and open space options and the subsequent identification of parks and open space infrastructure to support the plan-led development of Old Connaught and Rathmichael was undertaken in the ICAS Part 3 Report - Options Development and Assessment Report. Please refer to the ICAS Part 3 Report for further information on the analysis process.

Figure 2-14 illustrates the recommended indicative strategic level approach for parks and open space provision to support the sustainable development of the LAP areas, as identified in the ICAS Part 3 Report and as carried forward into the Part 4 Report. The indicative strategy recommends the inclusion of village greens and civic spaces at central locations at both Old Connaught and Rathmichael to enhance the sense of place. The Strategy recommends the enhancement of Rathmichael Woods and the provision of a new active focussed recreation park at Old Connaught. A range of larger strategic open spaces are identified throughout the LAP areas providing a network of open spaces which maximise accessibility and take advantage of views of the surrounding landscape. Furthermore, the Strategy seeks to integrate Nature Based Solutions, enhance local important biodiversity areas and integrate heritage elements.

The overarching strategy illustrated in Figure 2-14 was progressed to a greater level of detail and comprises part of the preliminary development frameworks for the LAP areas. It is noted that the indicative strategic open space network for the LAP areas indicated in the preliminary development frameworks does not factor in additional local level provision of public open space which, as appropriate, would be assessed through the plan-making process and subsequently through the development management process and serve to supplement the overarching strategic network.

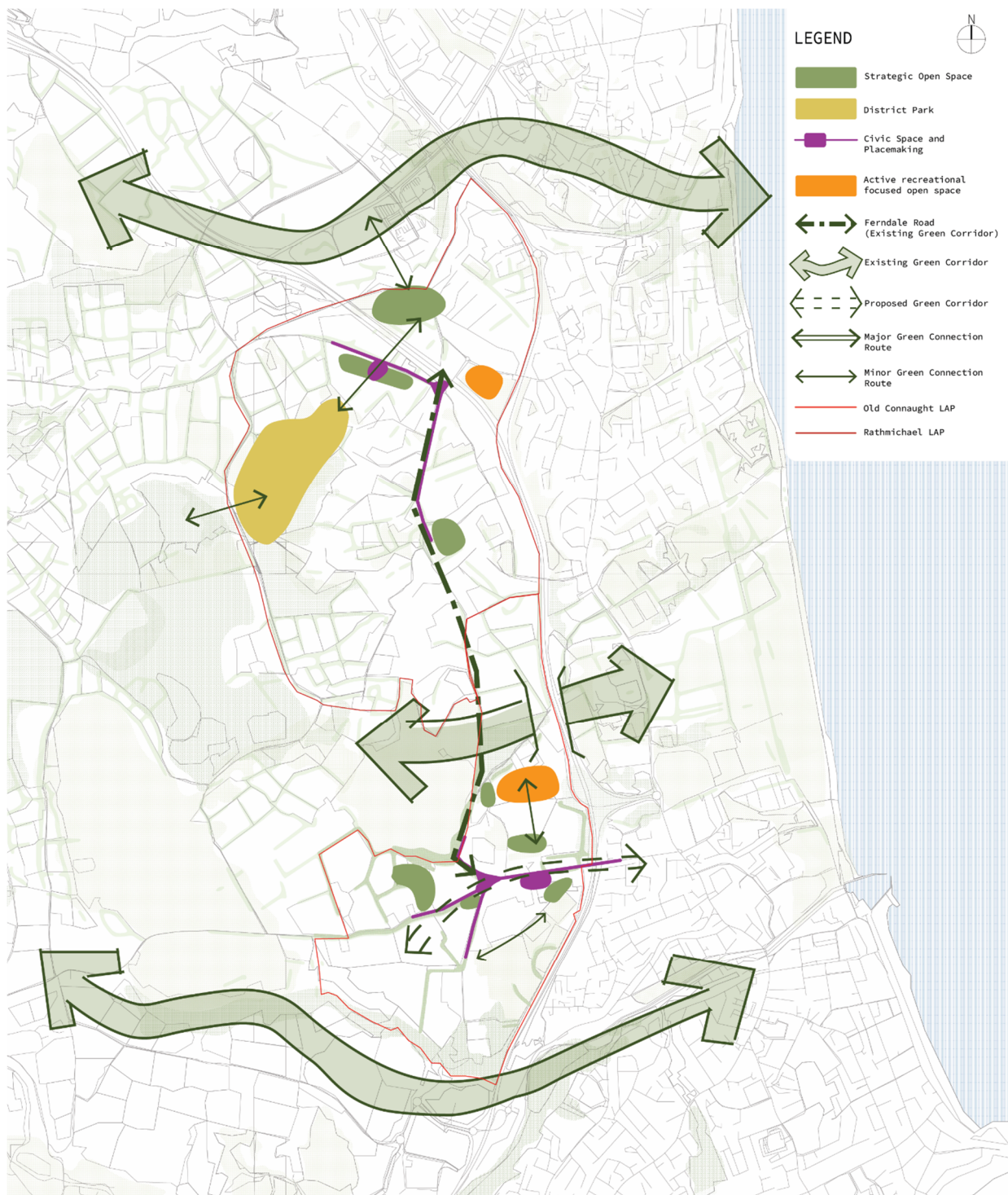


Figure 2-14: Indicative Strategic Level Parks and Open Space Network

Table 2-9 Open Space, Parks and Recreation Infrastructure

Sub-Element	Infrastructure Requirements
Open Space, Parks and Recreation	<ul style="list-style-type: none"> Enhancement and extension of Rathmichael Woods as a Gateway/District Park. New Active Park at Old Connaught A range of other Strategic Open Spaces New Village Green's at both Old Connaught and Rathmichael Civic spaces/village centres. Provision of greenways network and linear green connecting spaces

2.9 Heritage and Conservation

Heritage is recognised as an important social, cultural, and economic asset. The cultural heritage of Old Connaught and Rathmichael contributes to the well-being, shared community identity and social cohesion of these communities.

The ICAS Part 3 Report - Options Development and Assessment - identifies the key contributors to landscape character in the LAP areas and sets out recommendations for preservation, enhancement and management of these. An assessment of the potential impact and/or enhancement of existing heritage features was undertaken by capturing the existing baseline information and by measuring the impact and the perceived change in landscape character against preliminary settlement strategies for the LAP areas.

Landscape character change at Old Connaught will occur in and around the existing settlement patterns adjoining Old Connaught Avenue. It was found that the introduction of buildings and infrastructure at Old Connaught would change the visual, ecological and cultural aspects of the area.

Landscape character change in Rathmichael will occur primarily south of the existing M50. Aspects of current landscape character can be retained and enhanced by the conservation of biodiversity, and the conservation/management of key identified heritage elements within public open space areas. Cultural heritage elements are dispersed throughout and many fall within privately owned lands. Enhancement of Rathmichael Woods can be achieved through the conservation/interpretation of the Iron Age hillfort and provision of safe universal accessibility to the Old Rathmichael Church, its historical burial ground, and other nearby heritage features. Any enhancement would take account of the proximity of archaeological monuments. Appropriate signage can provide wayfinding and interpretation of these heritage features, fostering community engagement, appreciation and education.

The analysis of heritage assets informed the preparation of preliminary settlement frameworks for development at Old Connaught and Rathmichael. A summary of the analysis undertaken is illustrated in Figure 2-15. The preliminary settlement strategy for the LAP areas seeks to enhance the landscape by integrating cultural heritage, green spaces, sustainable design features and amenities that harmonise with the surroundings while minimising fragmentation of natural habitats and loss of scenic views.

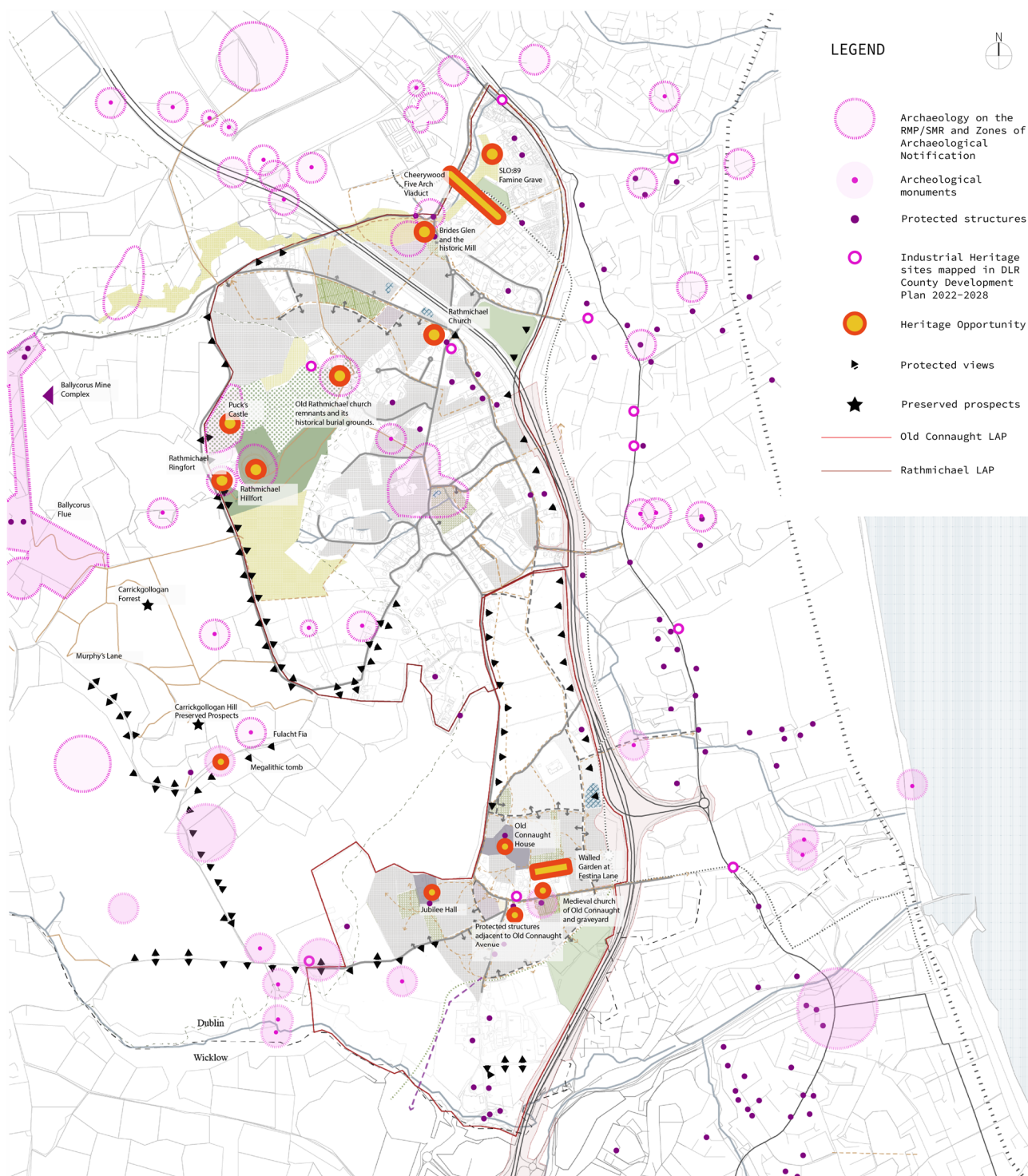


Figure 2-15: Analysis of Heritage Assets

Table 2-10 Heritage & Conservation Infrastructure

Sub-Element	Infrastructure Requirements
Heritage & Conservation	Protect, encourage and facilitate the conservation, development, design and management of cultural heritage assets.

2.10 Green Infrastructure and Biodiversity

From a policy perspective, the starting point for developing the approach to green infrastructure and biodiversity is the dlr CDP Green Infrastructure Strategy 2022-2028, which includes a high level county-wide network connected to surrounding and regional green infrastructure. The overarching objective (as per dlr CDP Policy Objective PO GIB1) for green infrastructure and biodiversity is to protect existing green infrastructure and encourage and facilitate, the development, design and management of high quality natural and semi-natural areas.

As part of the ICAS Part 3 Report - Options Development and Assessment – key habitats, and species of higher conservation value associated with the key habitats, were identified across the LAP areas. Based on the analysis undertaken, options were proposed for the maintenance and enhancement of ecological integrity in accordance with the Lawton principles. Consideration was also given to where habitat heterogeneity could be improved, in particular based upon the species and habitats noted to be of conservation status in the area in the base-mapping phase.

The below options include three overarching objectives illustrated in red, orange and green. It should be noted that all four options are not exclusive and the overarching objectives should be considered as a general direction for management rather than each management objective to be considered exclusive. It may be that protection i.e. red outline, is recommended for a site, but that in some options this is also given a green management option which relates to restoration.

Red highlights areas for protection of existing designated sites including Ballyman Glen SAC/pNHA and Loughlinstown Woods pNHA. The protection of these designated sites is of primary importance and is a minimum requirement for the area. This will maintain existing biodiversity and function with the aim of preventing any future damage. Protection measures are likely those already required under existing nature conservation regulations and policies. It should be noted that all options provide for protection of including Ballyman Glen SAC/pNHA and Loughlinstown Woods pNHA with an extended buffer around those sites and therefore they are not discussed in any further detail under the options.

Orange highlights areas for enhancement of existing known existing ecological features such as between Carrickgollogan, wooded areas adjacent to Puck's Castle Lane and locally important biodiversity site adjacent to the Annex 1 habitat in that general location. This would encompass woodland, heath and grassland habitats which are of high nature conservation value but are not formally designated as a nature conservation site. focuses on improving the existing condition of habitats with knock on effects for a variety of species with the goal to enhancing the ecological value and resilience these ecological features beyond their current state. Key actions are likely to include change in management techniques such as reducing negative impacts from human activities through maintaining buffers for dog walking etc., and management to improve habitat quality including changes in mowing/grazing regime for grassland. These areas could be given some level of formal protection in the future through council policy.

Green highlights areas for restoration of ecological features which aims to reverse any degradation of damaged habitats to good condition through active management. These management actions could include woodland planting, removing invasive species and removing sources of diffuse or point water pollution, and other active management regimes which may include mowing and grazing, or extending the coverage of certain habitats through planting. Change in management could also include change in how, where and when the public access certain areas specifically identified as important for nature conservation.

Option 1

Option 1 is shown in Figure 2-16 below. As well as the basic level of protection for Ballyman Glen SAC/pNHA Loughlinstown Woods pNHA this option focuses on extending wooded vegetation connectivity between the Loughlinstown Woods pNHA and the Ticknick LIA along the Shanganagh River incorporating Bride's Glen east and Heron Bridge LIAs. By focusing on wooded habitats this option would also help to provide connectivity between two parcels of Annex I habitat (Alluvial Woodland) and result in greater connectivity for two lengths of County Important hedgerow.

This option would benefit a variety of habitats and species including the woodland habitat itself and any watercourses associated with Loughlinstown Woods pNHA. A variety of species would benefit from enhancing the woodland and Shanganagh River corridor including all bat species, badger and otter. If areas

of rough grassland and open scrubby areas could be incorporated this would amplify positive effects on the small sawfly mining bee *Enicoceros exsculptus*, common furrow bee and tawny mining bee.

The areas for enhancement (in orange) including areas within and between Carrickgollogan, wooded areas adjacent to Puck's Castle Lane and locally important biodiversity site adjacent to the Annex 1 habitat.

These orange enhancement areas in Option 1 are provided in order to form better connections to Loughlinstown Woods pNHA which is also promoted for further restoration through implementation of Option 1.

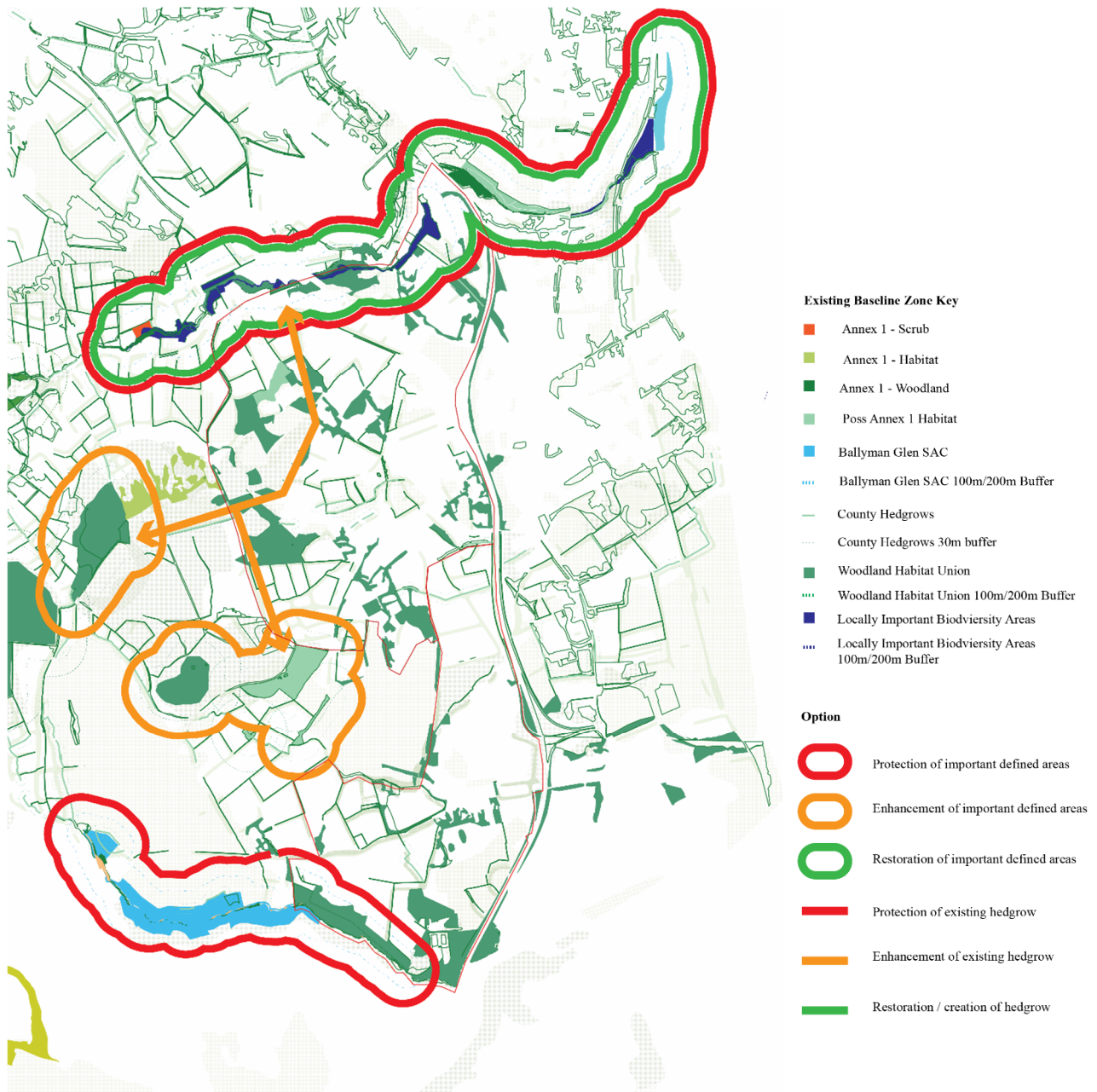


Figure 2-16 Ecology Option 1

Option 2

Option 2 is shown in Figure 2-17 below. This option differs from Option 1 in that attention and resources are directed at improving overall connectivity throughout the area as instead of focusing on restoring habitat for the entirety of Loughlinstown Woods pNHA resources would be directed at restoring dry heath and grassland habitats, enhancing connectivity between Rathmichael Wood, Carrickgollogan and Brides Glen.

This option would also help to create a matrix of habitat types encompassing Annex I dry heath and potential Annex I semi-natural dry grassland and scrubland facies on Calcareous substrates whilst also accommodating c. 1km of County Importance hedgerow and enhancing connectivity between large areas dedicated to nature conservation.

This option would benefit a wide variety of habitats and species. The dry heath and grassland habitats will be valuable for wider biodiversity interest and efforts should be made to enhance the habitat to accentuate this value. As well as benefitting mammals such as bats and badger and birds and such as skylark through creating areas easier for these species to move through and that are more attractive to feed or nest in, invertebrates such as dark green fritillary, common furrow bee, grey banded mining bee would have significantly more area to support their populations. Particular value from the option will come from the heterogeneity of the matrix that can be included and potentially enhanced.

These orange enhancement areas are the same as Option 1, forming a connection from Ballycorus and Carrickgollogan up through Rathmichael to Loughlinstown Woods which will work with the restoration of the grassland and heath habitats being restored between to provide greater levels of ecological connectivity.

