

AtkinsRéalis



**Response to Stage 2
LRD Opinion
(Transport)**

Castlethorn Old Conna ULC

September 2026

0126446DG0027

OLD CONNAUGHT PHASE A1 LRD

Notice

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Contents

1.	Introduction.....	5
1.1	Engagement with stakeholders	6
1.2	Opinion from Stage 2 LRD meeting with DLRCC	6
1.2.1	Reports.....	7
1.2.2	Cycle Parking:	7
1.2.3	Car Parking	7
1.2.4	Site Layout & Connectivity	8
1.2.5	Future LUAS Provision/External Stakeholder Reports	8
1.2.6	Future National Road Scheme.....	9
1.3	Purpose of the report	9
2.	Stage 2 LRD Response	10
2.1	Detail Reports	10
2.1.1	Travel Plan	10
2.1.2	Traffic Impact Assessment Report.....	11
2.1.3	Quality Audit (including RSA and DMURS unit)	16
2.1.4	Construction Stage Traffic Management Plan (CTMP)	17
2.1.5	Cycle Audit	20
2.2	Cycle Parking	21
2.2.1	Overview	21
2.2.2	Cycle Parking Spaces	21
2.2.3	Provision for cargo bikes.....	22
2.3	Car Parking	24
2.3.1	Overview	24
2.3.2	Car Parking Ratio	24
2.3.3	Measures to reduce reliance on private motor vehicles	26
2.4	Site Layout & Connectivity	28
2.4.1	Overview	28
2.4.2	Opinions From DLRCC Planning Team.....	28
2.4.3	Opinions from NTA.....	29
2.5	Future LUAS Provision.....	32
2.5.1	Overview	32
2.5.2	Opinion Regarding Policy Guidance	32
2.5.3	Provision within the development	34
2.5.4	Summary	35
2.6	Future National Road Scheme.....	35
Appendix A.	LRD Opinion.....	36

Tables

Table 3-1	Project Sequencing and Phasing	18
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Table 2-2 - Bike Parking spaces	22
Table 2-3 – Cycle Parking Breakdown	22
Table 2-4 – Car Parking spaces	24
Table 2-5 – Car Parking Provided	25

Figures

Figure 1-1 - Site Location & Context	6
Figure 2-1 - Overall Cross-Section of N-S link Road	15
Figure 2-2 - Overall Cross-Section of E-W link Road	15
Figure 2-3 - Local Street Typical Cross Section	15
Figure 2-4 - Homezones Typical Cross Section	15
Figure 2-5 – Proposed Phase A1 Site Access & Egress Routing	19
Figure 2-6 – Widths of Rear Garden Access Route	23
Figure 2-7 - General Arrangement Drawing: As part of Stage 3 submission	30
Figure 2-8 - General Arrangement Drawing: As part of Stage 2 submission	31
Figure 2-9 - Typical cross-section as part of Finglas LUAS	33
Figure 2-10 - Overall Cross-Section of N-S link Road	34



1. Introduction

AtkinsRéalis were commissioned by Castlethorn Ltd (the Client) to provide Traffic, Transport, and Engineering Consultancy Services in support of the proposed development of their lands within the Old Connaught Local Area Plan (LAP) area. This report outlines the transport, engineering, and infrastructure proposals developed to facilitate a **residential-led scheme** on the **Phase A1 lands within Phase A** of the Old Connaught development lands, as set out in the Old Connaught LAP.

The proposed residential development site forms the first phase provided for under the Old Connaught Local Area Plan. The site is generally bounded by agricultural lands to the north, the M11 to the east, Old Connaught Avenue to the south and Festina Lente equestrian centre to the west. The proposed development is referred to as **Old Connaught Phase A1**.

The proposed development comprises **271no. dwellings**, in a mix of houses, duplex units and apartments, **1no. creche** (c.574 sq m), and all associated and ancillary site development, landscape and boundary treatment works.

The proposed housing mix comprises:

103no. houses (22no. 4-bed, 68no. 3-bed and 13no. 2-bed) ranging from 2 to 3 storeys.

162no. apartments and 6no. duplexes accommodated in a terrace and 4no apartment blocks, including: -

- **Block 1:** 54no. apartments total (19no. 1-bed, 4no. 2-bed (3-person), 25no. 2-bed (4-person)) in 1no. 1 to 5-storey building and 6no. 3-bed duplex units in a 3-storey terrace.
- **Block 2:** 41no. apartments total (9no. 1-bed, 9no. 2-bed (3-person), 23no. 2-bed (4-person)) in 1no. 1 to 5-storey building.
- **Block 3:** 38no. apartments total (13no. 1-bed, 11no. 2-bed (3-person), 14no. 2-bed (4-person)) and the ground floor creche (574 sqm) with associated outdoor play area (c.225.4 sq m), in 1no. 1 to 5-storey building.
- **Block 4:** 35no. apartments total (8no. 1-bed, 11no. 2-bed (3-person), 16no. 2-bed (4-person)) in 1no. 1 to 4-storey building.

Associated and ancillary site development and infrastructure work, include:

On-site attenuation; hard and soft landscaping and boundary treatment works including **public open space (totalling c. 4,519 sq m)** in 2 areas identified as POS1 (1,232 sq m) and POS2 (3,287 sq m) incorporating the existing veteran Oak tree to be retained; **communal open space (totalling c. 1,154 sq m)** in 3 areas identified as COS1 (253 sq m), COS2 (723 sqm) and COS3 (178 sq m); components of the regional attenuation pond to the north east of the site; 5no. ESB substations. Vehicular site access from Old Connaught Avenue, via a proposed new primary North-South street that includes active travel infrastructure and a 7m wide LUAS reservation corridor running parallel to the east of the primary North-South street. A section of the East-West link road, including active travel, will also be provided for along the northern boundary of the site. A total of **289no. car parking spaces** comprising 241no. surface spaces (inclusive of 11no. visitor spaces, 2no. ESB spaces, 2no. Go-Car (shared) spaces, and 9no. disabled spaces) and 48no. undercroft spaces (inclusive of 2no. disabled spaces), 20% of residential car parking spaces equipped with Electric Vehicle charging points. **435no. bicycle parking spaces**, including 351no. resident spaces and 84no. visitor spaces. 12no. motorbike parking spaces., Ancillary stores serving the houses, duplex units and apartments.

The proposed development also includes the construction of a new pumping station, associated single storey building, twin rising mains extending circa 400m along Old Connaught Avenue under the M11 connecting to the existing gravity foul network on Old Connaught Avenue 125m east of the M11 bridge and associated storage, together with all ancillary site development and reinstatement works required to facilitate these elements.

Further details provided in **Section 4** of this report. Figure 1-1 below illustrates the location of the subject lands within the wider context of the Old Connaught LAP.