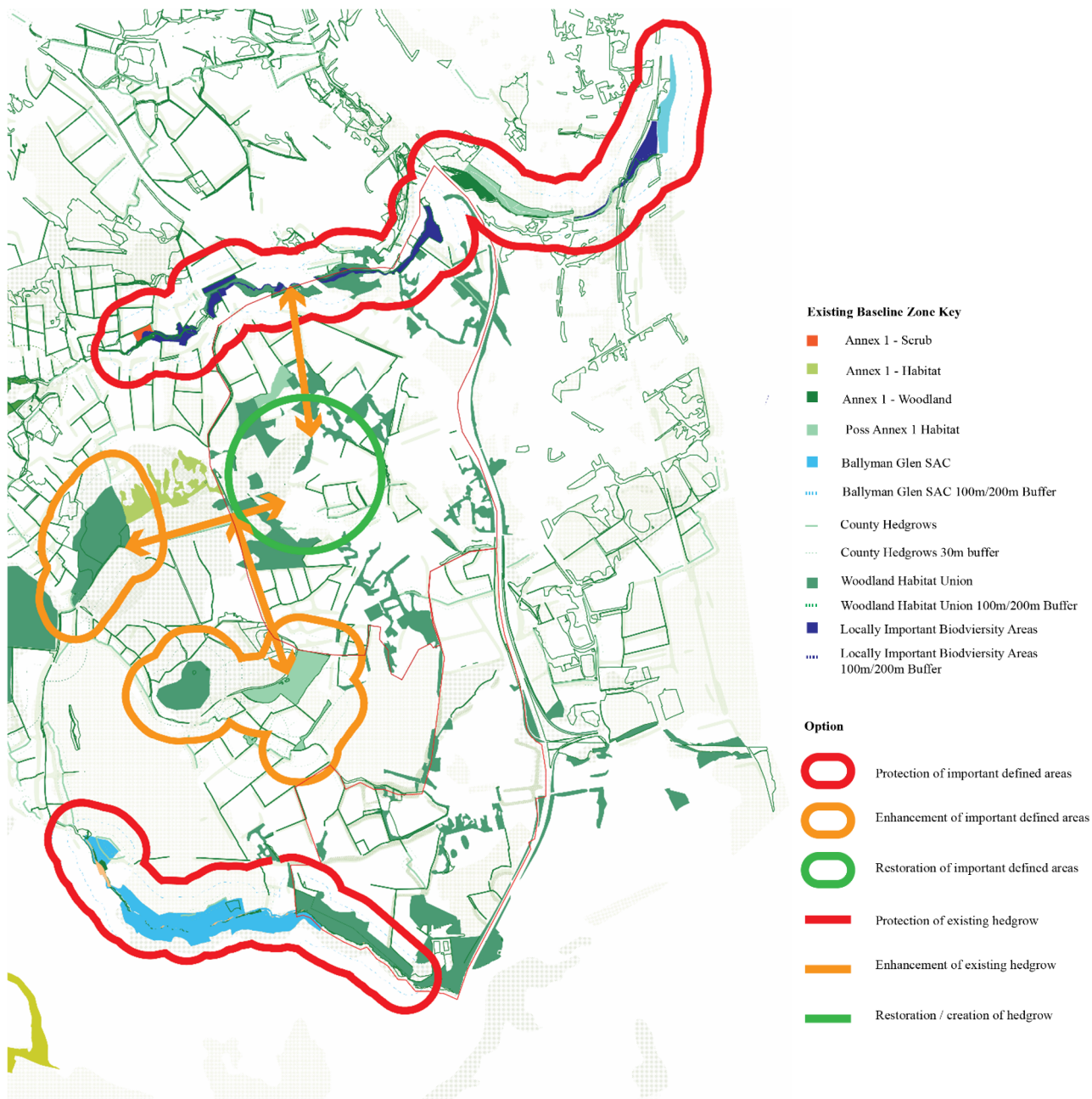


Figure 2-17 Ecology Option 2

Option 3

Option 3 is shown in Figure 2-18 below. This option would focus on enhancing connectivity along the M11, providing more linear strips of connectivity between Ballyman Glen SAC /pNHA and Loughlinstown Woods pNHA. Under this option resources would not be focused on restoring a central area of Annex I habitat but would be used to enhance existing important hedgerows to east of the area and restoring a relatively long network of continuous length of hedgerow all the way from Ballyman Glen to Loughlinstown Woods east of the M11.

This option would provide benefits for many habitats and species but would differ in the level of resource being focused on linear hedgerow/woodland restoration rather than towards restoration of Loughlinstown Woods or of other larger areas of habitat between Ballycorus and Carrickgollogan up through Rathmichael to Loughlinstown Woods, as per Option 2. This Option would provide connectivity which benefits mammals and birds but also would see benefits for invertebrate species such as common furrow bee and grey banded mining bee. The overriding benefit of this option would be enhancement of areas to the east and restoration of those linear corridors on a north-south axis.

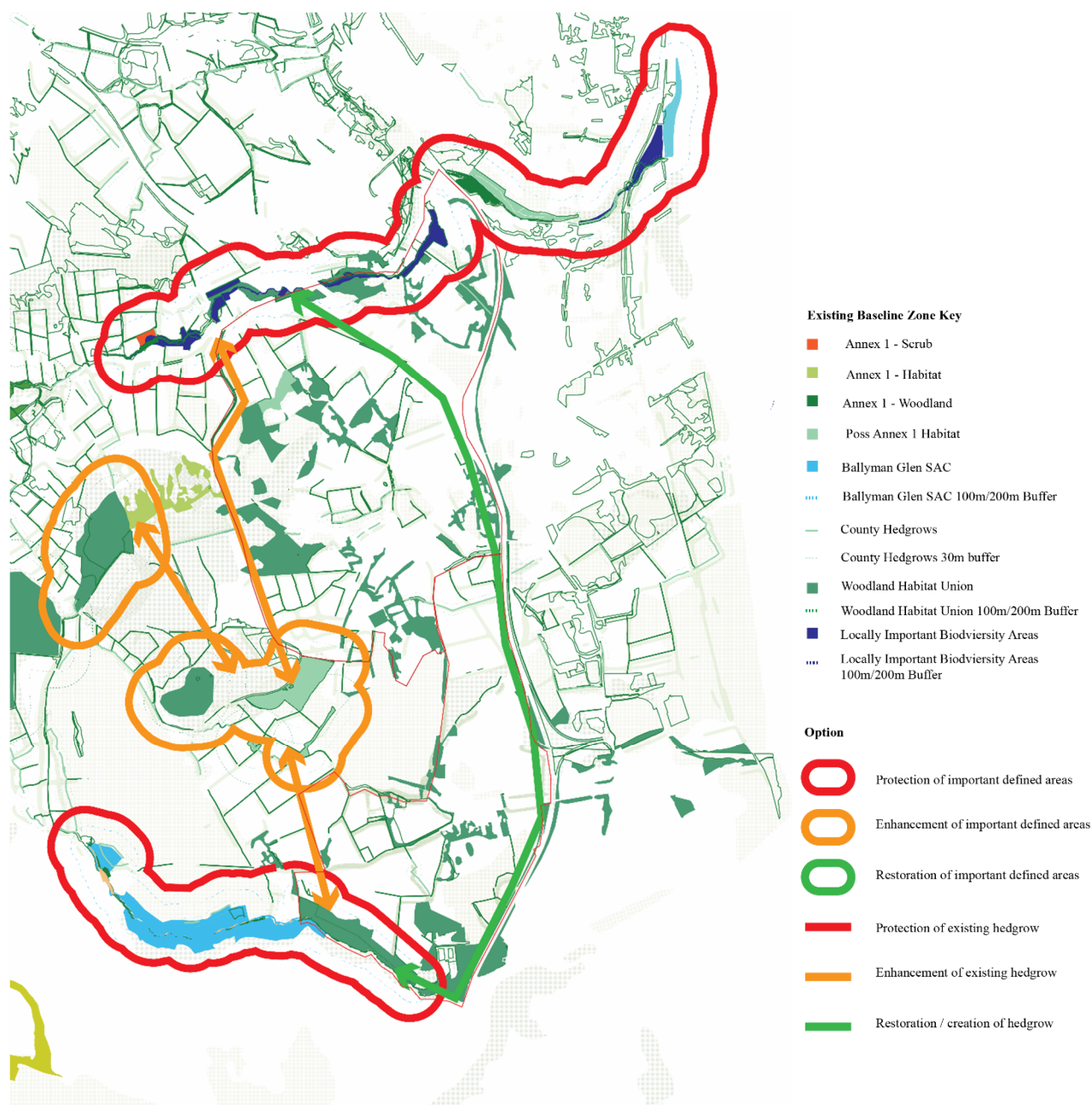


Figure 2-18 Ecology Option 3

Option 4

Option 4 is shown in Figure 2-19 below. This option differs from all other options in directing resources focusing nature conservation efforts on restoring connectivity along the east of the M11 corridor as included as part of Option 3 and restoring those areas in green, Carrickgollogan, the wooded areas adjacent to Puck's Castle Lane, and locally important biodiversity site adjacent to the Annex 1 habitat. As per Option 3, this option would help provide connectivity from north to south along the eastern spine of the site as well as provide connectivity perpendicular to 750m of county importance hedgerow and 750m of moderate importance hedgerow. Heterogeneity of good quality habitat is limited in this option but would enhance connectivity between the Ballyman Glen SAC and pNHA to the south and Loughlinstown Woods pNHA and Ticknick, Bride's Glen east and Heron Bridge LIAs to the north.

As per Option 3, this option would benefit all species including mammal and bird species and would most likely benefit grey banded mining bee and small sallow mining bee.

Resources are therefore focused on restoration of the key areas to the west and a linear strip of woodland/hedgerow habitat to the east. This may mean more benefits being realised in core areas to the east with however less connectivity to and from those areas.

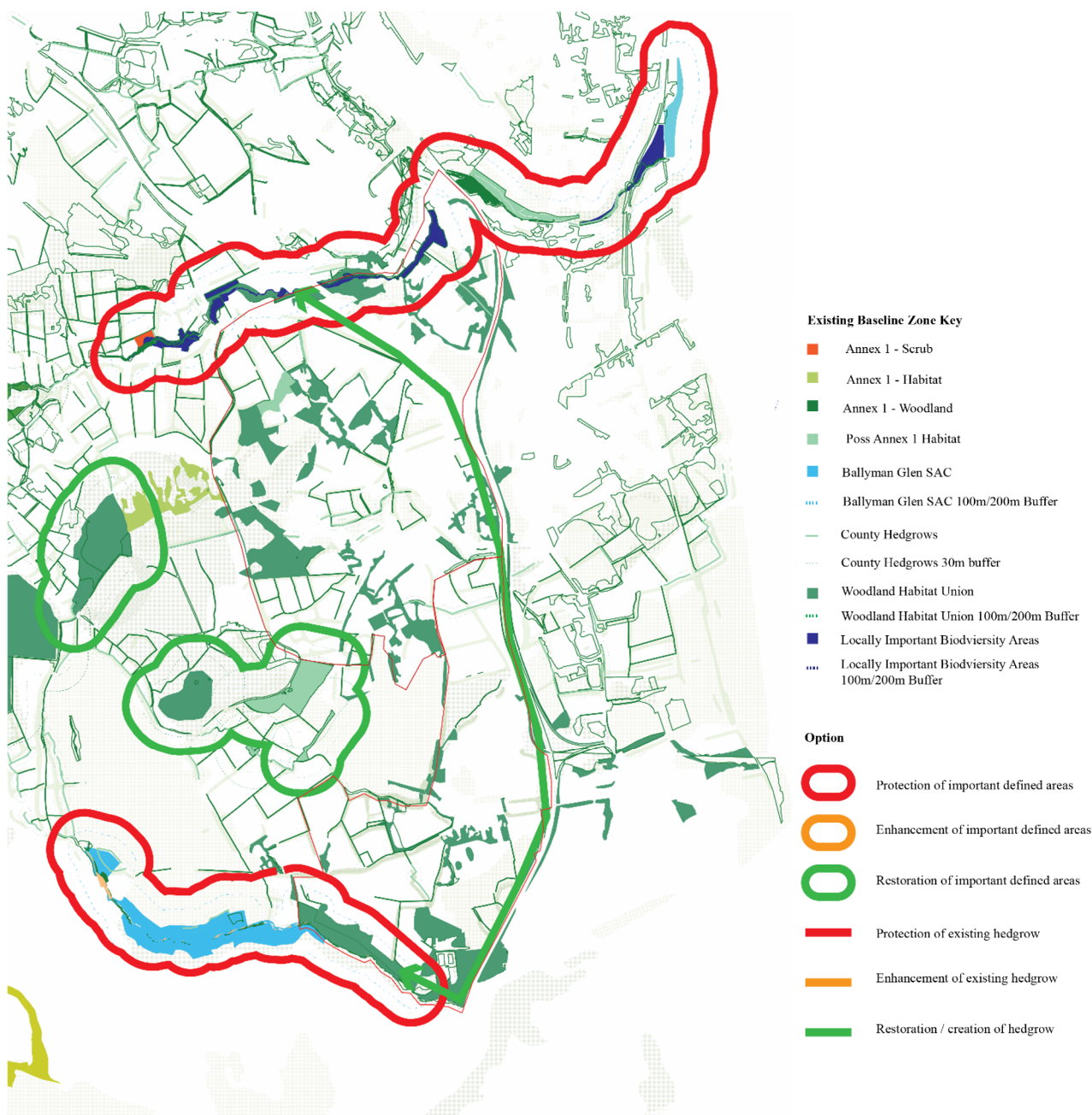


Figure 2-19 Ecology Option 4

A Strengths, Weaknesses, Opportunities and Threats (SWOT) analysis of the options was undertaken utilising an options scoring system to provide a holistic evaluation of habitats, considering multiple factors crucial for biodiversity conservation. The analysis sought to prioritise conservation efforts, identifying areas for habitat restoration and guide land use planning to support and enhance biodiversity.

In terms of biodiversity Option 2 is preferred and opportunities to include semi-natural habitats as part of proposed parks in a sympathetic way is encouraged. Habitats will be enhanced and restored with consequential benefits for all species including bats, birds and badgers with invertebrates also benefitting. While no direct connection is achieved regarding policy ambition to connect Shanganagh Park to Rathmichael Wood, this option may assist in improving east west connections.

However operational pressures will be considerable in this option, and this would need to be managed to protect the wider ecological interest the option could cater for, in particular taking measures to manage light pollution and dog walking. Core nature conservation areas should be clearly demarcated and realised in any proposals with restrictions placed as necessary on any activities which might have adverse effects on those nature conservation areas. For example dog walking is a highly disturbing activity for any species such as birds and mammals. In particular if skylark is seen as a target species for nesting in an area then human recreational activities including dog walking would need to be excluded.

Pursuit of Option 2 in itself should not preclude the development from also pursuing Options 1, 3 and 4, and indeed thoughtful consideration could de-risk proposals as well as provide for a more pleasant living environment. Pressures around options 1, 3 and 4 are much less substantial and embedding the options, even partially, could be synergetic to the wider project and policy ambitions. For instance, incorporation of measures for Option 1 would facilitate the extension of the Cherrywood Green Infrastructure into the plan area as well as provide a buffer between the project proposal and locally important biodiversity areas and a watercourse to the north.

Table 2-11 below outlines the proposed Green Infrastructure & Biodiversity infrastructure requirements as outlined in Table 6-1 in the Part 3 Options Development and Assessment Report and as carried forward into the Part 4 Report.

Table 2-11: Infrastructural Requirements – Green Infrastructure & Biodiversity

Infrastructure / Spatial Element	Sub-Element	Infrastructure Requirements
Green Infrastructure & Biodiversity	Green Infrastructure & Biodiversity	<ul style="list-style-type: none"> Protect existing green infrastructure and encourage and facilitate, the development, design and management of high quality natural and semi-natural areas Expansion of the Rathmichael Woods Gateway Park and the Brides Glen to incorporate areas of biodiversity The potential integration of attenuation ponds as part of the green infrastructure network

2.11 Preliminary Settlement Strategy

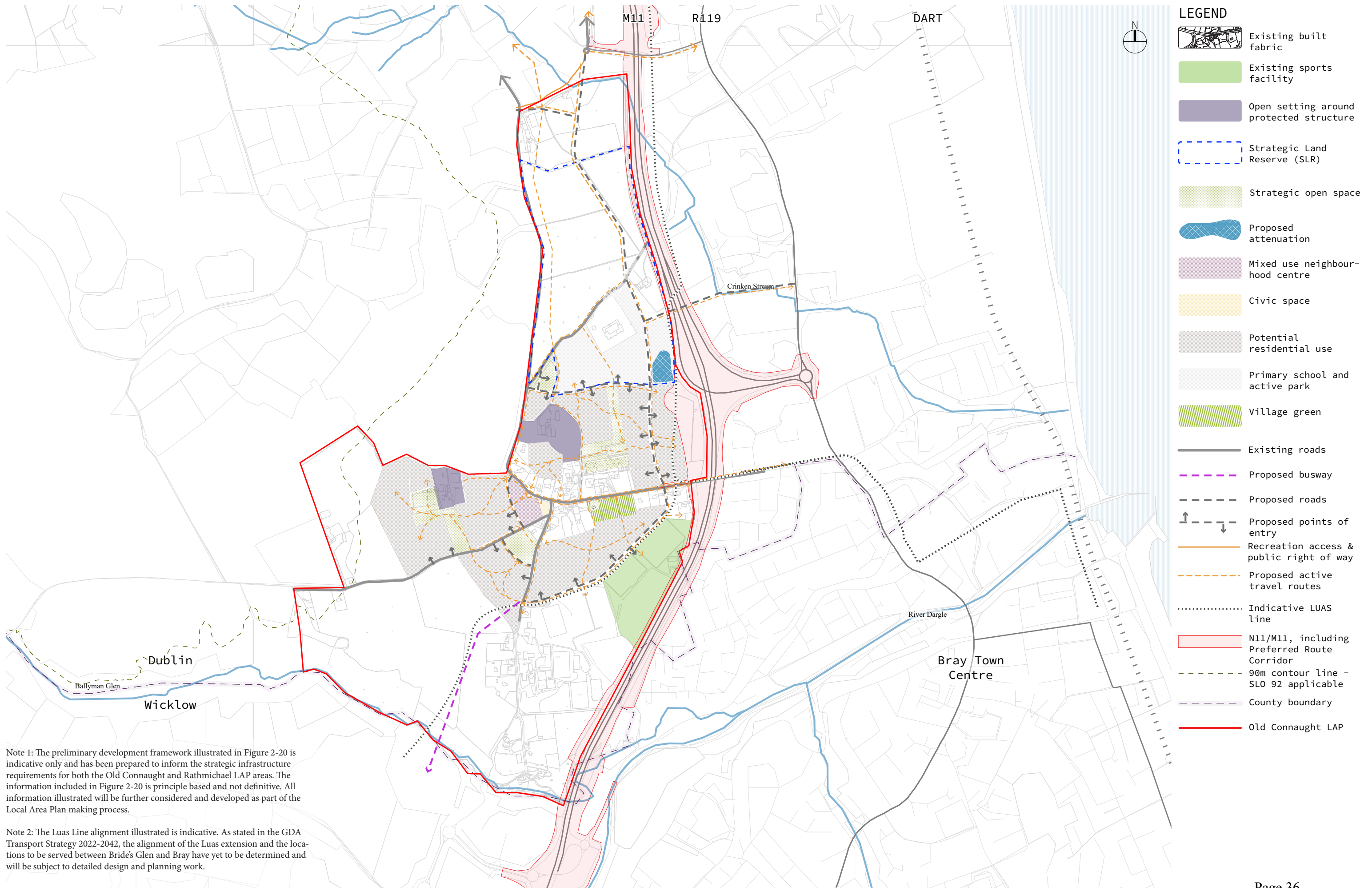
2.11.1 Overview

The Old Connaught and Rathmichael LAP areas exhibit distinct characteristics, each presenting unique challenges that require tailored spatial approaches to effectively provide for proper planning and sustainable development. The starting point in the development of a preliminary Settlement Strategy is to outline the context in terms of planning policy and objectives. A comprehensive assessment of relevant policy is contained in the ICAS Baseline Report.

As set out in the previous sections, the ICAS addresses a variety of infrastructural elements including green infrastructure and biodiversity, heritage and conservation, open space, parks and recreation, water and wastewater, drainage, social infrastructure - community and education facilities, utilities - power supply and telecommunications, and spatial planning and housing. The consideration of these infrastructural elements was progressed in parallel with the ABTA process to understand the transport needs for the LAP areas. Based on the analyses undertaken, existing assets and constraints and both existing and proposed infrastructural elements, were considered and integrated in order to develop a multidisciplinary infrastructure framework to support the proper planning and sustainable development of the Old Connaught and Rathmichael LAP areas. In tandem with this integrated analysis approach a high-level preliminary settlement strategy and preliminary development framework was developed for both areas. Details of the process undertaken is provided in the ICAS Part 3 Report - Options Development and Assessment and this analysis is carried forward to the Part 4 Report.

Through the above integrated analysis approach, high-level development frameworks were developed for both Old Connaught and Rathmichael and these are illustrated in Figure 2-20 and Figure 2-21.

It is highlighted that the preliminary development frameworks were prepared for the purpose of the ICAS Study and to provide a more detailed framework and evidence basis to establish and inform the strategic enabling infrastructure requirements to facilitate plan-led development in the two LAP areas. The preliminary development frameworks are principle based, preliminary in format and not definitive. It is acknowledged and recommended that the frameworks are further considered and assessed as part of the Local Area Plan making process for each respective area.



Note 1: The preliminary development framework illustrated in Figure 2-20 is indicative only and has been prepared to inform the strategic infrastructure requirements for both the Old Connaught and Rathmichael LAP areas. The information included in Figure 2-20 is principle based and not definitive. All information illustrated will be further considered and developed as part of the Local Area Plan making process.

Note 2: The Luas Line alignment illustrated is indicative. As stated in the GDA Transport Strategy 2022-2042, the alignment of the Luas extension and the locations to be served between Bride's Glen and Bray have yet to be determined and will be subject to detailed design and planning work.