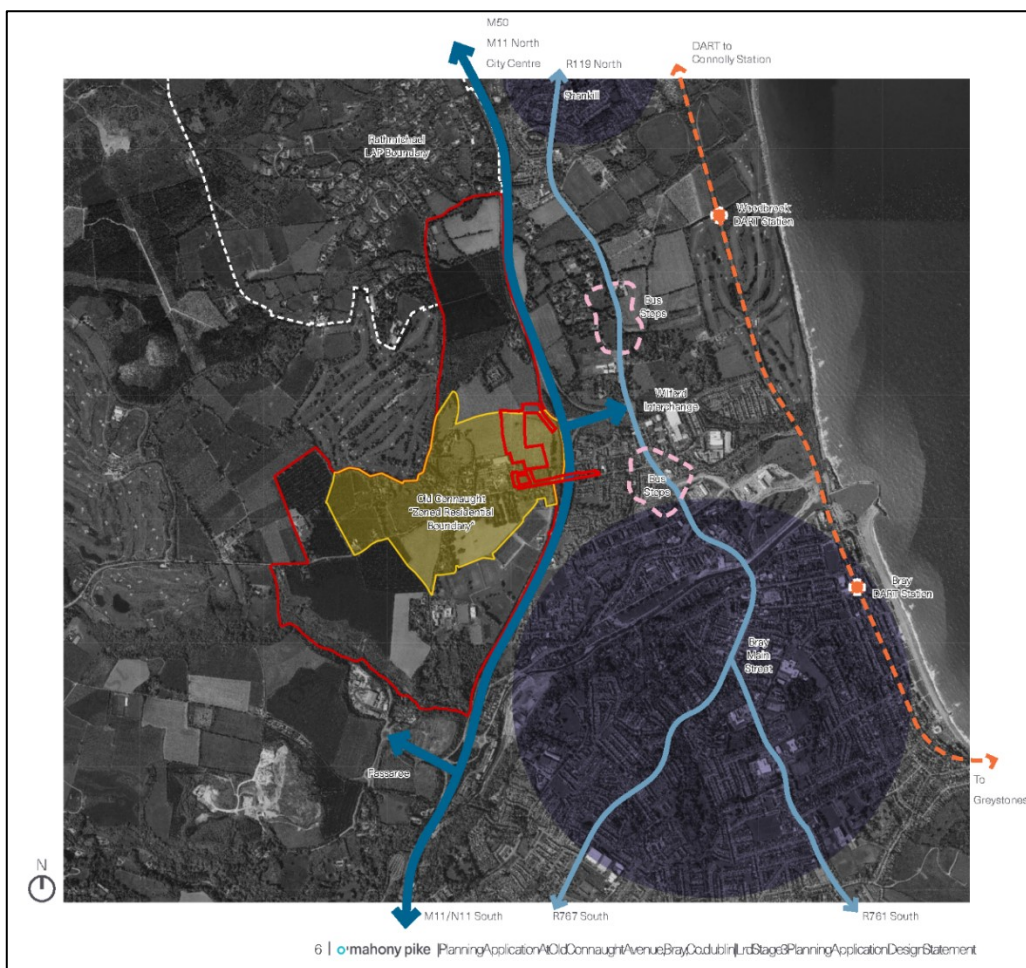


Figure 1-1 - Site Location & Context

1.1 Engagement with stakeholders

Throughout the design process, AtkinsRéalis and the wider team have engaged extensively with **Dún Laoghaire-Rathdown County Council (DLRCC)**, including:

- A **Stage 1 LRD meeting** 11th December 2025
- A **Stage 2 LRD meeting** 26th March 2026
- A **site walk-over** with DLRCC officials 21st January 2026)

In addition, engagement has been sought with both **Transport Infrastructure Ireland (TII)** and the **National Transport Authority (NTA)** through DLRCC.

1.2 Opinion from Stage 2 LRD meeting with DLRCC

A **Stage 2 Local Area Plan/Development Management (LRD) meeting** was held between the Applicant, the Design Team and **Dún Laoghaire-Rathdown County Council (DLRCC)** on **March 26, 2026**. During this meeting, the proposed development was presented and discussed, with particular focus on the transportation, accessibility, movement and public realm elements of the scheme.

Subsequent to the meeting, DLRCC issued its formal **Stage 2 Opinion [DLRCC reference no: PAC/LRD2/002/26]**, on April 22, 2026, which outlined a number of matters that should be addressed as part of any future planning application. The opinion included observations and recommendations relating to transportation, access, mobility management, parking provision, active travel infrastructure, public realm design and construction management.

The full text of the Stage 2 Opinion is provided in **Appendix A** of this report for reference.

The principal transportation-related matters raised by DLRCC are summarised below:

1.2.1 Reports

Detailed reports should be submitted in relation to the following items:

- Travel Plan
- Traffic Impact Assessment, demonstrating suitability of the proposed carriageway and junction design.
- Quality Audit (including Road Safety Audit & DMURS audit)
- Construction Management Plan including construction phase traffic management plan
- Cycle Audit (See Section 12.4.6.1 Paragraph 2 of the current County Development Plan)

1.2.2 Cycle Parking:

In any further Application, the Applicant shall clearly demonstrate provision of the following in relation to cycle parking, which may require minor changes to the layout as currently proposed:

Overall required level of provision:

- 1 No. long stay cycle parking space per bedroom.
- 1 No. short stay cycle parking space per 5 residential units.

Of these, the required level of “Sheffield” stand provision shall be:

- 1 No. long stay “Sheffield” cycle parking space per residential unit.
- 1 No. short stay “Sheffield” cycle parking space per 5 residential units.

Provision for cargo bikes may be provided as standard “Sheffield” type stands.

Where rear access is provided to rear gardens of dwelling houses for the purposes of cycle parking, access routes shall be widened in order to allow cargo bikes to be stored in rear gardens.

1.2.3 Car Parking

Car parking is proposed at a rate of 333 no. car parking spaces to serve the proposed 272 No. residential units, a rate of provision of 1.22 spaces per unit.

The Applicant should demonstrate that all proposed car parking is in accordance with the DLRCC County Development Plan 2022-2028, The Old Connaught Local Area Plan, and SPPR of the current Compact Settlement Guidelines.

If required, the Applicant should submit a detailed rationale for any proposed deviation, in accordance with SPPR3 and also in accordance with the assessment criteria for deviation from car parking standards (set out in Table 12.5), Section 12.4.5.2 Application of Standards of the current DLRCC County Development Plan 2022-2028.

The Applicant shall also demonstrate proposed measures to reduce reliance on private motor vehicles for residents of the proposed development by way of a submitted Travel Plan.



1.2.4 Site Layout & Connectivity

Comments from DLRCC Transport Planning Team

A Report/ full suite of documents that addresses the concerns of the Transportation Planning Department will be required. This should be read in conjunction with the Reports submitted by TII and the NTA which are summarised below. The Planning Authority have considered the commentary provided by the Transportation Planning Department and concur with the recommendations made. Of particular note is:

- All user access should be provided to the south-eastern (DLR owned) site to reduce the potential for crossings across the LUAS reservation. As stated below, location to be informed by Tree Survey.
- Consider relocation of internal road within Eastern portion of lands in order to increase set back of proposed dwellings from M11 and to avoid interrupting public open space area which otherwise would be fragmented.
- Pedestrian/cyclist access should be provided to the south-west site, adjacent Festina Lente.
- Access to the Public Open Space should be revised from a northerly direction (Block 3) as the proposed arrangement is likely to result in the creation of a traffic hazard due to poor visibility between pedestrians and vehicles/car parking.
- Further details in relation to surface treatments, junctions and levels should be provided.

Comment from NTA

The NTA also notes that the proposed parallel car parking spaces on the west side of the north-south street could preclude the delivery of bus stop infrastructure. The subject lands are likely to be served by bus in the short to medium term, in advance of the delivery of any Luas route. While no service planning has taken place regarding such future bus routes, such a service would be likely to run on this road to serve the subject residential development. The NTA therefore recommends that the applicant would consider providing for the future delivery of bus stops in both a north- and a southbound direction.

1.2.5 Future LUAS Provision/External Stakeholder Reports

Comments from DLRCC Transport Planning Team

Transportation Planning note the concerns of TII, and the feedback received from the NTA in relation to the future LUAS reservation. Concerns raised by the NTA relating to the proposed shared surfaces and surface level parking are shared by Transportation Planning.

The items as outlined within the NTA and TII reports should be addressed by the Applicant.

National Transport Authority

The NTA has reviewed the pre-planning material circulated on 6th March 2026, with a focus on the proposed reservation for the proposed Luas extension towards Bray. The Bray Luas extension remains a proposed Measure in the Greater Dublin Area Transport Strategy 2022-2042, but as work has not yet commenced on the scheme there is no Emerging Preferred Route or agreed cross-section for the scheme. The NTA would typically require a corridor reservation of 10 metres in width at this stage to allow the necessary flexibility in design development, within which a corridor of 7 metres in width would then be developed through the design process. The remaining elements of the 10 metre corridor would then be allocated to active travel, public realm or green infrastructure. In this case, the NTA is satisfied that the proposed 7 metre reservation with active travel facilities adjacent would provide sufficient space for a future light rail corridor through the lands if required, given the relatively flat topography and the straight alignment. A reservation of 7m only with no lateral flexibility could compromise the deliverability of a light rail line when it comes to more detailed design development.