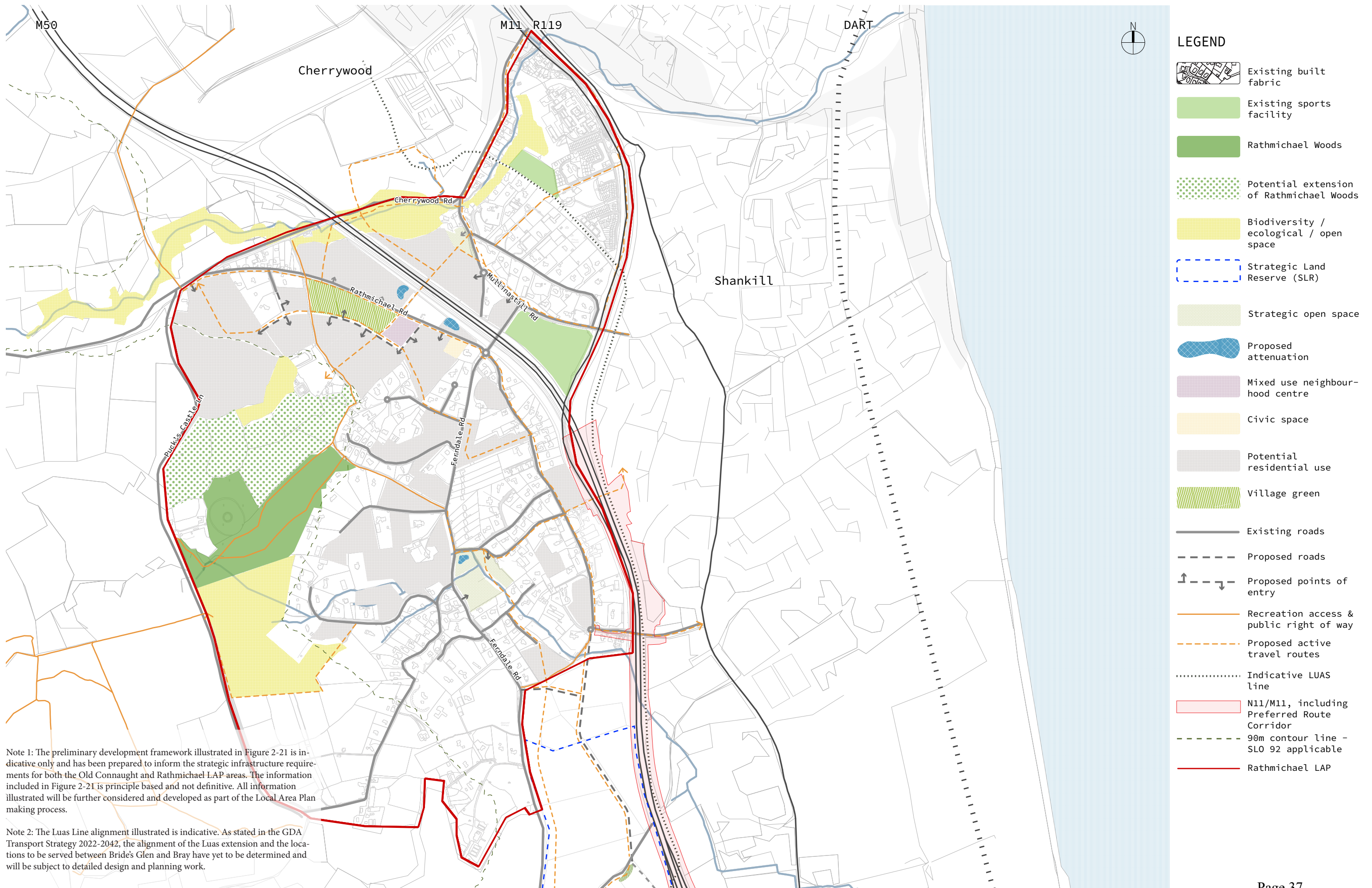


Figure 2-21: Preliminary Development Framework - Rathmichael

2.12 Infrastructure Requirements

The identified infrastructure for the two LAP areas is summarised in Table 2-12 below, and represented visually in Appendix B. This includes infrastructure for all disciplines including transport, green infrastructure and biodiversity, strategic open spaces, parks and recreation, heritage and conservation, water, waste water and drainage, community facilities and education. It is noted that not all infrastructure identified in Table 2-12 may be categorised as strategic enabling infrastructure; that being infrastructure that is strategic in function, and which enables sustainable residential development. Two land parcels are within dlr ownership for which details of the infrastructural requirements are outlined in Sections 3.4.8 and 3.5.7.

Table 2-12: Infrastructure Requirements - Summary

Infrastructure / Spatial Element	Sub-Element	Infrastructure Requirements
Transport	Active Travel	<ul style="list-style-type: none"> • Upgrade of Herenford Lane / Lehaunstown Lane • Provision of SLO 150 - Active Travel Link from Rathmichael Road to Cherrywood • Potential active travel link connecting Rathmichael and Cherrywood via the viaduct • Active travel link from Rathmichael Road via Brides Glen Road to Cherrywood • Provision of active travel link between Falls Road and Parc Na Silla Rise • Active Travel upgrades along Stonebridge Road from the roundabout junction of Ferndale Road to the junction with Dublin Road, part of which is proposed as part of the BusConnects Bray to City Centre CBC. • Bus Gates on Old Connaught Avenue • Love Lane and Love Lane Bridge • Active Travel Connection between Love Lane bridge and Fassaroe Lane • Internal Active Travel Network including north-south route parallel to Ferndale Road and an internal connection across M50, approximately 500m west of Stonebridge Road bridge • Designation of a Greenway route connecting Cherrywood to Bray which utilises a potential bridge between Cherrywood and Rathmichael Road, Rathmichael Road, Ballybride Road, a new link between Crinken Lane and Allies River Road, Old Connaught Avenue and Dublin Road. • Crinken Bridge - Active travel upgrades
	Public Transport	<ul style="list-style-type: none"> • Provision of a bus route running along Cherrywood Road, Brides Glen Road, Rathmichael Road, Ferndale Road, linking onto the proposed new North-South Link road and on to Old Connaught Avenue, with an additional route serving Fassaroe. • Accommodate for future Luas provision. • Accommodate for future provision of bus way bridge linking Fassaroe and Old Connaught across the Ballyman Glen.
	Vehicular Circulation	<ul style="list-style-type: none"> • Provision of a new road running North-South, connecting Ballybride Road/Crinken Lane with Old Connaught Avenue. • Provision of new road connecting Ferndale Road and the new North-South link Road • New development roads in the periphery of Old Connaught Village which allow for the removal of through traffic along Old Connaught Avenue • Conversion of Ballybride Road and Lordello Road to one-way circulation to allow for the provision of cycle facilities along these roads without the necessity for road widening. • Provision of a new road and bridge linking Old Connaught to the Old Dublin Road (N11 Overbridge to Dublin Road or N11/M11 Junction 4 to Junction 14 Improvement Scheme in this vicinity.) • Road upgrades

Infrastructure / Spatial Element	Sub-Element	Infrastructure Requirements
Green Infrastructure & Biodiversity, Open Space, Parks and Recreation, Heritage & Conservation	Green Infrastructure & Biodiversity	<ul style="list-style-type: none"> • Protect existing green infrastructure and encourage and facilitate, the development, design and management of high quality natural and semi-natural areas • Expansion of the Rathmichael Woods Gateway Park and the Brides Glen to incorporate areas of biodiversity • The potential integration of attenuation ponds as part of the green infrastructure network
	Open Space, Parks and Recreation	<ul style="list-style-type: none"> • Enhancement and extension of Rathmichael Woods as a Gateway/District Park. • New Active Park at Old Connaught • A range of other Strategic Open Spaces • New Village Green's at both Old Connaught and Rathmichael • Civic spaces/village centres. • Provision of greenways network and linear green connecting spaces
	Heritage & Conservation	Protect, encourage and facilitate the development, design and management of cultural heritage assets
Water	Potable Water	<p>Old Connaught: Develop new looped watermain networks connecting to existing watermains to serve new developments.</p> <p>Rathmichael: Develop new looped watermain networks connecting to existing watermains to serve new developments.</p>
	Wastewater	<p>Old Connaught:</p> <ul style="list-style-type: none"> • Develop new gravity wastewater sewer network to serve new developments and existing dwellings within the LAP area. • 1 no. wastewater pumping station and associated rising main with trenchless crossing of the M11 motorway to connect the Old Connaught LAP area to the existing Uisce Éireann network to the east of the motorway. • Interim temporary proposal for a wastewater rising main in the Old Connaught Avenue bridge and a potential temporary wastewater pumping station <p>Rathmichael:</p> <ul style="list-style-type: none"> • Develop new gravity wastewater sewer network to serve new developments and existing dwellings within the LAP area. • 1 no. wastewater pumping station and associated rising main with trenchless crossing of the M11 motorway to connect the Rathmichael LAP area to the existing Uisce Éireann network to the east of the motorway.
	Storm Water	<p>Old Connaught:</p> <ul style="list-style-type: none"> • Develop new gravity stormwater drainage networks to serve new roads, public realm and development sites within the LAP area. • 1 no. regional pond for stormwater attenuation and treatment. <p>Rathmichael:</p> <ul style="list-style-type: none"> • Develop new gravity stormwater drainage networks to serve new roads, public realm and development sites within the LAP area. • 3 no. regional ponds for stormwater attenuation and treatment.
Sustainable Communities	Community Facilities	<p>Neighbourhood level community facilities at Old Connaught.</p> <p>Neighbourhood level community facilities at Rathmichael.</p>
	Education Facilities	<p>Old Connaught:</p> <ul style="list-style-type: none"> • 1 or more primary schools. <p>Rathmichael:</p> <ul style="list-style-type: none"> • 1 or more primary schools. <p>ICAS area:</p> <ul style="list-style-type: none"> • Potential provision of a post primary school

Infrastructure / Spatial Element	Sub-Element	Infrastructure Requirements
ESB and Telecommunication	ESB	1 no. 38kV substation
	Telecommunication	New fibre cabinet capacity
Energy and Waste	Energy	Explore potential for district heating, renewable energy sources and distribution, geothermal options, heat transfer and climate change heat resilience.
	Waste (Circular Economy)	Reuse and consideration of waste management facilities to serve sustainable development.

Note: Appendix G of the Part 3 - Options Development and Assessment Report provides a full list and descriptions of the transport measures proposed as part of the preferred scenario.

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.

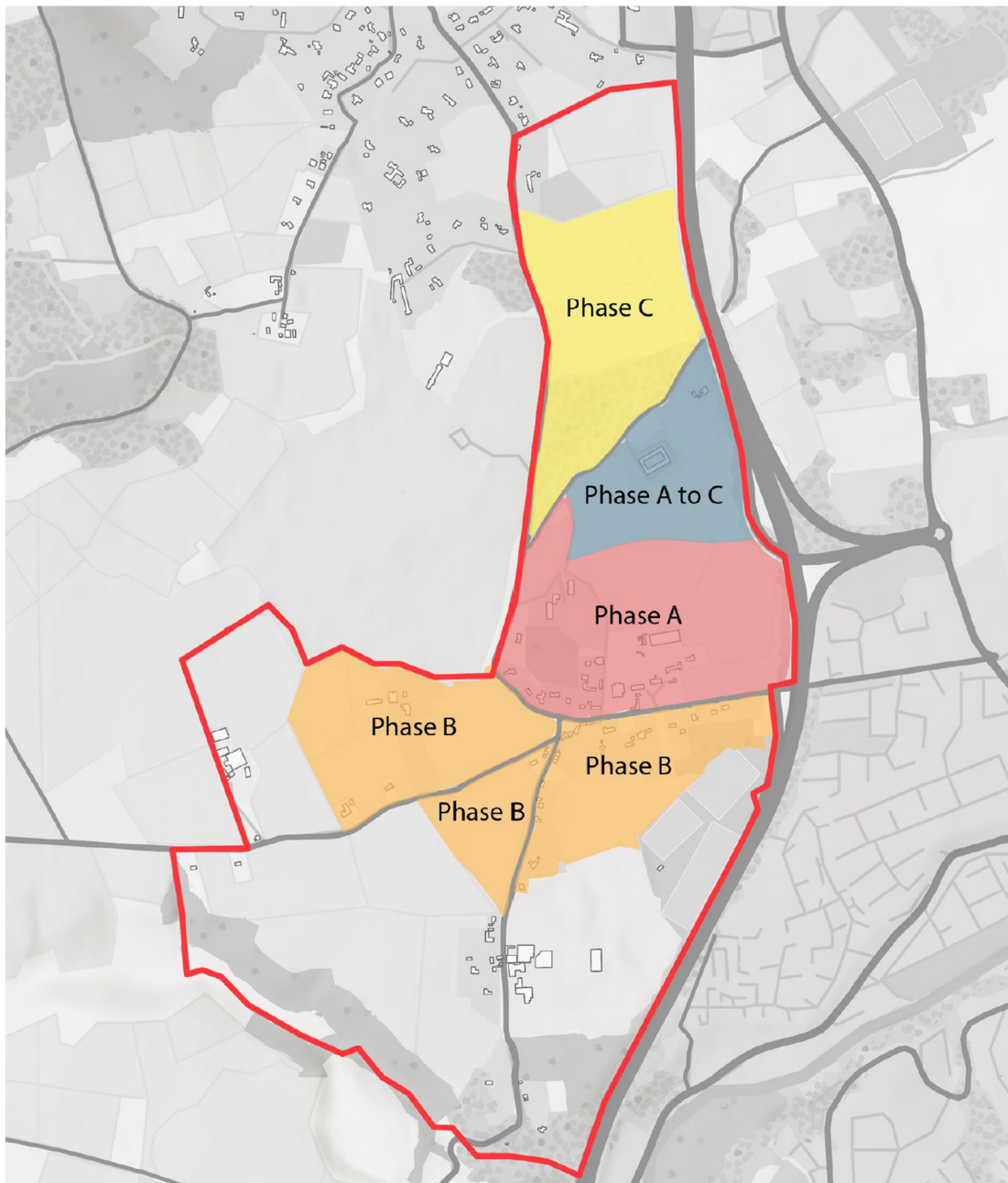


Figure 3-1: Old Connaught Indicative High Level Phasing Strategy

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.

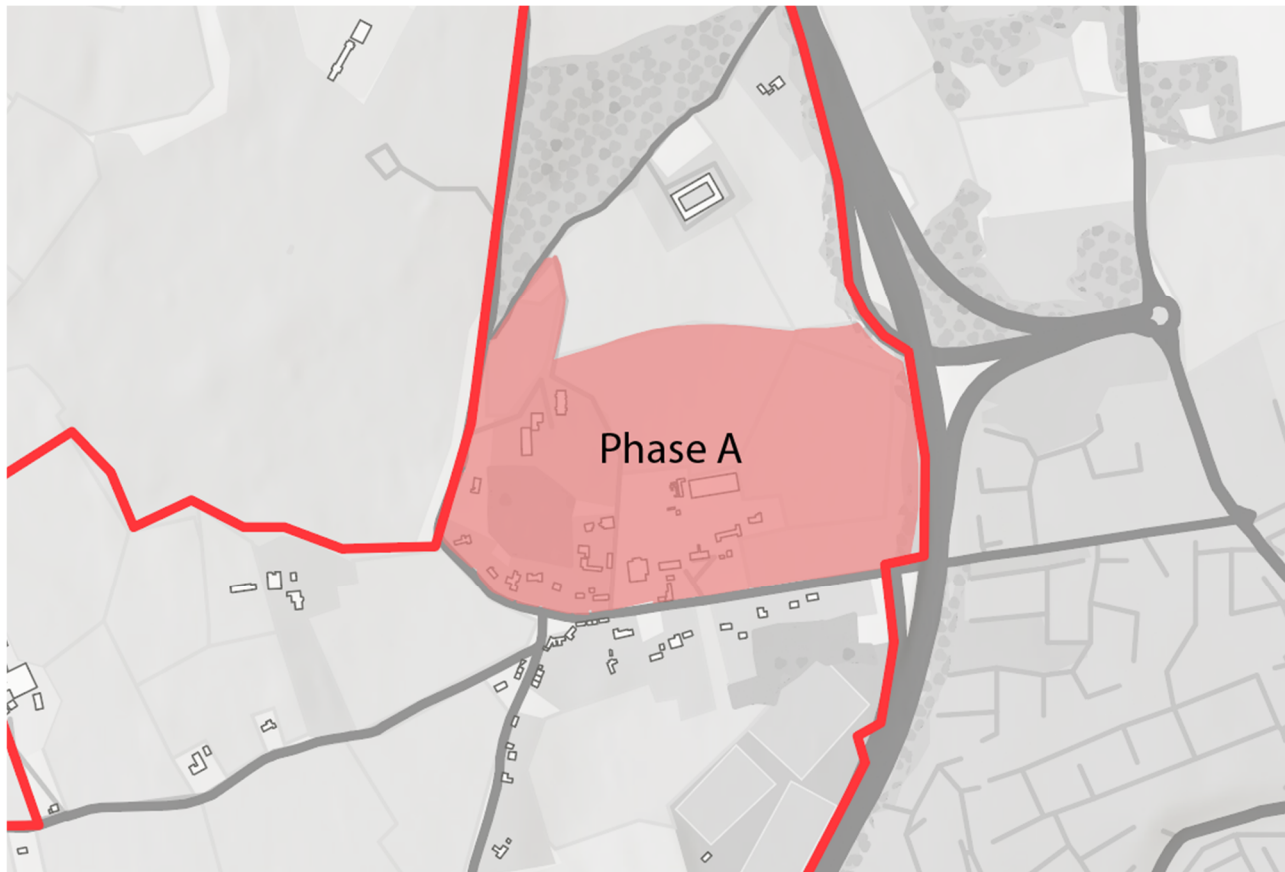


Figure 3-2: Old Connaught Phase A

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

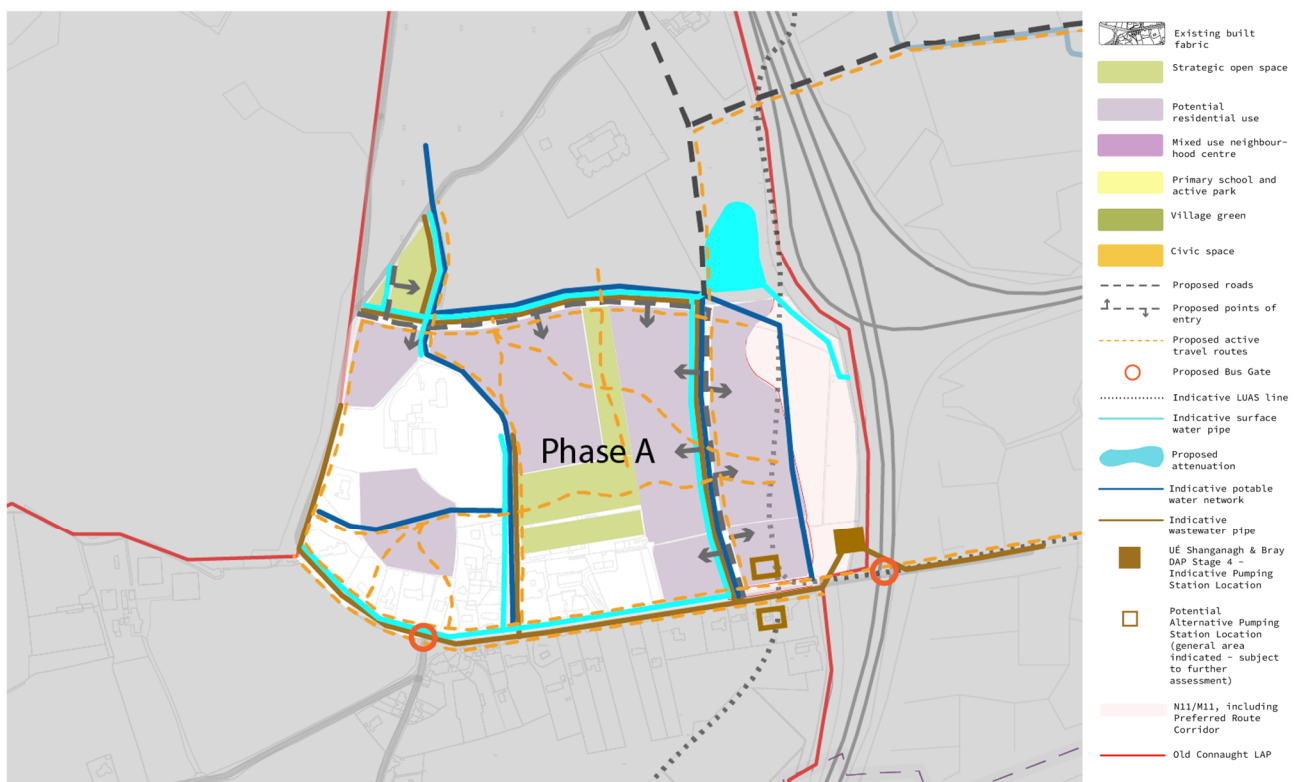


Figure 3-3: Old Connaught Phase A Infrastructure (For context, please see the overall Old Connaught Proposed Infrastructure Phasing Map in Appendix B)

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.