NTA note that a Luas stop appears to be proposed opposite Phase A1 – ROAD 4 and the parallel east-west active travel route. Stop locations would normally be determined during the route development process. The NTA would therefore recommend that this stop is omitted from the proposal, and that the proposed north-south corridor should be designed to facilitate stop development at the optimal locations as determined by the design process. This could also have implications for the design of the proposed pedestrian crossing at this junction, which appears to depend on the additional width afforded by the proposed Luas platform.

1.2.6 Future National Road Scheme

This is the opinion from Traffic Infrastructure Ireland (TII, their reference: TII26-135539).

- TII have submitted comments (appended to this Report) which set out a number of concerns, in particular the proximity of dwellings to the eastern boundary of the site and road reservation area for the N11/M11 Junction 4 to Junction 14 Improvement Scheme. The Applicant is requested to address these concerns and provide any required mitigation measures to ensure an adequate level of amenity for future residents based on the current context and future road proposals. These mitigation measures should be informed by appropriate assessments such as a Noise Impact Assessment.
- TII have also requested details of any proposals for the alterations to infrastructure and / or traffic arrangements within the TII Motorway Maintenance and Renewals Contract (MMaRC) Network Area A boundary.

1.3 Purpose of the report

This technical note has been prepared to provide a comprehensive response to the transportation-related matters identified in the Stage 2 Opinion. For ease of review, each item is addressed individually and cross-referenced, where appropriate, to the supporting documentation submitted as part of the planning application.

The responses set out herein should be read in conjunction with the following accompanying reports and drawings:

- Traffic and Transport Assessment (TTA);
- Mobility Management Plan (MMP);
- DMURS Statement;
- Outline Construction Traffic Management Plan (OCTMP);
- Engineering and infrastructure drawings;
- Site layout, access and public realm drawings; and
- Any other relevant documentation forming part of the planning application.

Where relevant, consideration should also be given to the accompanying reports prepared by other members of the Design Team, including those relating to:

- Planning;
- Architecture;
- Landscape Architecture;
- Urban Design;
- Civil and Structural Engineering; and
- Environmental disciplines.

Collectively, these documents demonstrate how the proposed development responds to the recommendations and requirements set out within DLRCC's Stage 2 Opinion and how the scheme accords with national, regional and local transportation planning policy and design guidance.



The subsequent section provides the response against the principal transportation-related matters raised by DLRCC in their Stage 2 LRD opinion.

2. Stage 2 LRD Response

2.1 Detail Reports

2.1.1 Travel Plan

2.1.1.1 Overview

A detailed Travel Plan (TP) / Mobility Management Plan (MMP) has been submitted with the planning application (AtkinsRéalis reference: 0126446DG0015).

The TP/MMP has been prepared in support of the proposed Phase A1 development within the Old Connaught Local Area Plan (LAP) lands and is informed by the vision, objectives and policies of the **Old Connaught Local Area Plan 2025**, the **Dún Laoghaire–Rathdown County Development Plan 2022–2028**, **Transport Strategy for the Greater Dublin Area 2022–2042** and other key sustainable mobility policies including **National Sustainable Mobility Action Plan** and **Moving Together A collaborative Approach to Systems Change in Transport**.

2.1.1.2 Sustainable Mobility-Led Development

The Old Connaught LAP establishes a clear strategic objective to deliver the area as a **sustainable urban village**, structured around **compact, mixed-use development**, high-quality placemaking and a **transport system that prioritises active travel and public transport over private car use**. Central to this vision is the creation of **10-minute neighbourhoods**, where residents can access a wide range of daily services and amenities by walking, cycling or public transport, thereby reducing travel demand and supporting healthier, low-carbon lifestyles.

Through the integration of land use, active travel, DMURS-compliant street design and phased public transport provision, the Phase A1 development will:

- Support modal shift away from private car use;
- Reduce trip lengths and travel demand through 10-minute neighbourhood principles;
- Provide safe, attractive and inclusive movement options for people of all ages and abilities;
- Contribute to the delivery of a low-carbon, climate-resilient urban village, consistent with the objectives of the Old Connaught LAP.

2.1.1.3 Mobility Measures within Travel Plan/Mobility Management Plan

Section 5 of the MMP / TP contains site specific measures, targets, while section 6 of the MMP / TP contains a monitoring and review framework to ensure the MMP / TP is continuously updated to reflect changing circumstances, travel patterns and behaviours as level of services in the area continues to evolve as the wider Old Connaught LAP is built out.

The Mobility Management Plan therefore demonstrates how the proposed development not only complies with but actively **implements the mobility vision and objectives of the Old Connaught Local Area Plan**, ensuring that sustainable movement is embedded from the earliest phase of development.



2.1.2 Traffic Impact Assessment Report

2.1.2.1 Overview

A detailed Traffic Impact Assessment (TIA) / Traffic and Transport Assessment (TTA) report has been submitted as part of the planning application (AtkinsRéalis Reference: 0126446DG0014).

Similar to the Transport Planning Report/Mobility Management Plan (TP/MMP), the TIA/TTA has been prepared in accordance with the vision, objectives and policies of the Old Connaught Local Area Plan 2025, the Dún Laoghaire–Rathdown County Development Plan 2022–2028, the Transport Strategy for the Greater Dublin Area 2022–2042, and other key sustainable mobility policy documents, including the National Sustainable Mobility Action Plan and Moving Together: A Collaborative Approach to Systems Change in Transport.

2.1.2.2 Suitability of proposed carriageway and junction design

In accordance with the TII Traffic and Transport Assessment Guidelines (PE-PDV-02045, latest version available at the time of finalising this report), Sections 6 and 7 of the TTA/TIA report assess the multimodal transport impacts of the Phase A1 development, together with the cumulative impacts arising from the full development of the Old Connaught LAP lands on the surrounding transport network.

The assessment considered the interaction of all transport modes, including walking, cycling, public transport and private vehicles, to provide a comprehensive evaluation of network performance and infrastructure requirements.

Further details are provided in the TTA report (AtkinsRéalis Reference: **0126446DG0014**); however, a summary is provided below:

- Description of the three assessment years:
 - Opening Year (OY): 2028
 - Opening Year +5 (OY+5): 2033
 - Opening Year +15 (OY+15): 2043
- Methodology used to determine future mode share across different user groups.
- Estimation of background growth for vehicular, active travel and public transport trips.
- Trip generation and distribution for all transport modes.
- Detailed junction capacity assessment results for the key junctions serving the proposed development.

2.1.2.2.1 Junction Impact Analysis

As part of the assessment, detailed junction analyses were undertaken for the following locations:

- Wilford Roundabout (Dublin Road / M11 Junction 5 Slip Roads)
- Dublin Road – Old Connaught Avenue – Cork Abbey Signalised Junction
- Proposed North–South Link Road Junction with Old Connaught Avenue
- Proposed East–West / North–South Link Road Signalised Junction

The analysis incorporated the proposed upgrades to Wilford Roundabout and the Dublin Road / Old Connaught Avenue junction as part of the BusConnects scheme. These improvements were included within the Opening Year +5 and subsequent assessment scenarios.

The assessment also incorporated the proposed bridge connection between the Old Connaught LAP lands and Dublin Road across the N11/M11 in the OY+5 and OY+15 scenarios. In the OY+15 assessment, the proposed bus gates on Old Connaught Avenue were also included.

For each design year, the following scenarios were assessed:



- **Do Minimum (DM):** Includes background traffic growth and existing or committed future transport infrastructure improvements outside the scope of the proposed Phase A1 Old Connaught development.
- **Do Something 1 (DS1):** Do Minimum scenario plus trips generated by the proposed Phase A1 development.
- **Do Something 2 (DS2):** Do Something 1 scenario plus trips arising from the wider Old Connaught LAP lands, including development within Dún Laoghaire–Rathdown County Council-owned lands anticipated to be delivered by the OY+15 horizon year.