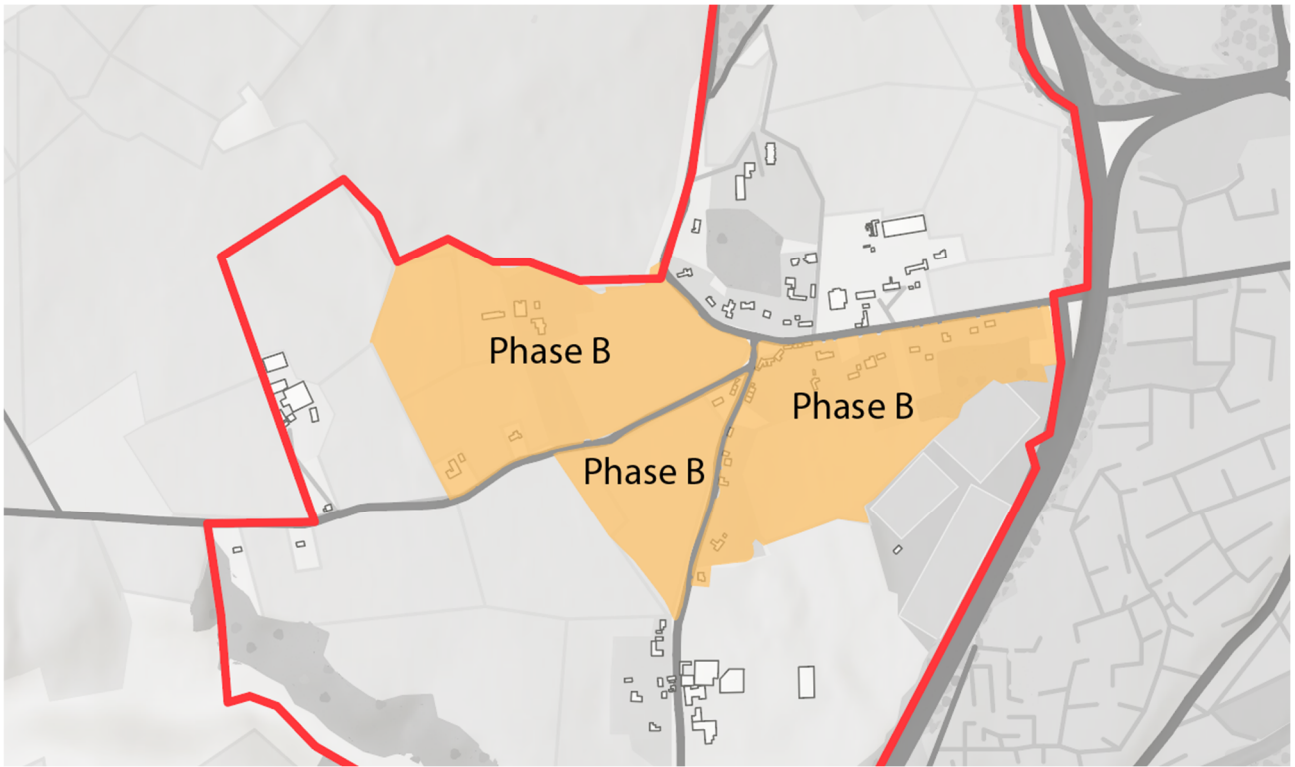


Figure 3-4: Old Connaught Phase B

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	

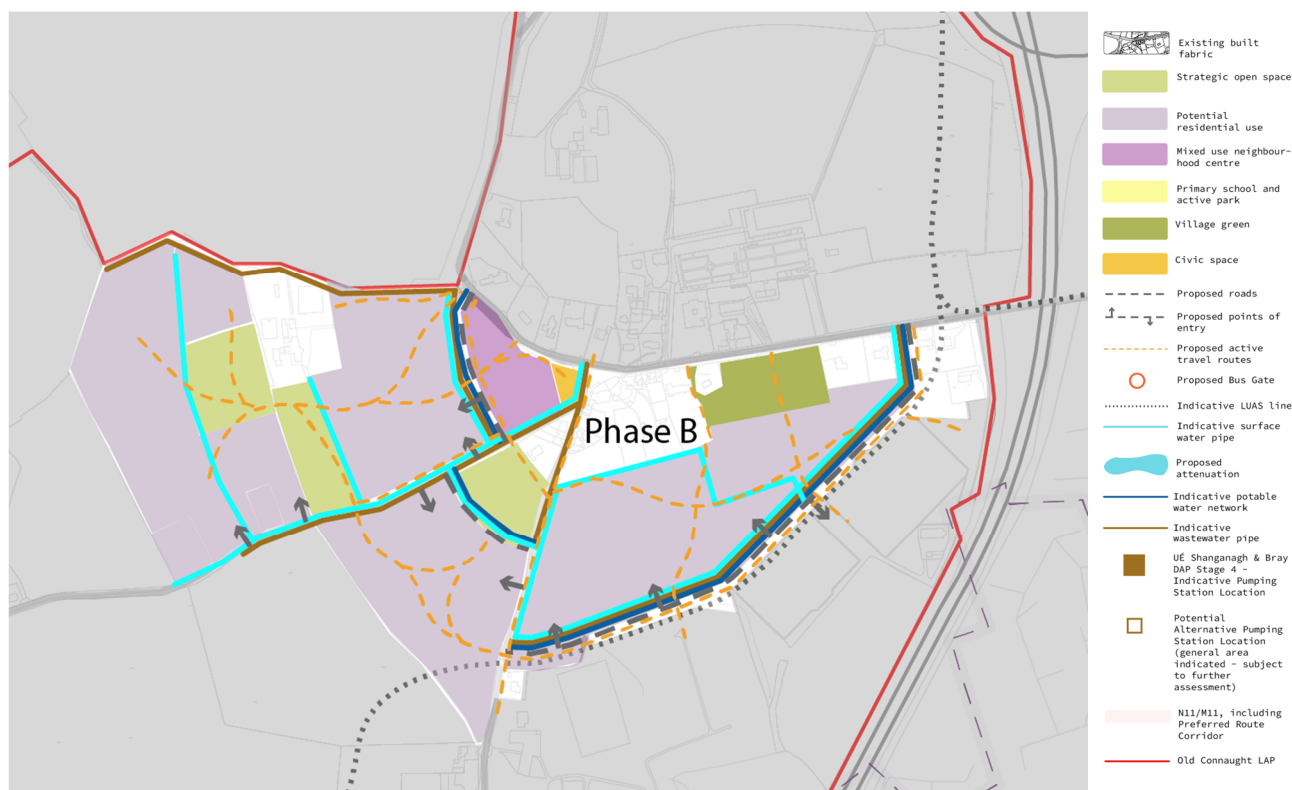


Figure 3-5: Old Connaught Phase B Infrastructure (For context, please see the overall Old Connaught Proposed Infrastructure Phasing Map in Appendix B)

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.

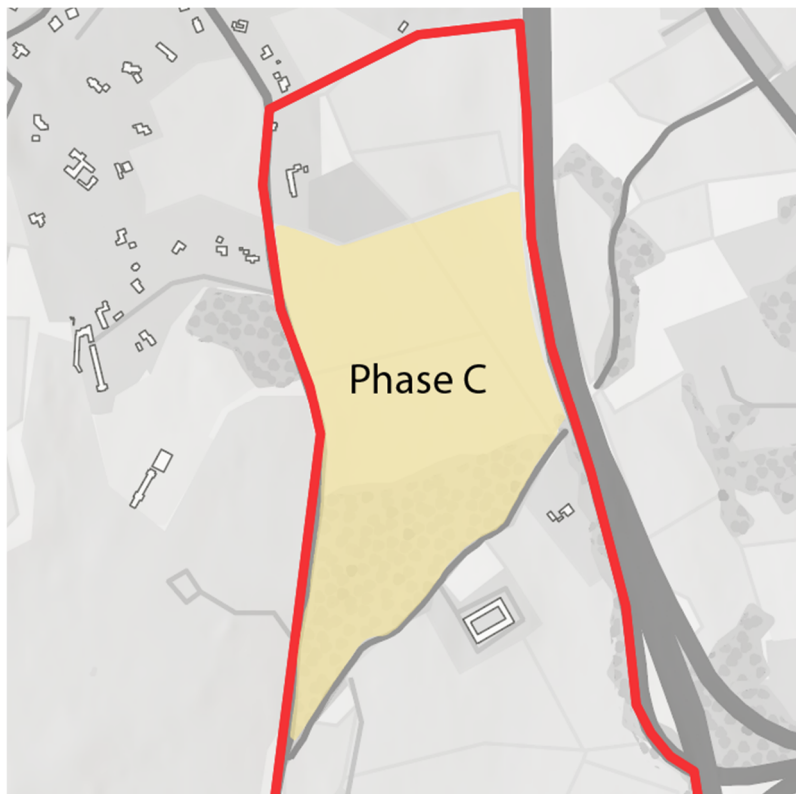


Figure 3-6: Old Connaught Phase C

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.

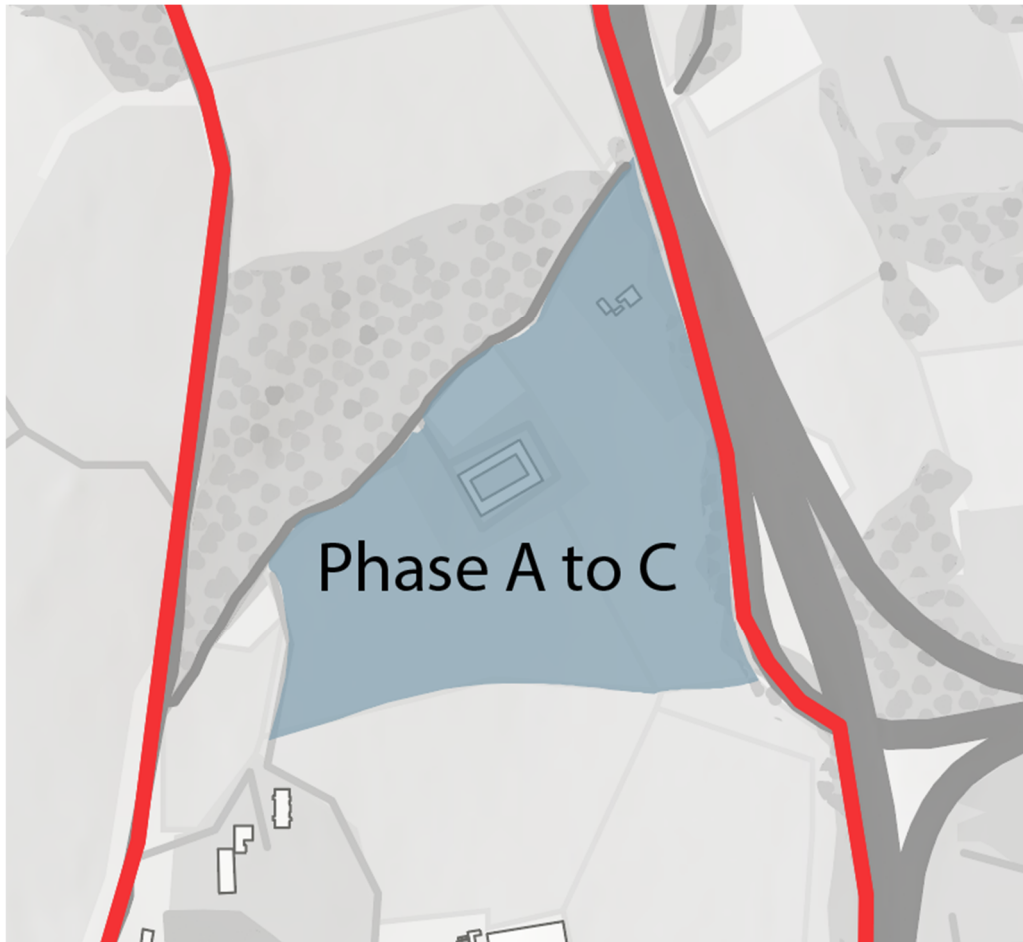


Figure 3-8: Old Connaught Phase A to C

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	

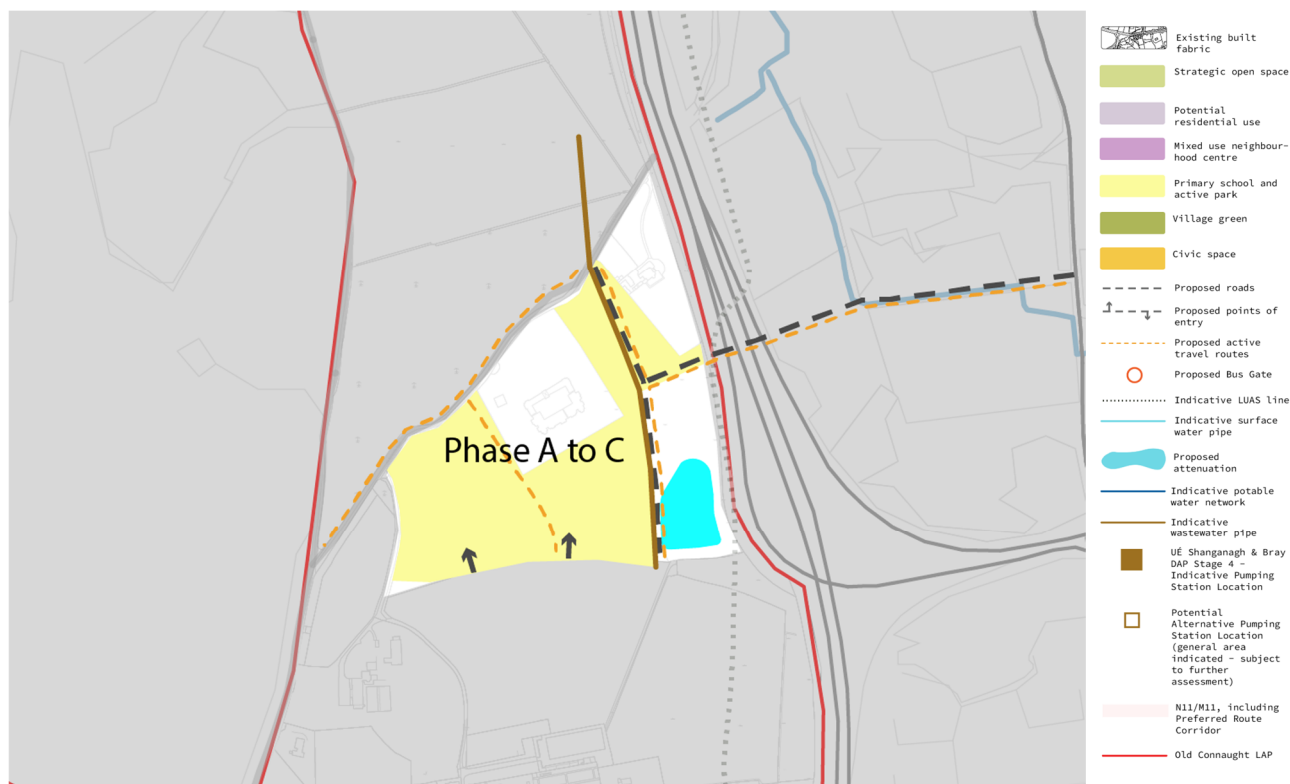


Figure 3-9: Old Connaught Phase A to C Infrastructure (For context, please see the overall Old Connaught Proposed Infrastructure Phasing Map in Appendix B)

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.

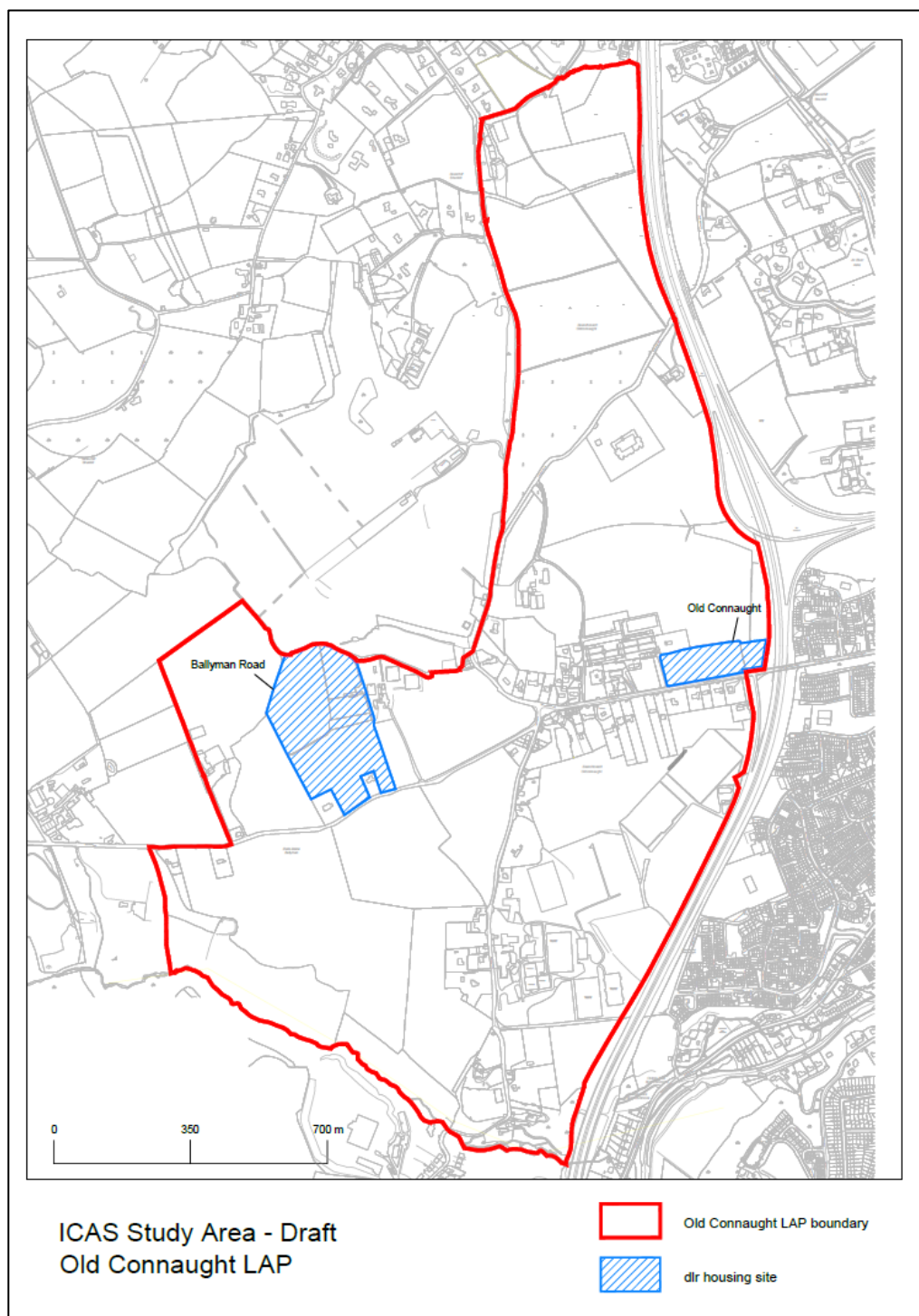


Figure 3-10: dlr Owned Lands at Old Connaught

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.

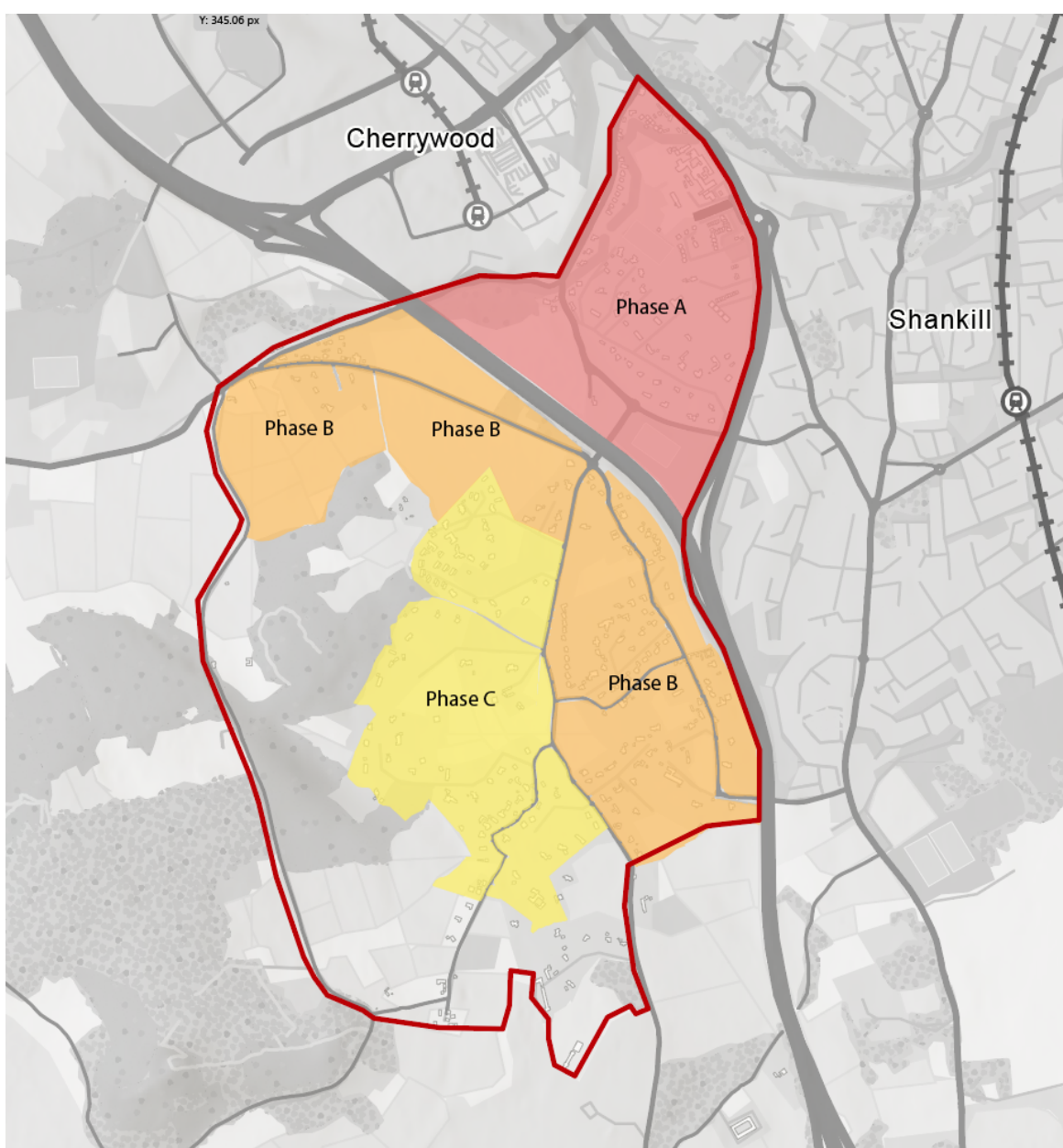


Figure 3-11: Rathmichael Indicative High Level Phasing Strategy

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.