Assessments were undertaken for the critical AM and PM peak hours identified within the following periods:

- AM Peak: 07:00–10:00
- PM Peak: 15:00–19:00

Table 2.1 of the TII Traffic and Transport Assessment Guidelines (PE-PDV-02045) recommends detailed assessment where:

- Development traffic exceeds 10% of turning movements at junctions on, or serving, National Roads; or
- Development traffic exceeds 5% of flows on adjoining roads where congestion exists or where the location is considered sensitive.

However, as a conservative approach, all study junctions were assessed regardless of whether these thresholds were exceeded.

Assessment Methodology

The Dublin Road corridor, extending from Wilford Roundabout to Bray Central (R760/R761 Junction), experiences significant congestion and delays during both AM and PM peak periods. Due to the proximity of junctions along this corridor, queue spillback from one junction can have a direct impact on the operation of adjacent junctions.

As the scope of the assessment was limited to Wilford Roundabout and the Dublin Road / Old Connaught Avenue junction, these locations were assessed using isolated junction models. Consequently, queue interactions and spillback effects between adjacent junctions were not explicitly represented within the modelling.

In accordance with Figure 5.0.2 (Modelling Hierarchy) of the TII Project Appraisal Guidelines Unit 5.0 – Scoping of Transport Modelling (PE-PAG-02014), isolated junction modelling was considered appropriate for the assessment.

The following software packages were used:

- TRL Junctions 11 for roundabouts and priority-controlled junctions.
- JCT LinSig 3 for signal-controlled junctions.

The assessment considered both individual arm performance and overall junction performance. Particular focus was placed on the impacts arising from:

- The proposed Phase A1 development.
- The cumulative development of the wider Old Connaught LAP lands, including:
 - DLRCC-owned lands.
 - Southern Character Area lands located south of Old Connaught Avenue.

These developments were included as they are expected to access the transport network via the proposed North–South Link Road and its connection with Old Connaught Avenue.

Summary of Results

- **Dublin Road – Cork Abbey – Old Connaught Avenue Junction**



- For the Opening Year (2028) AM peak scenario, the principal impact of the proposed development was observed on the Old Connaught Avenue approach, where delays increased by approximately two minutes. Delays on the remaining approaches increased by between 15 and 60 seconds.
 - The Practical Reserve Capacity (PRC) of the junction reduced from approximately 3% to -18% as a result of development traffic. During the PM peak, impacts were more modest, with PRC reducing from 25% to 24%.
 - In the OY+5 and OY+15 scenarios, the proposed bridge connection between the LAP lands and Dublin Road is expected to attract a significant proportion of northbound trips, thereby reducing the impact of development-generated traffic at this junction.
 - Overall, the impact of the proposed development at this junction is considered moderate, primarily affecting the AM peak period over the short term.
- **Wilford Roundabout**
 - For the Opening Year scenario, Wilford Roundabout was modelled in its existing priority-controlled configuration. For the OY+5 and OY+15 scenarios, the BusConnects signalised layout was modelled.
 - In the Opening Year, the impact of development traffic was relatively minor, with delays increasing by approximately 5–10 seconds.
 - In the OY+5 and OY+15 scenarios, delays on several approaches increased by approximately 2–3 minutes, with the junction PRC reducing by approximately 10–20%, indicating a more noticeable impact on junction performance.
- **M11 Bridge – Dublin Road Junction:**
 - The proposed bridge connecting the Old Connaught LAP lands with Dublin Road will operate as a signalised junction.
 - As the junction is only present in the Do Something scenarios, a direct comparison with existing conditions is not possible. The modelling indicates delays of approximately 30–50 seconds across all approaches, with PRC values remaining above 20%.
 - The results demonstrate that the junction is expected to operate within acceptable capacity limits in both the OY+5 and OY+15 scenarios and will provide sufficient capacity to accommodate trips associated with the Old Connaught LAP lands.
- **East–West / North–South Link Road Junction**
 - The proposed signalised junction between the East–West Link Road and North–South Link Road has been designed to accommodate all anticipated transport movements within the Old Connaught development area.
 - The results indicate typical delays of less than 40 seconds and PRC values in excess of 40%, demonstrating that the junction is expected to operate comfortably within capacity while accommodating future development demands.
- **North–South Link Road / Old Connaught Avenue Junction**
 - The proposed junction between the North–South Link Road and Old Connaught Avenue is intended to operate as a priority-controlled junction until development south of Old Connaught Avenue is delivered. Consequently, it has been modelled as a four-arm signalised junction in the OY+15 scenario.
 - The assessment indicates delays of less than 20 seconds on all approaches, demonstrating that the proposed access arrangement is capable of accommodating future traffic demands while continuing to operate within capacity.