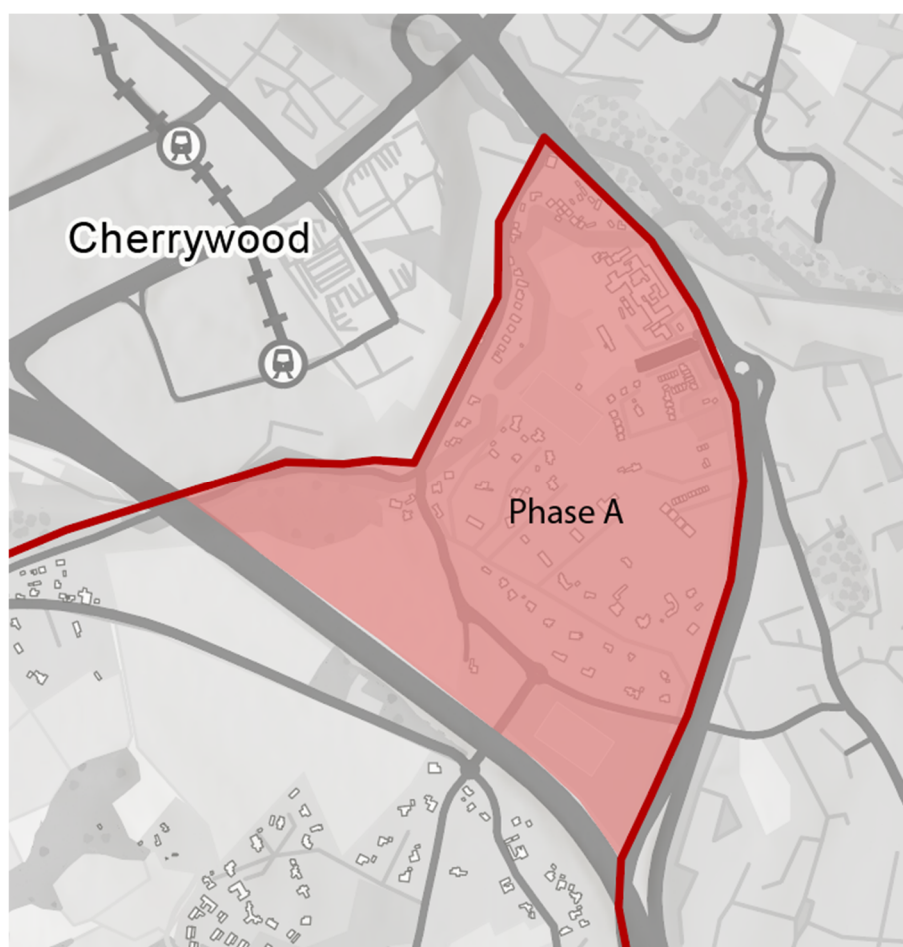


Figure 3-12: Rathmichael Phase A

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		

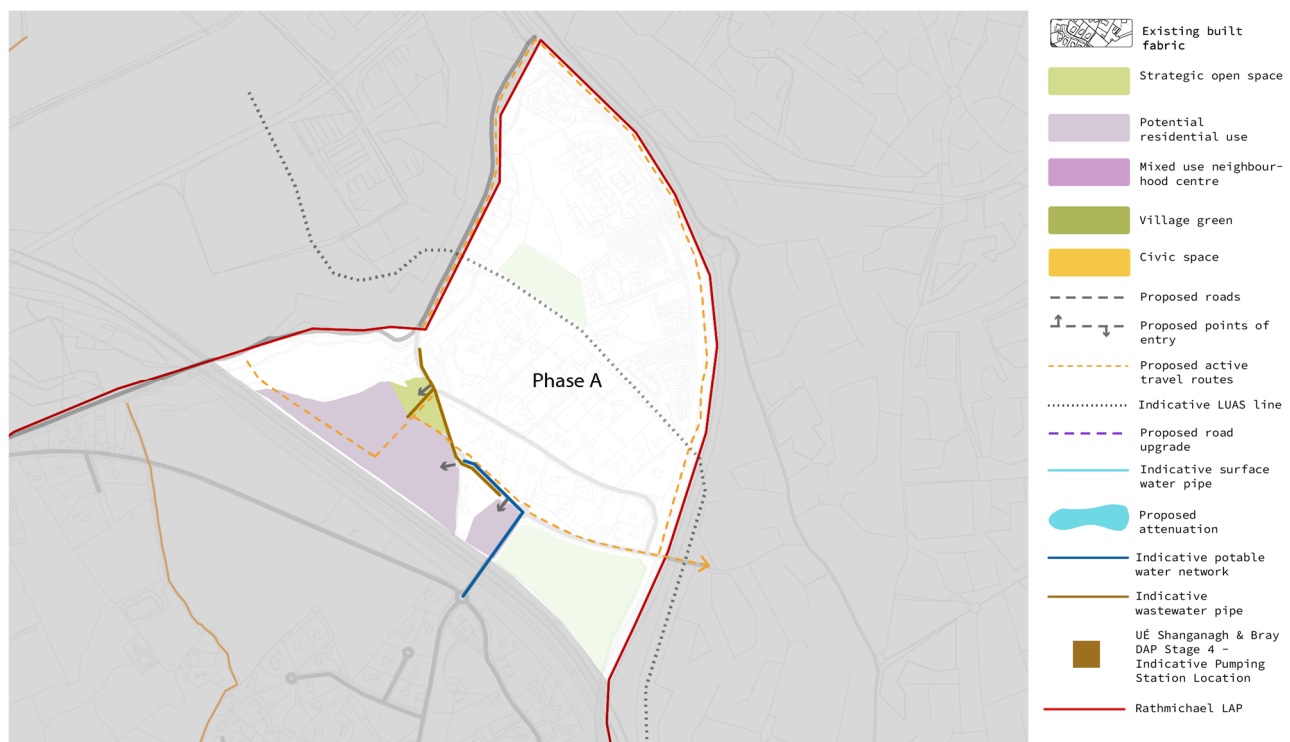


Figure 3-13: Rathmichael Phase A Infrastructure (For context, please see the overall Rathmichael Proposed Infrastructure Phasing Map in Appendix B)

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.

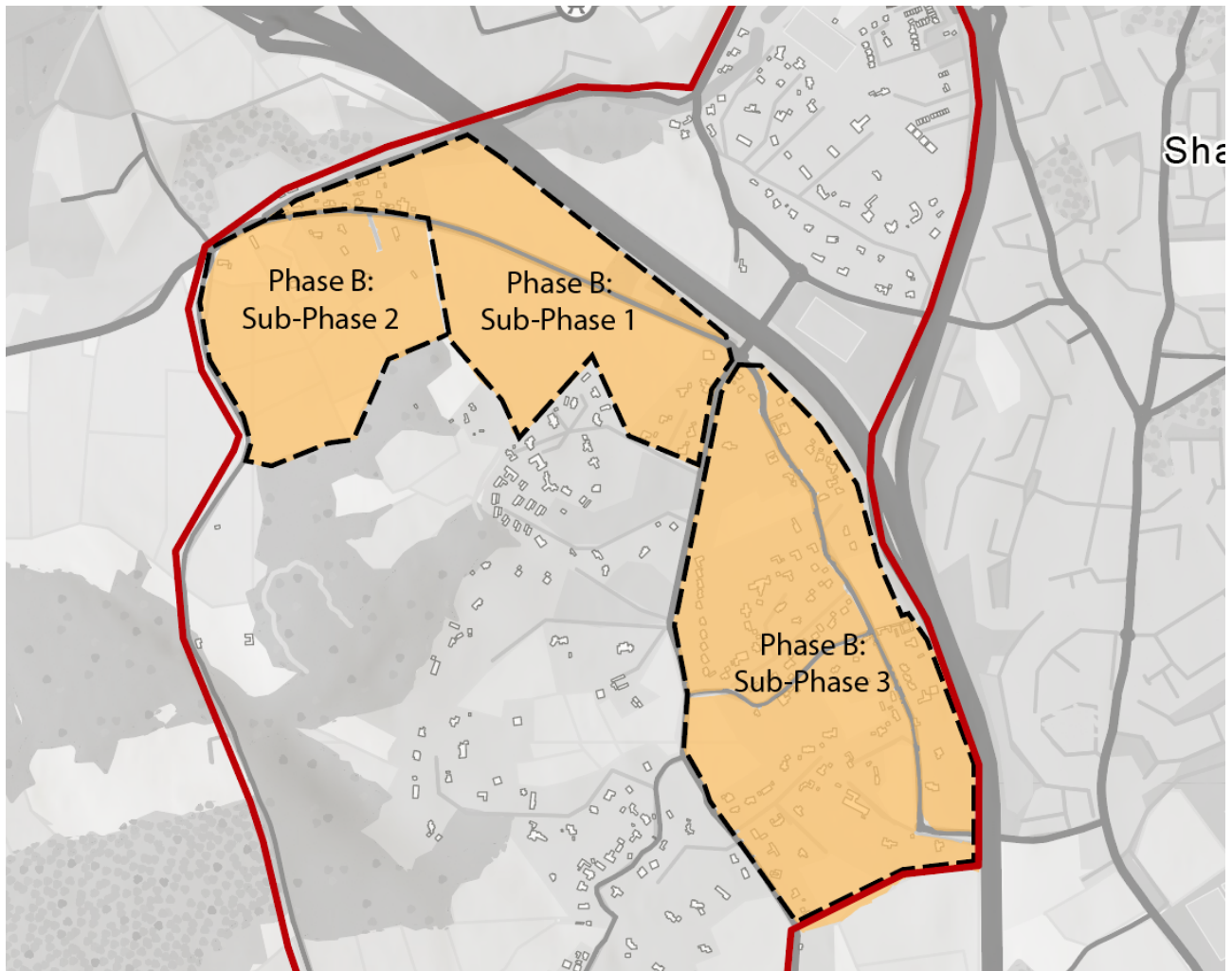


Figure 3-14: Rathmichael Phase B

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		

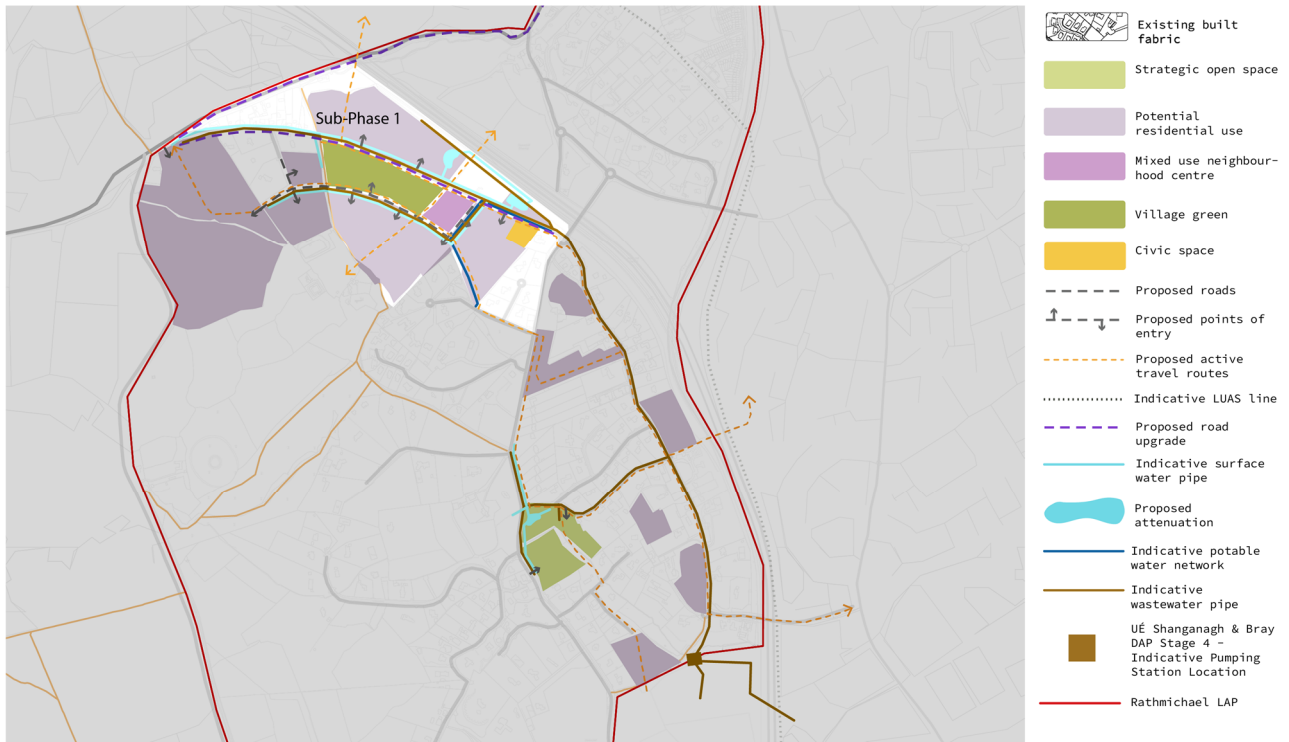


Figure 3-15: Rathmichael Phase B Sub-Phase 1 Infrastructure (For context, please see the overall Rathmichael Proposed Infrastructure Phasing Map in Appendix B)

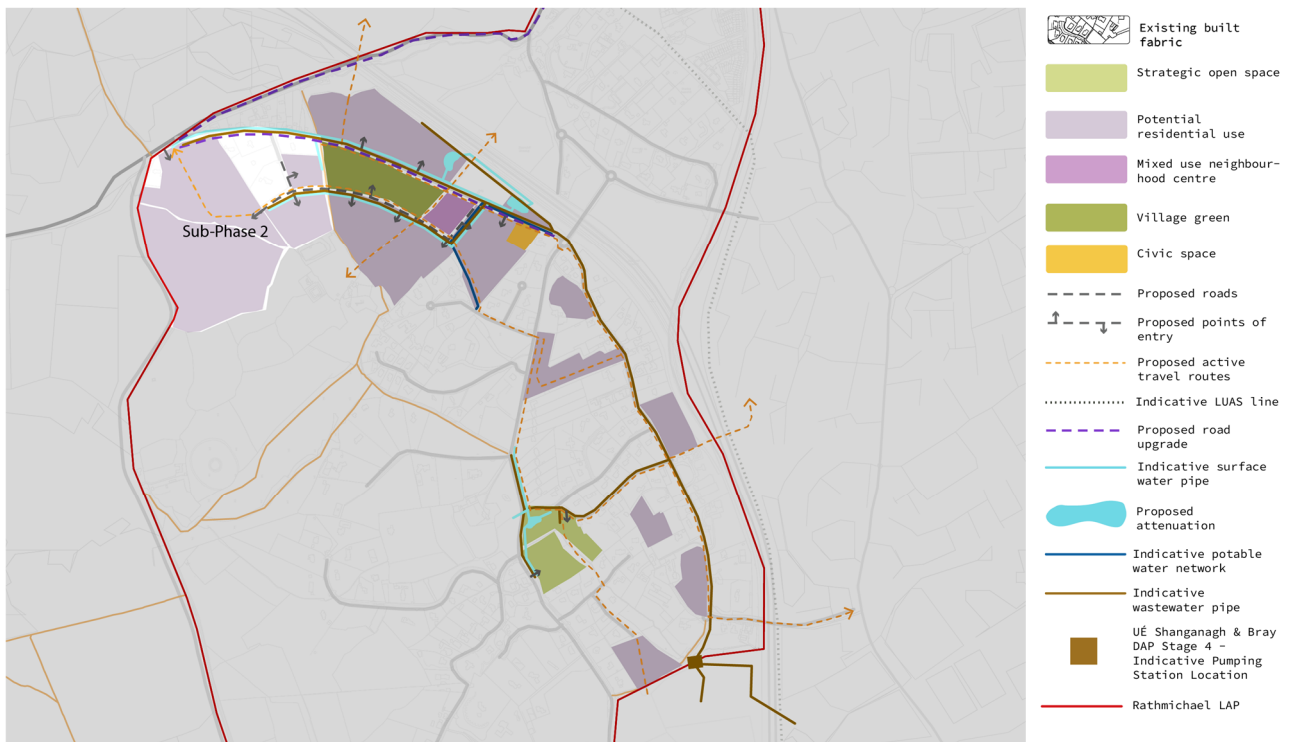


Figure 3-16: Rathmichael Phase B Sub-Phase 2 Infrastructure (For context, please see the overall Rathmichael Proposed Infrastructure Phasing Map in Appendix B)

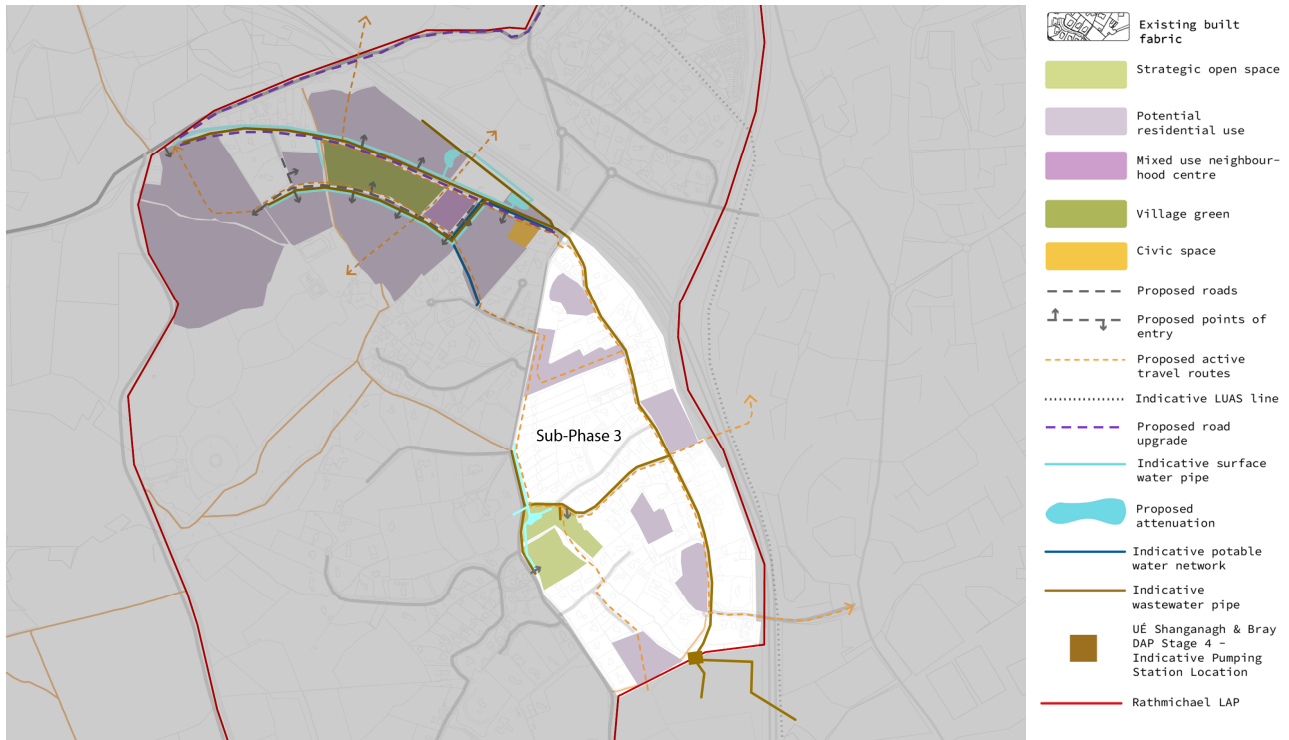


Figure 3-17: Rathmichael Phase B Sub-Phase 3 Infrastructure (For context, please see the overall Rathmichael Proposed Infrastructure Phasing Map in Appendix B)

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.

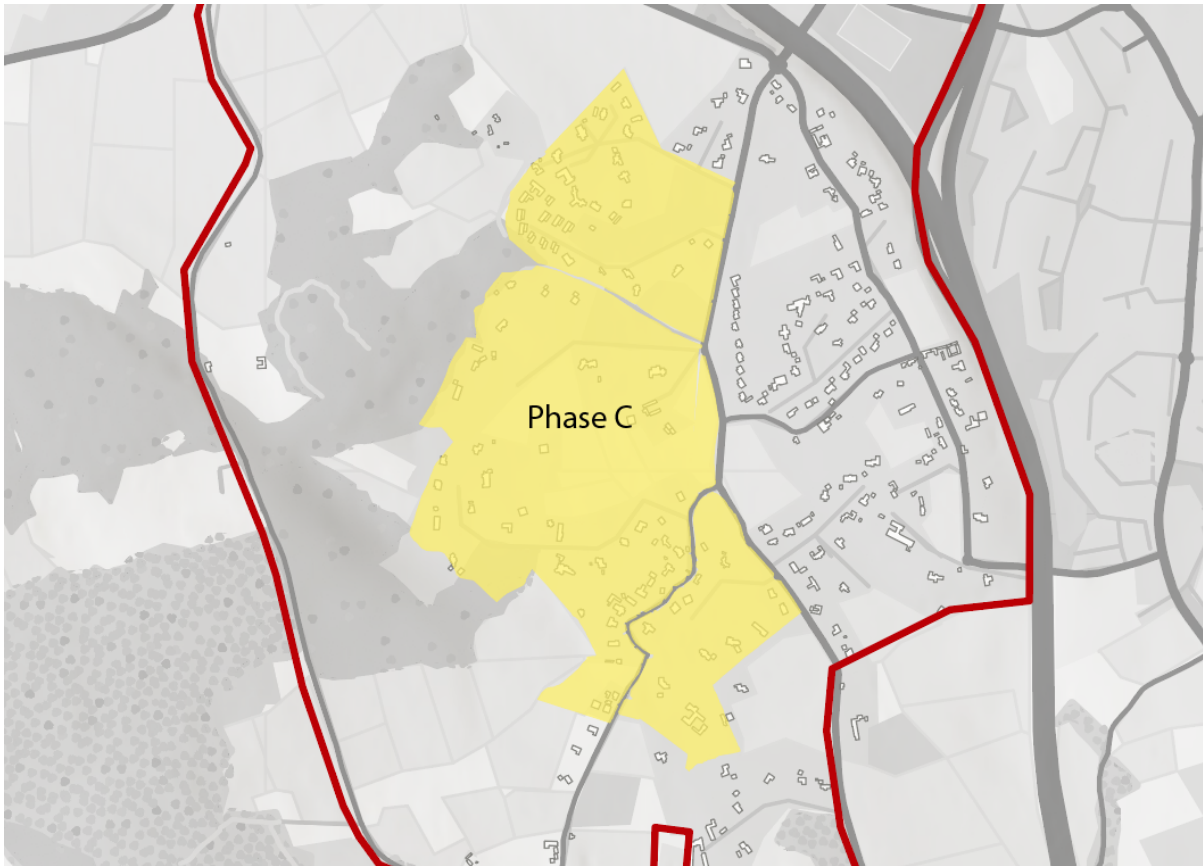


Figure 3-18: Rathmichael Phase C

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		

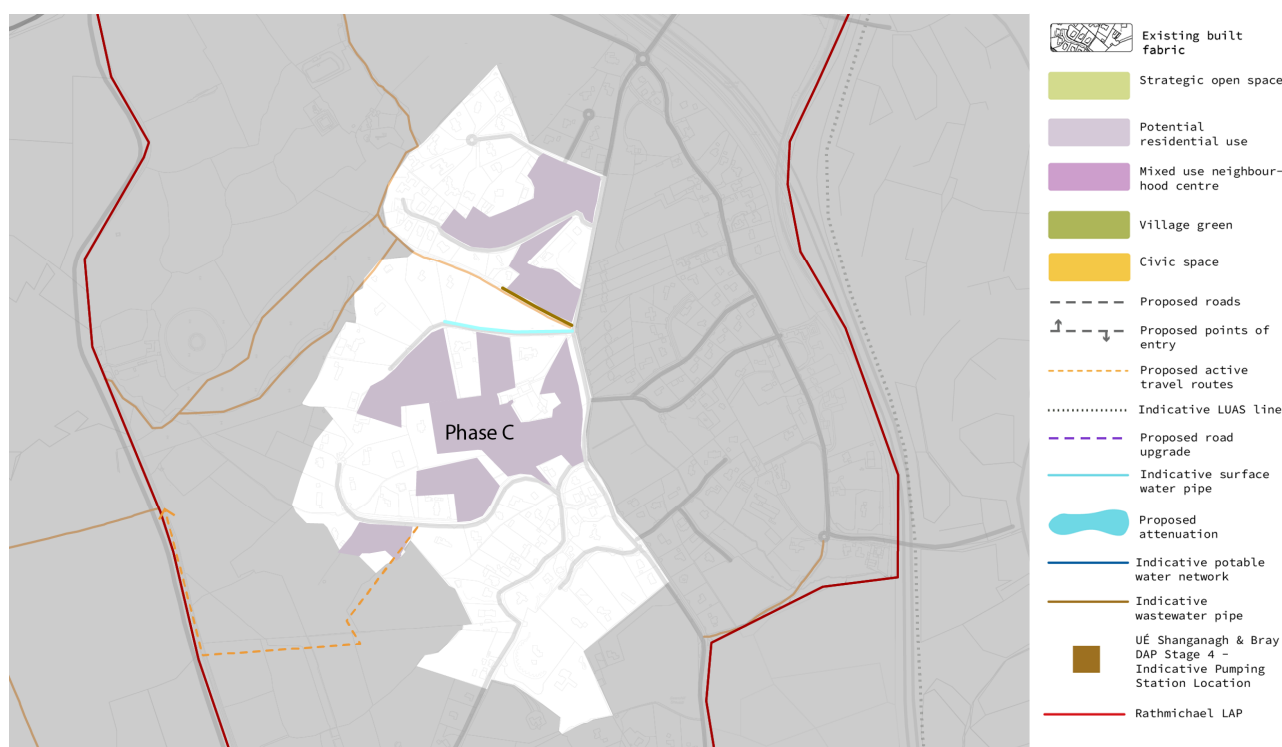


Figure 3-19: Rathmichael Phase C Infrastructure (For context, please see the overall Rathmichael Proposed Infrastructure Phasing Map in Appendix B)

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).

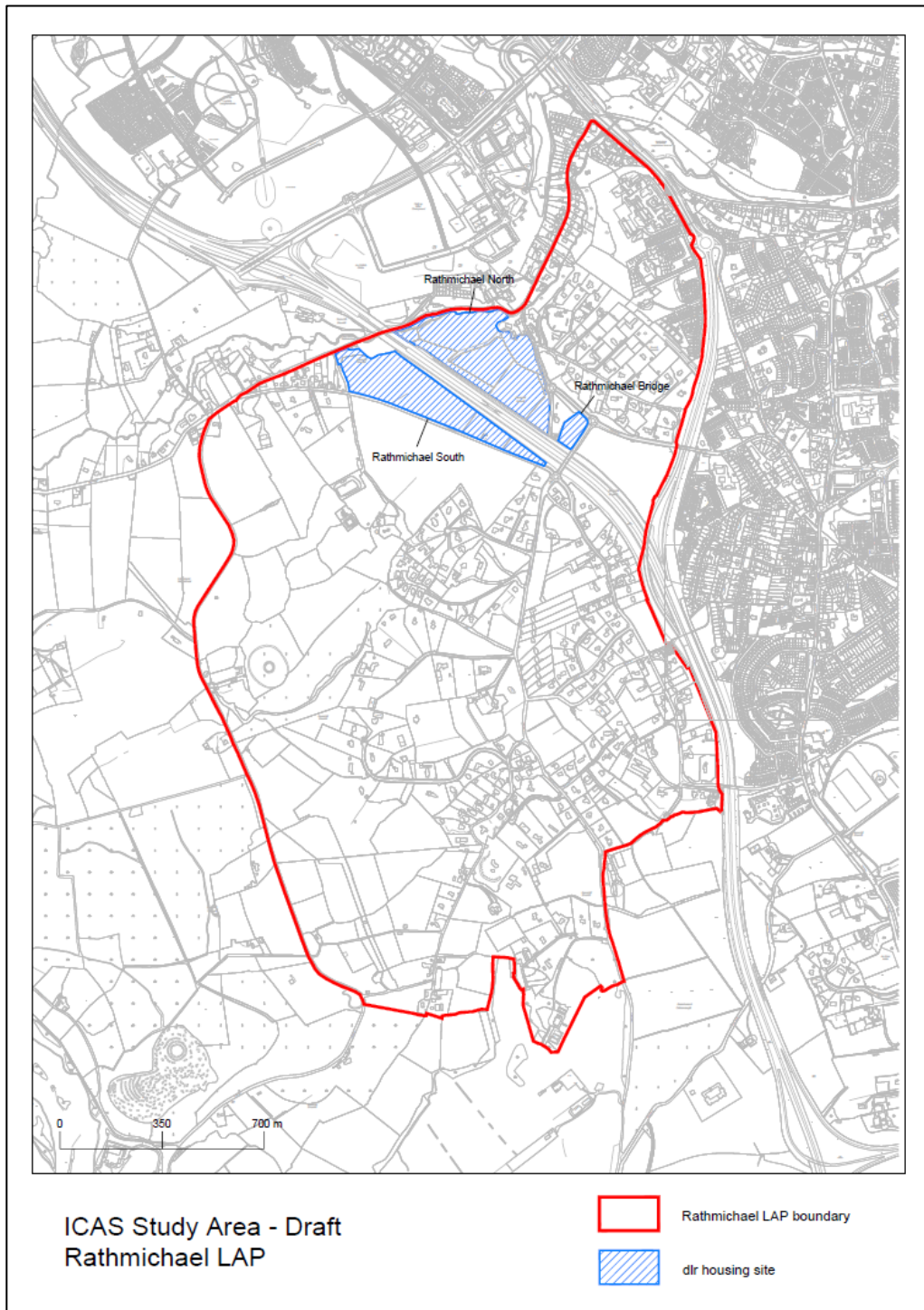


Figure 3-20: dlr Owned Lands at Rathmichael

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)

- Dún Laoghaire-Rathdown County Council Development Contribution Scheme in respect of development in the Cherrywood Planning Scheme Area 2023-2028 – this Scheme comprises the Countywide Contribution + Cherrywood Contribution.

The dlr County Council Development Contribution Scheme 2023-2028 was prepared following the adoption of the dlr County Development Plan 2022-2028. The County Scheme include rates of development contributions effective to all planning permissions across the County of Dún Laoghaire-Rathdown. Under the Scheme, development in the Sandyford Urban Framework Plan Area is subject to both the countywide contribution rate and an additional rate applicable to the Sandyford Urban Framework Plan Area, to fund specific public infrastructure and facilities benefitting development in the Sandyford Urban Framework Plan.

The level of contributions to be levied and paid for the countywide contribution (except where and insofar as an exemption or reduction applies in accordance with Article 6 of the Scheme) is in respect of the different classes of public infrastructure and facilities benefitting development throughout the County, as listed in Appendix II of the County Scheme. It is highlighted that – save for the Cherrywood Road upgrade – the primary strategic enabling level infrastructure required to enable development in the Old Connaught and Rathmichael LAP areas, are not listed in Appendix II of the dlr County Council Development Contribution Scheme 2023-2028, and as such do not fall within its scope of the Scheme for funding.

Dlr County Council has a second, separate, development contribution scheme in respect of development in the Cherrywood Planning Scheme Area for the period 2023-2028. The Cherrywood Section 48 Scheme makes provision for the payment of the countywide contribution in addition to the Cherrywood contribution. An extensive suite of infrastructure and services is required for the full development of the Cherrywood Planning Scheme Area, and these are listed as Appendix III of the Cherrywood Scheme. The internal infrastructure comprises the suite of public infrastructure and facilities that is required only for the purpose of opening-up and supporting development of the Cherrywood Planning Scheme Area lands.

Section 48 – High Level Appraisal

Having regard to the statutory function of Section 48 Development Contribution Schemes, and to Section 48 Schemes currently in operation by Dún Laoghaire-Rathdown County Council, the following is noted:

- Aside from the Cherrywood Road upgrade, the primary strategic enabling level infrastructure required to enable development in the Old Connaught and Rathmichael LAP areas does not fall within the scope of the current dlr County Council Development Contribution Scheme 2023-2028 for funding.
- The Development Contribution Schemes for the Cherrywood Planning Scheme Area presents a potential model to be followed to fund the suite of public infrastructure and facilities that is required only for the purpose of opening-up and supporting development of the Old Connaught and Rathmichael LAP areas.

4.3.2 Section 49 – Supplementary Development Contribution Scheme

Section 49 of the Planning and Development Act 2000 (as amended) provides for the preparation of a supplementary development contribution scheme to facilitate a particular public infrastructure service or project which is provided by a Local Authority or a private developer on behalf of and pursuant to an agreement with a Local Authority, and which will directly benefit the development on which the development contribution is imposed.

It is noted that the extent of “public infrastructure project or service” covered under a Section 49 Supplementary Development Contribution Scheme is more limited than that identified as “public infrastructure and facilities” under Section 48 of the Act. For the purposes of a Section 49 Supplementary Development Contribution Scheme, “public infrastructure project or service” means:

“(7) In this section, “public infrastructure project or service” means—

(a) the provision of particular rail, light rail or other public transport infrastructure, including car parks and other ancillary development,

(b) the provision of particular new roads,

(c) the provision of new surface water sewers and ancillary infrastructure,

(d) the provision of new schools and ancillary infrastructure.”

Another key point of difference to note is that, as per Section 49(6) of the Act, a Section 49 Scheme may be amended whereupon the public infrastructure project or service is less than the cost that was estimated when the Planning Authority first determined the amount of the contribution. In contrast, a Section 48 Scheme is less flexible and can't be amended without bringing a full new scheme forward.

Section 49 – dlr Supplementary Development Contribution Schemes

There are currently two Section 49 Supplementary Development Contribution Schemes being operated by Dún Laoghaire-Rathdown County Council:

- Supplementary Development Contribution Scheme for the Extension of the Luas Line B1 – Sandyford to Cherrywood.
- Supplementary Development Contribution Scheme for the Glenamuck District Distributor Road Scheme and surface water attenuation ponds scheme.

The Section 49 Supplementary Development Contribution Scheme for the extension of the Luas Line from Sandyford to Cherrywood comprises light railway works, seven kilometres in length. The scheme applies within an area of 1,992 hectares, which is a primary catchment area approximately one kilometre on either side of the light rail. This primary catchment comprises the area that benefits directly from the scheme. A supplementary development contribution is attached as a condition of planning permission issued within the scheme/catchment area.

The other Section 49 Supplementary Development Contribution Scheme currently in operation in Dún Laoghaire-Rathdown comprises the Glenamuck District Distributor Road Scheme and surface water attenuation ponds scheme. The road project consists of the provision of a new district distributor road and a new link distributor road. The Scheme also consists of the provision of surface water attenuation ponds necessary to affect the Sustainable Drainage Strategy for the area.

The area to which the Section 49 Scheme applies is the Kiltiernan/Glenamuck Local Area Plan. The Scheme is operating to fund the construction of strategic infrastructure, which was not identified under the relevant Section 48 Scheme, at the time, and which was necessary to support residential development in the Kiltiernan/Glenamuck LAP area. It is noted that the strategic infrastructure projects funded by way of the Section 49 Development Contribution Scheme are now under construction.

Section 49 – High Level Appraisal

Having regard to the statutory function of Section 49 Supplementary Development Contribution Schemes, and to Section 49 Schemes currently in operation by Dún Laoghaire-Rathdown County Council, the following is noted:

- The existing dlr Section 49 Supplementary Development Contribution Scheme for the extension of the Luas from Sandyford to Cherrywood may provide an appropriate model to follow for the future extension of the Luas from Cherrywood to Bray.
- The Supplementary Development Contribution Scheme for the Kiltiernan/Glenamuck LAP Area presents a potential model to be followed to fund strategic infrastructure required for enabling residential development at the Old Connaught and Rathmichael LAP areas. In this regard, however, the limitations of the definition of “*public infrastructure project or service*” covered under a Section 49 Supplementary Development Contribution Scheme are highlighted and it is recommended these limitations are considered in formulating an overarching funding strategy for the LAP areas.

4.3.3 Section 48(2)(c) – Special Development Contributions

A special development contribution may be imposed under section 48(2)(c) of the Planning and Development Act 2000 (as amended), where specific exceptional costs, which are not covered by a general contribution scheme, are incurred by a Local Authority in the provision of public infrastructure or facilities which benefit very specific requirements for the proposed development, such as a new road junction or the relocation of piped services. The particular works should be specified in the conditions of any planning

permission, if applicable. Only developments that will benefit from the public infrastructure or facility in question should be considered liable to pay the special development contribution.

4.3.4 Temporary Development Contribution Waiver Scheme

In April 2023, the Government approved measures under the Housing for All Action Plan to incentivise the activation of increased housing supply and help reduce housing construction costs. These included the introduction of temporary time-limited arrangements for the waiving of Local Authority Section 48 development contributions and the refunding of Uisce Eireann water and wastewater connection charges. The waiver also applies to special development contribution arrangements applied under section 48(2)(c) of the Act but does not apply to supplementary development contribution schemes which are in place under Section 49 of the Act.

In April 2024, the duration of the temporary waiver scheme was extended. It is noted that the waiver scheme includes strict timeframes relating to both the commencement - development works on qualifying houses must have commenced no later than 31 December 2024 - and also on the completion of development works. Given the existing time-based parameters in place, development within the Old Connaught and Rathmichael areas will not be able to avail of the current waiver scheme, unless significant further extensions are provided.

4.3.5 Statutory Development Contribution Schemes – Appraisal

The development contribution schemes provided for under Sections 48 and 49 of the Planning and Development Act 2000 (as amended) comprise a potential mechanism to fund strategic infrastructure benefitting development in the Old Connaught and Rathmichael LAP areas. Existing Section 48 and Section 49 Development Contribution Schemes operating in Dún Laoghaire-Rathdown represent potential models to follow to fund the delivery of strategic infrastructure. The limitations of infrastructure and services which may be funded by way of a Section 49 Supplementary Development Contribution Scheme are highlighted.

It is noted however that the traditional functioning of Section 48 and 49 Schemes - whereby development contribution levies are attached as a condition of planning permission - may present a degree of uncertainty with regards to the timing of infrastructure delivery. As per 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. It is recommended that consideration should be given to the potential conflict caused by the timing of receipt of development contribution levies received under a Section 48/49 Scheme and the necessary funding of public infrastructure in line with the phasing strategy for the LAP areas.

In order to minimise this uncertainty associated with the early stage funding of large scale strategic infrastructure, it is recommended that all additional public and private funding streams are considered to support the implementation of the Local Area Plans.

4.4 State Funding

The State is a primary actor in the provision of infrastructure and services necessary to support development. It is recommended that the Local Authority explore all potential means of mitigating the magnitude of funding infrastructure and services associated with the sustainable development of Old Connaught and Rathmichael.

The National Development Plan 2021-2030 is a strategic component of Project Ireland 2040, and it outlines the public capital investment framework. It has a particular focus on prioritising housing, climate ambitions, transport, healthcare and jobs growth in every region and economic renewal. It is the overarching national investment plan for the provision of infrastructure and should be leveraged as appropriate for the southeast area.

4.4.1 Urban Regeneration and Development Fund

As part of Project Ireland 2040, the Government announced the establishment of a new Urban Regeneration and Development Fund (URDF), primarily to support the compact growth and sustainable development of Ireland's five cities and other large urban centres. In line with the objectives of the National Planning Framework, the Fund is designed to leverage a greater proportion of residential and commercial

development, supported by infrastructure, services and amenities, within the existing built ‘footprint’ of our larger settlements.

Dublin City and its Metropolitan area, including the Town of Bray, are specifically identified as eligible locations to apply for the urban fund. The fund operates on the basis of a scheme that invites competitive bids to be led by public bodies, ideally local authorities, which may be in the form of a consortium and may also include private sector and/or community/voluntary sector partners. Bid proposals must be co-funded and require a minimum 25% stakeholder contribution, which can be from other public or private sources.

It is noted that since the introduction of the URDF, Dún Laoghaire-Rathdown County Council has successfully utilised the URDF bidding process to secure funding for a range of infrastructure projects including public realm works at Stillorgan and Cherrywood public parks, greenways and attenuation infrastructure as part of URDF Call 1; and Cherrywood public access, permeability and amenity infrastructure as part of URDF Call 2.

The URDF has an initial allocation of 2 billion euro up to 2027 and the fund has been extended to 2030 under the revised National Development Plan 2021-2030. It is recommended that the Local Authority explore the potential role of the current URDF scheme (or any potential revised/alternative government scheme) as a part funding mechanism for infrastructure to support the sustainable development of Old Connaught and Rathmichael.

4.4.2 Grant Funding

There are a range of additional national funding programmes available which may provide potential funding streams to fund infrastructure and services to support the sustainable development of the Old Connaught and Rathmichael LAP areas. Having regard to the infrastructure identified in Chapter 2, ‘Old Connaught and Rathmichael Infrastructure Requirements’, the following section sets out some of the main potential national funding programmes to be considered. It is noted that the number and range of potential funding programmes is extensive, and as such, the following section is not intended to be exhaustive.

Active Travel Funding Sources

Active travel improvements are an integral component for delivering Government policy through the National Development Plan 2021-2030 and the Climate Action Plan 2023. The ICAS Study identified a range of active travel infrastructure upgrades required to support the sustainable development of the Old Connaught and Rathmichael areas, including greenway and cycling facilities; active travel links; and enabling infrastructure such as bus gates. Potential sources of active travel funding include the following:

- NTA Active Travel Fund – this fund invests in active travel projects for new walking and cycling infrastructure across the country, including the development of segregated cycle lanes and widened footpaths, new walking and cycling bridges, and new pedestrian crossings.
- Greenway Programme - Greenway projects are part of the Programme for Funding by central Government and administered through Transport Infrastructure Ireland (TII) in 2024. Local Authorities across Ireland were allocated funding to progress greenway projects.
- Climate Action Fund – This fund supports projects, initiatives and research that contribute to the achievement of Ireland’s climate and energy targets. In 2024, travel was flagged as a programme for funding. Application is through the Local Authority’s with flexibility around local projects of small or medium size.

Green Infrastructure and Biodiversity

Green infrastructure and biodiversity comprise integral components of the ICAS Study. Potential sources of funding include the following:

- Climate Action Fund – this fund supports green infrastructure and biodiversity projects through ‘nature based projects that enhance biodiversity and seek to reduce, or increase the removal of, greenhouse gas emissions or support climate resilience in the State’. Applications are periodical, and there is opportunity to enhance biodiversity.

- National Biodiversity Action Plan 2023–2030 – Government policy supports green infrastructure and natural and semi-natural areas as outlined in the National Biodiversity Action Plan 2020-2030. Funding is allocated through the Local Authority Biodiversity Grant Scheme for projects through a grant application and awards process.

Open Spaces, Parks and Recreation

The ICAS Study identifies a range of strategic open space and recreation infrastructure to support the sustainable development of Old Connaught and Rathmichael. Potential sources of funding include the following:

- Department of Rural & Community Development (DRCD) schemes;

The following DRCD capital funding programmes feature criteria under which dlr may be eligible to apply:

- Community Recognition Fund, which aims to support the development of community infrastructure and facilities in communities hosting significant numbers of arrivals from Ukraine and other countries.
- Local Improvement Scheme, which provides funding to assist local authorities to carry out improvement works on private and non-publicly maintained roads that serve multiple homes, farmland, or amenities such as lakes, rivers or beaches.
- Outdoor Recreation Infrastructure Scheme, which provides funding for the development of new outdoor recreational infrastructure.
- Rural Regeneration and Development Fund, the purpose of which is to support job creation in rural areas, address de-population of rural communities and support improvements in towns and villages with a population of less than 10,000, and outlying areas.
- Town and Village Renewal Scheme, which is designed to rejuvenate small rural towns and villages (population of <10,000) throughout Ireland.
- Large Scale Sports Infrastructure Fund (LSSIF)
- Sports Capital & Equipment Programme – this programme is operated by the Department of Tourism, Culture, Arts, Gaeltacht, Sport and Media and provides grants to assist in the development or refurbishment of sports facilities and the provision of sports equipment.

The grant funding may provide for the provision of,

- Natural grass sports pitches, tracks and courts (including pitch drainage and irrigation systems)
- Artificial sports pitches, tracks, courts and multi-use games areas
- Ball stop netting and goal posts, hurling walls / handball alleys
- Walking/jogging tracks
- Building or refurbishment of dressing rooms, showers and toilets
- Building or refurbishment of sports halls, gyms or fitness studios

Heritage and Conservation

The ICAS Study identifies a number of projects that could be advanced to protect, develop and manage existing heritage and conservation assets throughout the LAP areas. The following provides potential sources of funding to support these projects:

- Community Heritage Grant Scheme – this fund includes a wide range of heritage projects including conservation surveys, reports, plans, and audits that will inform the future management of buildings and monuments, habitats, collections, or objects.

- Community Monument Fund – this fund invests in archaeological heritage and helps owners and custodians of archaeological monuments to safeguard them into the future for the benefit of communities and the public. The core aims of this fund are the conservation, maintenance, protection and presentation of archaeological monuments.
- THRIVE – this fund seeks to support Local Authorities and their citizens to transform publicly owned vacant or derelict heritage buildings through renovation, renewal, and adaptive reuse.
- Historic Structures Fund – this fund finances extensive conservation efforts for important heritage structures. It encourages private capital investment in labour-intensive projects aimed at preserving historic buildings, whether they are publicly or privately owned.

Sustainable Communities

The ICAS Study identifies community infrastructure as necessary to support the sustainable development of Old Connaught and Rathmichael. Potential sources of funding for community infrastructure included the following:

- Community Investment Fund – this fund is a government initiative from the Department of Rural and Community Development that invests in community centres where the ‘community tend to gather for group activities, social support, public information, and other purposes’. The 2023 Community Centres Investment Fund called for a New Builds Measure which where ‘shovel-ready’ projects with all necessary permissions in place. Previous calls looked at improvement and refurbishment.

4.4.3 Planning Designation Potential

It is noted that a potential opportunity exists to seek the designation of the south-east area of Dún Laoghaire-Rathdown, and in particular the Old Connaught LAP area, as a form of transport orientated development (TOD). TOD is a form of urban development that seeks to maximise the provision of housing, employment, public services and leisure space in close proximity to high quality transport services.

The designation of Old Connaught as a TOD may serve to better align the growth of the area with the necessary national funding arrangements with the ongoing programme of investment in the public transport network. The Department of Housing, Local Government and Heritage and the Department of Transport jointly have established a working group to identify opportunities and to accelerate TOD delivery.

There are a number of important factors which could support the designation of Old Connaught as a settlement suitable to be designated a TOD. The extension of the Green Line Luas from Cherrywood to Bray is fundamental and is specifically provided for in the NTA’s Greater Dublin Area Transport Strategy 2022-2042. The delivery of the Luas at Old Connaught would achieve the optimum integration of residential land uses with access to high frequency public transport. Furthermore, it is highlighted that Old Connaught is identified in the Dublin Metropolitan Area Strategic Plan (MASP) on the north-south strategic development corridor. The Dublin MASP is aligned with the NPF and NDP to inform national-level sectoral investment plans and co-ordinate investment within the metropolitan area.

4.5 The Role of State Agencies

State Agencies have a significant role to play in the provision of enabling infrastructure to realise the potential of new emerging development areas in the two LAP areas in the southeast of the County. In this regard, the National Transport Authority, Transport Infrastructure Ireland, Uisce Éireann, ESB and other relevant statutory agencies where appropriate, have an important role in bringing forward key projects and funding resources, in order to facilitate the timely and successful implementation of development.

It is recommended that the Local Authority continues to engage with each respective State Agency to co-ordinate the timely delivery of enabling infrastructure in the LAP areas.

4.6 Alternative Funding Mechanisms

The early-stage funding and delivery of strategic infrastructure to enable development presents difficulties for the more traditional statutory funding mechanisms, where a potential time lag is caused between the

receipt of funding through development levies and the delivery of necessary infrastructure. It is noted that this time lag may conflict with optimal phasing scenarios and ultimately delay development.

Recognising the blockages caused by infrastructure funding and delivery, commercial entities exist which provide a design-build-finance service for infrastructure to facilitate residential development. While these entities will operate on a fully commercial basis, they do provide a potential alternative means to deliver infrastructure where no funding is available, and ultimately unlock development. It is recommended that potential private sector/commercial funding models are considered for their potential to support the implementation of the Local Area Plans. In addition, it is recommended that models of developer-led infrastructure are considered.

4.7 Land Value Sharing

Housing for All (2021) set out the Government's commitment to develop proposals for Land Value Sharing (LVS) mechanisms to respond to the objective of the State receiving an appropriate proportion of the increase in land values that result from key public decisions around zoning/designation and investment.

The Government has approved publication of the general scheme (draft heads) of the Land Value Sharing and Urban Development Zones Bill 2022. The aim of the LVS element of the legislation is to introduce a mechanism to ensure that a proportion of the value uplift associated with the decision to zone land for development purposes, is shared with the State in the interest of the common good; that this mechanism will facilitate an increase in the supply of housing by assisting the Local Authority with the funding of necessary social and physical infrastructure to support development in the area, and that greater certainty from the point of zoning around the obligations to be placed on landowners and developers to contribute towards the infrastructure required will exert downward pressure on the price of residential development land.

The implementation of such a land value scheme/mechanism could be financially significant given the future residential development that would come forward at Old Connaught and Rathmichael and the enabling infrastructure required to support the sustainable development of the area. It is highlighted, however, that there is currently no timeline for the advancement of the legislation and implementation.

4.8 Funding Strategy – Recommendations

In unlocking the southeast area of Dún Laoghaire-Rathdown, it is recommended that an equitable provision of infrastructure is achieved so that landowners, developers, statutory providers and other stakeholders can see how enabling infrastructure links to development and how the cost 'burden' of this, and the value creation, is appropriately shared.

Where the opportunity exists, it is recommended that the Local Authority should work with inter alia the Department of Housing, Local Government and Heritage, the Department of Transport, the National Transport Authority, Transport Infrastructure Ireland, Uisce Eireann, ESB and other relevant statutory agencies where appropriate, to bring forward key projects and funding streams in order to facilitate the timely and successful implementation of development in the LAP areas.

It is acknowledged that there is no one-size fits all approach to the funding of infrastructure and it is therefore recommended that all measures and funding streams available for the release of funding to provide for the delivery of the enabling infrastructure and services in the southeast of the County – both public and private -should be pursued.

5. Monitoring and Evaluation

The ICAS is a point in time Study with the purpose of providing an evidence basis to guide the direction of and to inform the Local Area Plans for Old Connaught and Rathmichael. It is highlighted that the ICAS Study does not, however, comprise planning policy which will be the outcome of the Local Area Plan process. In this regard, it is recommended therefore that monitoring and evaluation mechanisms are stitched into and comprise a component part of monitoring the progress of the Local Area Plan, and not the ICAS Study itself.

In this context, it is recommended that each Local Area Plan should include a monitoring framework which may serve to evaluate many of the components analysed as part of the ICAS Study. It is recommended that the following matters are considered for inclusion as part of monitoring frameworks devised for each respective LAP:

- Progress on implementation of preferred options by discipline.
- Cross-check of assumptions, including availability of new data.
- Appraisal of development which has taken place in each LAP area.

In terms of transport, it is recommended that any future Local Transport Plan for the LAP areas has regard to relevant NTA Guidance. NTA Guidance recommends undertaking reviews during defined timeframes (e.g. short term 1-2 years; medium 2-5 years; long term 5 to 10 years; future-term 10 to 15 years). At the end of each timeframe, monitoring can be conducted to establish the following:

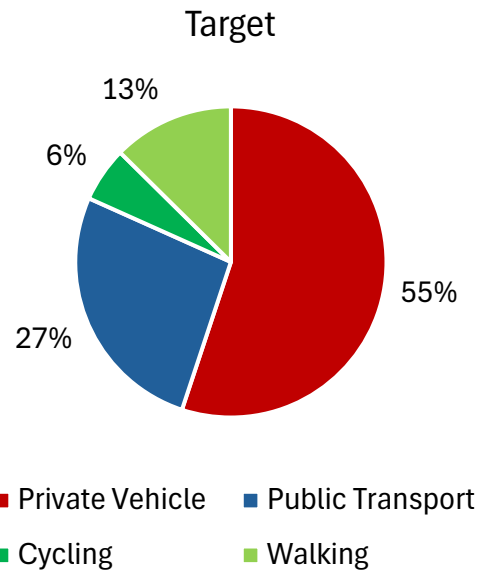
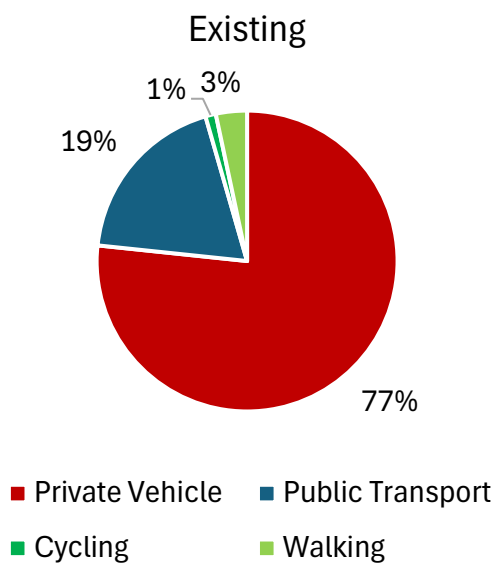
- Progress on the implementation of all infrastructure measures for each mode of transport.
- Progress on the implementation of all public transport service measures for each mode of transport.
- Progress on the implementation of all demand management and supporting smarter travel measures.
- Cross-checking of assumptions against current transport patterns and population at the time of monitoring.
- Assessment of actual development and land use outcomes within the Study Area at the time of monitoring against the original assumptions related to land use.

Evaluation of the outcomes of any future Local Transport Plan can also be undertaken within similar timeframes including evaluating the following:

- Sustainable Travel Mode Share
- Economic Benefits
- Health and Safety Benefits
- Environmental Benefits*
- Accessibility and Social Inclusion

*Note that environmental monitoring would also be required as part of the SEA process.

The transport strategy for both LAP areas is fundamentally rooted in active travel and public transport. In terms of travel mode share it is recommended that the mode share targets outlined below are used for monitoring and evaluation purposes. It should be noted that these targets differ from the overall targets set out in the dlr CDP 2022-2028, with lower targets for public transport, cycling, and walking. This is primarily due to the nature of the LAP areas location, situated in an area currently lacking services. These targets do however contribute to meeting the overall county mode share targets, and represent a significant improvement upon the existing mode shares.



6. Conclusion

Dún Laoghaire-Rathdown County Council and Arup have finalised the ICAS for the southeast area of the county. The ICAS identifies the high level strategic enabling infrastructure to facilitate the plan-led development of the proposed Local Area Plan areas of Old Connaught and Rathmichael. The ICAS was undertaken in collaboration with TII, NTA and Wicklow County Council and in conjunction with Uisce Éireann, Department of Education, OPW, HSE, NPWS, ESB networks, Gas Networks Ireland and Irish Rail.

The ICAS Study comprises of five parts. Part 1, the Baseline Assessment Report, examined the strategic planning context and established the current conditions and context of the LAP areas, while the Part 2, the Position Report, developed the principles and objectives for the ICAS area.

The Part 3, the Options Development and Assessment Report, focused on identifying a range of high-level infrastructure options for each infrastructure discipline, including an Area Based Transport Assessment (ABTA). These options were evaluated by various multi criteria assessment processes that were tailored by discipline to select the preferred options that best achieved the study objectives. The high-level enabling infrastructure identified was collated and informed the preparation of preliminary settlement strategies.

The Part 4 Report, ICAS Draft Study, developed the high-level strategic enabling infrastructure requirements for the Study area through the preparation and identification of; the infrastructure requirements for the LAP areas, a high-level implementation plan, a phasing programme and potential funding options.

This Report, the Part 5, ICAS Final Study, consolidates the findings from the previous reports and provides a comprehensive overview of the final outcomes of the study. It outlines the high-level strategic enabling infrastructure requirements for each of the LAP areas for transportation infrastructure, green infrastructure and biodiversity, heritage and conservation, open space, parks and recreation, water and wastewater, drainage, social infrastructure - community and education facilities, and utilities - power supply and telecommunications. It also provides a high-level implementation plan, a phasing programme and potential funding options for the development of new communities in the ICAS area.

It is acknowledged that the ICAS is a point in time Study with the purpose of providing an evidence basis to guide the plan-led development of the two proposed LAP areas. The information contained in the ICAS will be further considered and developed as part of the Local Area Plan making process for the southeast area.

Appendix A

SEA and AA Screening Reports

Dún Laoghaire-Rathdown County Council

Infrastructure Capacity Assessment Study

Strategic Environmental Assessment – Applicability Screening Report

Reference: V4

Issue | 20 September 2024



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This report takes into account the particular instructions and requirements of our client. It is not intended for and should not be relied upon by any third party and no responsibility is undertaken to any third party.

Job number 295742-00

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Contents

1.	Introduction	1
2.	The Infrastructure Assessment Study	1
3.	Strategic Environmental Assessment	1
4.	SEA Screening Process and Methodology	2
5.	SEA Applicability Screening	4
6.	Conclusion	5

1. Introduction

Dún Laoghaire-Rathdown County Council (hereafter referred to as DLRCC) is currently preparing an Infrastructure Capacity Assessment Study (ICAS) to inform the development of the Rathmichael and Old Connaught Local Area Plans (LAPs).

Arup has been commissioned by DLRCC to carry out Strategic Environmental Assessment (SEA) Screening of the ICAS.

SEA Screening is defined in the relevant guidance documents¹ as “*the process for deciding whether a particular plan, other than those for which SEA is mandatory, would be likely to have significant environmental effects, and would thus warrant SEA.*”

The first stage of SEA Screening is ‘Applicability Screening’, whereby an assessment is carried out to determine whether a particular plan or programme is within the remit of the SEA Directive / SEA Regulations.

This SEA Applicability Screening Report provides the findings of the SEA Applicability Screening process for the ICAS.

2. The Infrastructure Assessment Study

Arup was commissioned by DLRCC to complete a high-level strategic Infrastructural Capacity Assessment Study (ICAS) for the proposed Old Connaught and Rathmichael LAPs in the southeast area of the County.

The aim of the ICAS is to establish the existing context and capacities in the proposed LAP areas and to identify their constraints, challenges and opportunities. Following on from this, the ICAS will identify the proposed recommendations for high-level strategic enabling infrastructure required to facilitate plan-led development of the proposed LAP areas of Old Connaught and Rathmichael and to be considered in the formulation of policy by DLRCC to this effect. The strategic enabling infrastructure to be reviewed in this study includes:

- Transport;
- Drainage, Water Services and Utilities; and
- Parks & Open Spaces, Green Infrastructure, Biodiversity and Heritage.

3. Strategic Environmental Assessment

SEA is a process for evaluating, at the earliest appropriate stage, the environmental consequences of implementing Plan/Programme (P/P) initiatives prepared by authorities at a national, regional, or local level. The purpose is to ensure that the environmental consequences of P/P are assessed both during their preparation and prior to adoption.

The SEA process also gives interested parties an opportunity to comment on the environmental impacts of the proposed P/P and to be kept informed during the decision-making process.’ (EPA, 2021)¹

The European Directive (2001/42/EC) on the Assessment of the Effects of Certain Plans and Programmes on the Environment (the SEA Directive), was transposed into national legislation in Ireland by the European Communities (Environmental Assessment of Certain Plans and Programmes) Regulations 2004 (S.I. 435/2004, as amended by S.I. 200/2011) and the Planning and Development (Strategic Environmental Assessment) Regulations 2004 (S.I. 436/2004, as amended by S.I. 201/2011).

The SEA Directive applies to P/P which are (i) prepared or adopted by a national, regional or local level and (ii) required by legislative, regulatory or administrative provisions. Mandatory SEA is required for P/P that (i) are prepared for certain sectors and (ii) set the framework for future development consent of projects listed in Annexes I and II to the EIA Directive OR which require assessment under the EU Habitats Directive (92/43/EEC) (and which are not small area/local or minor modifications etc). SEA may also be required for other P/P where they are likely to have significant effects on the environment and this is determined on a case-by-case basis.

SEA Screening is the process of determining whether a P/P requires SEA.

4. SEA Screening Process and Methodology

Having regard to the provisions of the SEA Directive summarised in Section 3.1, the SEA Screening process can be broken down into a number of key steps:

Step 1: Applicability Screening- Is the P/P of a type which the SEA Directive Applies

Article 2(a) of the SEA Directive establishes two cumulative conditions which P/P must satisfy in order for the further elements of the SEA Directive to be applicable to them:

- a. They must have been prepared and/or adopted by an authority at national, regional or local level or prepared by an authority for adoption, through a legislative procedure, by a parliament or government; and
- b. They must be required by legislative, regulatory or administrative provisions.

If these conditions are not satisfied, the P/P is not regarded as a P/P which comes within the scope of the SEA Directive.

The first step in the Screening process is therefore to determine if the SEA Directive applies to the P/P under consideration. If the P/P is not of a type which falls within the remit of the SEA Directive, there is no requirement to consider further. According to the EPA Good Practice Guidance on Strategic Environmental Assessment Screening (EPA, 2021)², it is recommended as good practice to keep a note of the deliberations. There is no requirement to notify the environmental authorities.

If it is determined that the P/P is of a type to which the SEA Directive applies, the P/P is checked to determine if mandatory SEA is required under the provisions of the SEA Directive.

¹ Strategic Environmental Assessment Screening | Good Practice Guidance (EPA, 2021) https://www.epa.ie/publications/monitoring--assessment/assessment/strategic-environmental-assessment/SEA_Screening_GoodPractice_2021.pdf

² https://www.epa.ie/publications/monitoring--assessment/assessment/strategic-environmental-assessment/SEA_Screening_GoodPractice_2021.pdf

Step 2: Mandatory SEA Requirement – Does the P/P require mandatory SEA?

Recital 10 of the SEA Directive states that:

“All plans and programmes which are prepared for a number of sectors and which set a framework for future development consent of projects listed in Annexes I and II to Council Directive 85/337/EEC of 27 June 1985 on the assessment of the effects of certain public and private projects on the environment, or plans and programmes which have been determined to require assessment pursuant to Council Directive 92/43/EEC of 21 May 1992 on the conservation of natural habitats and of wild flora and fauna, are likely to have significant effects on the environment, and should as a rule be made subject to formal environmental assessment. When they determine the use of small areas at local level or are minor modifications to the above plans or programmes, they should be assessed only where Member States determine that they are likely to have significant effects on the environment.”

An SEA is therefore considered mandatory for P/P which are:

- Prepared for agriculture, forestry, fisheries, energy, industry, transport, waste/ water management, telecommunications, tourism, town & country planning or land use and which set the framework for future development consent of projects listed in the EIA Directive (85/337/EEC, as amended); or
- Have been determined to require an assessment under the Habitats Directive (92/43/EEC as amended).

If the P/P is considered to be of a type which falls within the remit of the SEA Directive and requires mandatory SEA, there is no need to continue through the Screening steps, and SEA Scoping can commence. The Screening outcome should be confirmed within the SEA Scoping Report.

SEA may also be required for other P/P where significant effects on the environment are likely and this is determined on a case-by-case basis. This is determined following an SEA Screening Assessment.

Step 3: Screening for Likely Significant Effects- Is the P/P likely to give rise to significant effects on the environment

The stages in SEA Screening are set out in Figure 3-1 below, which is reproduced from the EPA Good Practice Guidance on Strategic Environmental Assessment Screening².

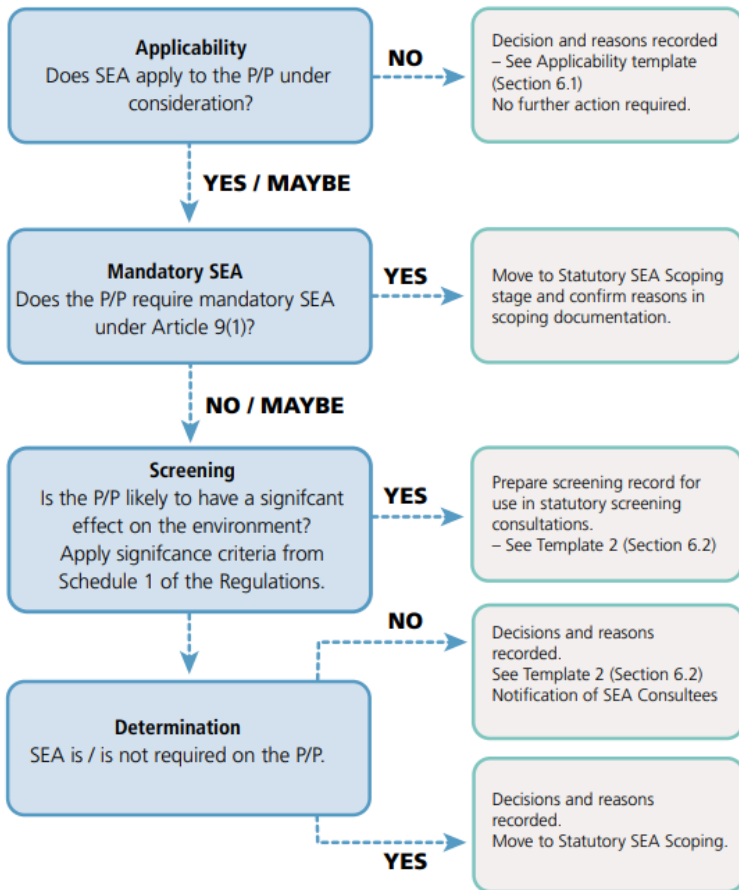


Figure 4-1 SEA Screening process (EPA, 2021)

5. SEA Applicability Screening

The Section relates to Step 1 of the SEA Screening Process: Applicability Screening.

As outlined in Section 4, the first step of the SEA Screening Process, ‘Applicability Screening’, requires a determination as to whether the SEA Directive applies to the P/P under consideration.

“Under the SEA Directive and Regulations, “plans and programmes” means plans and programmes, as well as any modifications to them

(a) which are subject to preparation and/or adoption by an authority at national, regional or local level or which are prepared by an authority for adoption, through a legislative procedure by Parliament or Government, and

(b) which are required by legislative, regulatory or administrative provisions;”

The ICAS is subject to the preparation and adoption by Dún Laoghaire-Rathdown County Council, an authority at a local level.

According to the EPA Guidance on SEA Screening (EPA, 2021)², “required by legislative, regulatory or administrative provisions” means that there is something by way of formal provision which could be said to govern or regulate the production of the P/P.

There is no formal legislative, regulatory or administrative provisions which could be said to govern or regulate the ICAS in and of itself. It is noted that the ICAS will inform the development of the Rathmichael and Old Connaught LAPs, which themselves are required by legislative provisions. The LAPs however will be subject to Strategic Environmental Assessment, subject to SEA Screening, prior to approval and adoption.

The Guidance goes on to state that the requirement for SEA covers Plans/Programmes that are subject to formal approval procedures, not only those where there is a specific legal requirement for these to be developed and adopted.

The ICAS will not be subject to any formal approval procedure in and of itself. The ICAS will, it is noted, inform the development of the Rathmichael and Old Connaught LAPs which will be subject to formal approval procedures. The LAPs however will be subject to Strategic Environmental Assessment, subject to SEA Screening, prior to approval and adoption.

It can therefore be concluded that the ICAS is not of a type of P/P to which the SEA Directive applies. Thus, there is no requirement to proceed to SEA Screening. The ICAS is not required to be subject to SEA.

6. Conclusion

As outlined in Section 5, it has been determined that the SEA Directive does not apply to the ICAS and that proceeding to Stage 2 Screening is not necessary in this case. The ICAS is not of a type of P/P which falls within the remit of the SEA Directive.

While the Study is prepared by a local authority, it is not required by legislative, regulatory, or administrative provisions. The ICAS Study is not subject to a formal approval procedure.

Dun Laoghaire-Rathdown County Council

Infrastructure Capacity Assessment Study

Report to Inform Screening for Appropriate Assessment

Reference: DLRCC_ICAS_AA

Issue 02 | 24 September 2024

This report takes into account the particular instructions and requirements of our client. It is not intended for and should not be relied upon by any third party and no responsibility is undertaken to any third party.

Job number 295742-00

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Contents

1.	Introduction	1
1.1	Overview	1
1.2	Purpose of the ICAS	1
1.3	Appropriate Assessment	1
2.	Screening for Appropriate Assessment	2
2.1	Legislative Requirement for Appropriate Assessment	2
2.2	Screening for Appropriate Assessment Process	2
2.3	Definitions	3
3.	Requirement of AA Screening to the ICAS	4
3.1	Review of the ICAS	4
3.2	Review Outcome	4
4.	Conclusion & Recommendations	5
4.1	Summary	5
4.2	Conclusion	5
4.3	Future Requirements	5

Figures

Figure 1 Screening for Appropriate Assessment Process	2
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1. Introduction

1.1 Overview

This report contains information regarding the need for a Screening for Appropriate Assessment on an Infrastructure Capacity Assessment Study (ICAS) currently being developed by DLRCC.

1.2 Purpose of the ICAS

DLRCC is currently preparing an Infrastructure Capacity Assessment Study (ICAS) to inform the development of the Rathmichael and Old Connaught LAPs. Following on from this, the ICAS will identify the proposed recommendations for high-level strategic enabling infrastructure required to facilitate plan-led development of the proposed LAP areas of Old Connaught and Rathmichael and to be considered in the formulation of policy by DLRCC to this effect.

The aim of the ICAS is to establish the existing context and capacities in the proposed LAP areas and to identify their constraints, challenges and opportunities. Following on from this, the ICAS Study will identify the proposed recommendations for high-level strategic enabling infrastructure required to facilitate plan-led development of the proposed LAP areas of Old Connaught and Rathmichael and to be considered in the formulation of policy by DLRCC to this effect.. The strategic enabling infrastructure to be reviewed in this study includes:

- Transport;
- Drainage, Water Services and Utilities; and
- Parks & Open Spaces, Green Infrastructure, Biodiversity and Heritage.

The ICAS is not required by legislative, regulatory or administrative provisions nor is the ICAS subject to a formal approval procedure.

1.3 Appropriate Assessment

Appropriate Assessment is a process required under Article 6(3) of the EU Habitats Directive which transposed into Irish legislation through the European Communities (Birds and Natural Habitats) Regulations, 2011 (S.I. 477 of 2011) as amended (hereafter referred to as the Habitats Regulations) and by Part XAB of the Planning and Development Act 2000 (as amended).

An Appropriate Assessment of a plan or project is required if it is likely to have a significant effect on a European site, either alone or in combination with other plans and projects, pursuant to the Habitats Regulations (as amended) and the Planning and Development Act (as amended).

2. Screening for Appropriate Assessment

2.1 Legislative Requirement for Appropriate Assessment

Pursuant to the Habitats Regulations (as amended) and the Planning and Development Act (as amended), a Screening for AA is required for a ‘plan or project’.

As defined in the Habitats Regulations (as amended):

“A screening for Appropriate Assessment of a plan or project for which an application for consent is received, or which a public authority wishes to undertake or adopt, and which is not directly connected with or necessary to the management of the site as a European Site, shall be carried out by the public authority to assess, in view of best scientific knowledge and in view of the conservation objectives of the site, if that plan or project, individually or in combination with other plans or projects is likely to have a significant effect on the European site.”

As defined in the Planning and Development Act (as amended):

*“A screening for appropriate assessment of a **draft Land use plan or application for consent** for proposed development shall be carried out by the competent authority to assess, in view of best scientific knowledge, if that Land use plan or proposed development, individually or in combination with another plan or project is likely to have a significant effect on the European site”¹.*

2.2 Screening for Appropriate Assessment Process

The Office for the Planning Regulator² provides guidance on the Screening for AA process and is defined below in Figure 1:

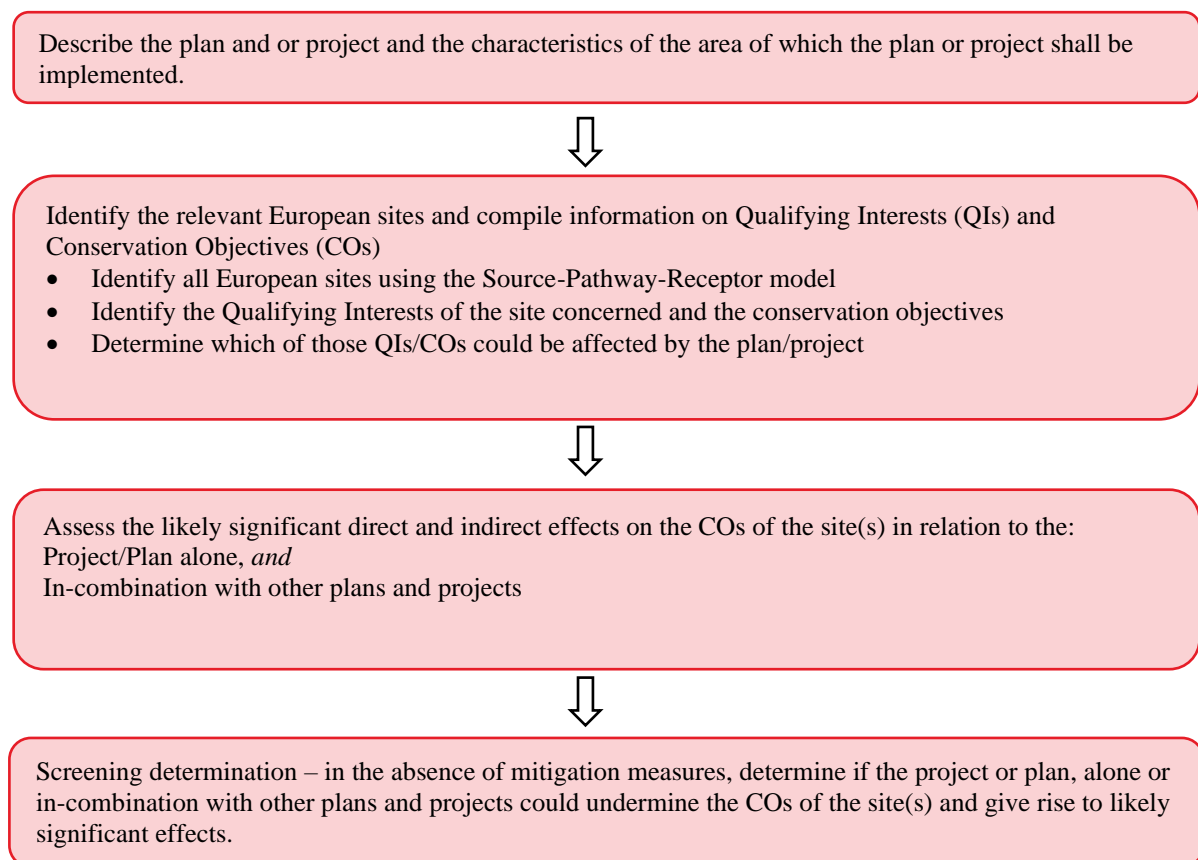


Figure 1 Screening for Appropriate Assessment Process

¹ A Screening for Appropriate Assessment as defined by the Planning and Development Act (as amended)

There are “Cases where no Appropriate Assessment issues arise” and as outlined within the guidance from the OPR. This is where the plan or project ‘could not have any conceivable effect on a European site. For example, where the nature, scale, timing, duration and location of a development is entirely unconnected to a European site’. The guidance further states that “The project should only be considered to have no appropriate assessment issues if it is obvious that the entire project, through all of its stages, could not possibly have any effect on any European site, and that no measures intended to avoid or reduce potentially harmful effects on a European site are included”

The aforementioned process and guidance have been considered as part of this report.

2.3 Definitions

The definitions of a ‘plan’ and a ‘project’, as defined within the Habitats Regulations (as amended) are provided for below.

2.3.1 A plan

““plan”, subject to the exclusion, except where the contrary intention appears, of any plan that is a land use plan within the meaning of the Planning Acts 2000 to 2011, includes—

(a) any plan, programme or scheme, statutory or non-statutory, that establishes public policy in relation to land use and infrastructural development in one or more specified locations or regions, including any development of land or on land, the extraction or exploitation of mineral resources or of renewable energy resources and the carrying out of land use activities, that is to be considered for adoption or authorisation or approval or for the grant of a licence, consent, permission, permit, derogation or other authorisation by a public authority, or

(b) a proposal to amend or extend a plan or scheme referred to in subparagraph (a);”

2.3.2 A project

““project”, subject to the exclusion, except where the contrary intention appears, of any project that is a development requiring development consent within the meaning of the Planning and Development Acts 2000 to 2011, includes—

(a) land use or infrastructural developments, including any development of land or on land,

(b) the extraction or exploitation of mineral resources, prospecting for mineral resources, turf cutting, or the exploitation of renewable energy resources, and

(c) any other land use activities,”

3. Requirement of AA Screening to the ICAS

3.1 Review of the ICAS

The ICAS is a study document outlining the existing context and capacity within the Old Connaught and Rathmichael areas and is designed to inform the forthcoming LAPs for the respective areas.

The information within the ICAS was reviewed for any material which could be defined as a pathway for effect on European sites. These could take the form as actions, targets, measures or material that could be considered to require development consent. The objectives contained within the ICAS are considered to be guidance and ideas for the direction of which the future LAPs will take and are at this stage too vague to make a meaningful AA Screening upon.

3.2 Review Outcome

Following review, it was determined that there was no material within the ICAS that could be defined as a pathway for effect on European site(s). Similarly, there was no material within the ICAS that could define the ICAS as a ‘project’ or a ‘plan’ as per the definitions provided in Sections 2.3.1 and 2.3.2.

Therefore, in accordance with the relevant guidance set forward by the Office of the Planning Regulator², there is no instance (s) for effect(s) on European site(s) contained within the ICAS.

This review has determined that the ICAS cannot be defined as a ‘project’ or a ‘plan’ and as such, in line with the relevant guidance and legislation, is not subject to a Screening to AA.

It is anticipated that the forthcoming LAPs for Old Connaught and Rathmichael shall outline the future policies, and actions for each LAP and pursuant to Part XAB of the Planning and Development Act (as amended), shall be subject to a Screening for AA (at minimum). Any pathways for effect on European sites within a zone of influence of the draft LAPs shall be considered at this stage.

² OPR (2021) Office of the Planning Regulator. Appropriate Assessment Screening for Development Management. OPR Practice Note PN01. March 2021. Accessed at <https://www.opr.ie/wp-content/uploads/2021/03/9729-Office-of-the-Planning-Regulator-Appropriate-Assessment-Screening-booklet-15.pdf>

4. Conclusion & Recommendations

4.1 Summary

A project or a plan must undergo a Screening for AA to assess, in view of best scientific knowledge and in view of the conservation objectives of a European site, whether the plan or project, individually or in combination with other plans or projects is likely to have a significant effect on European site(s). The requirement for Screening for AA is set forward in the Habitats Regulations (as amended) and the Planning and Development Act (as amended).

The ICAS is a study commissioned to inform the development of the forthcoming LAPs for Old Connaught and Rathmichael. The ICAS does not contain any actions, targets or measures nor does it include material that could be defined as requiring development consent.

4.2 Conclusion

No pathways for effect were determined following review of the ICAS. Therefore, in accordance with guidance from the OPR, the ICAS cannot have a conceivable effect on a European site.

Additionally, it has been determined that the ICAS does not meet the definitions of a ‘project’ or a ‘plan’ and therefore is not eligible for a Screening for AA. The ICAS Study will identify the proposed recommendations for high-level strategic enabling infrastructure required to facilitate plan-led development of the proposed LAP areas of Old Connaught and Rathmichael and to be considered in the formulation of policy by DLRCC to this effect. The ICAS Study is not required by legislative, regulatory or administrative provisions. The ICAS is not subject to a formal approval procedure.

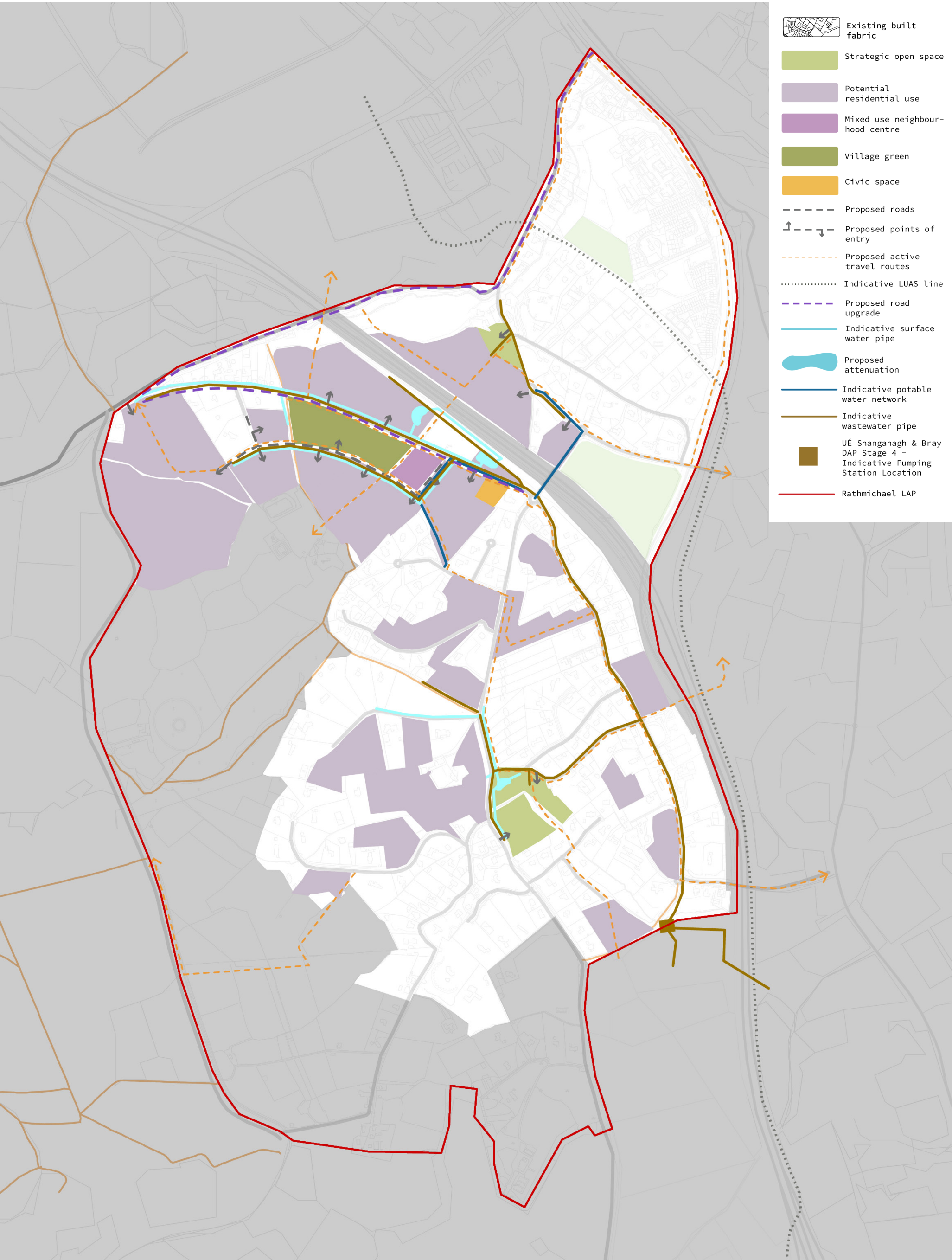
4.3 Future Requirements

Pursuant to Part XAB of the Planning & Development Act (as amended) the forthcoming LAPs for Old Connaught and Rathmichael will require a Screening for AA, and if necessary, full Appropriate Assessment. Each LAP shall be subject to its respective Screening for AA.

Appendix B

Infrastructure Overview

Rathmichael Overall Infrastructure



Old Connaught Overall Infrastructure