The results for the cumulative trips from other LAP lands showed the similar results as that of the proposed development trips.

2.1.2.2.2 Suitability of Carriageway

The central development area is served by two principal streets: the **North–South Link Street** and the **East–West Link Street**. As envisaged in the Old Connaught LAP, these streets will provide the primary vehicular movement



corridors within the development, connecting to Rathmichael to the north, Shankill/Woodbrook to the north-east via the proposed future bridge over the N11/M11, Old Connaught Avenue to the south, and Ferndale Road to the west.

In accordance with Section 3.2 of the **Design Manual for Urban Roads and Streets (DMURS)**, street typology should be determined based on both the place context and movement function of the street. The Old Connaught LAP has been planned as a neighbourhood-scale development, and the primary function of both streets is to facilitate movement within the development and provide connectivity towards Bray Town Centre and surrounding destinations. Consequently, both streets have been designed as **Link Streets** in accordance with DMURS principles.

Section 4.4.1 of DMURS identifies a standard lane width range of **2.75 m to 3.50 m** for Link Streets, with a preferred range of **3.0 m to 3.25 m**. Consistent with the principles of a **self-regulating street** described in Section 4.1.2 of DMURS, the carriageway widths have been selected to support low vehicle speeds while accommodating the expected movement function of the streets.

The **North–South Link Street** has been designed with a total carriageway width of **6.5 m**, comprising **3.25 m traffic lanes in each direction**. The slightly wider carriageway has been adopted to accommodate bus movements and support future public transport provision through the development.

The **East–West Link Street** has been designed with a total carriageway width of **6.0 m**, comprising **3.0 m traffic lanes in each direction**.

Both Link Streets have been designed to operate at a target speed of **30 km/h**, in accordance with DMURS principles for urban neighbourhood environments.

For the internal residential streets, DMURS Figure 4.55 indicates that Local Streets typically have carriageway widths in the range of **5.0 m to 5.5 m**, while streets incorporating shared-surface arrangements should generally not exceed **4.8 m** in width. Based on these recommendations:

- All **Local Streets** have been designed with a carriageway width of **5.5 m**.
- All **Homezone/Shared Surface Streets** have been designed with a carriageway width of **4.8 m**.

Both Local Streets and Homezone Streets have been designed for operating speeds in the range of **20–30 km/h**, promoting a safe environment for pedestrians and cyclists while maintaining access for residents, visitors, service vehicles and emergency vehicles.

The above demonstrates that the proposed carriageway widths are fully consistent with the recommendations contained within DMURS and are appropriate for the intended place and movement functions of the street network.

Furthermore, the junction capacity assessments undertaken for the proposed **East–West Link Street / North–South Link Street junction** and the **North–South Link Street / Old Connaught Avenue junction** indicate that the proposed layouts will operate within acceptable volume-to-capacity ratios across all assessment years. The results therefore demonstrate that the proposed street network has sufficient capacity to accommodate traffic associated with the Old Connaught LAP development.

In addition, comprehensive active travel infrastructure, including high-quality pedestrian and cyclist facilities, is provided throughout the development. The proposed Link Streets, Local Streets and Homezone Streets have been designed to prioritise walking and cycling movements and support the sustainable transport objectives of the Old Connaught LAP.

Typical cross-sections for the proposed street typologies are presented below.



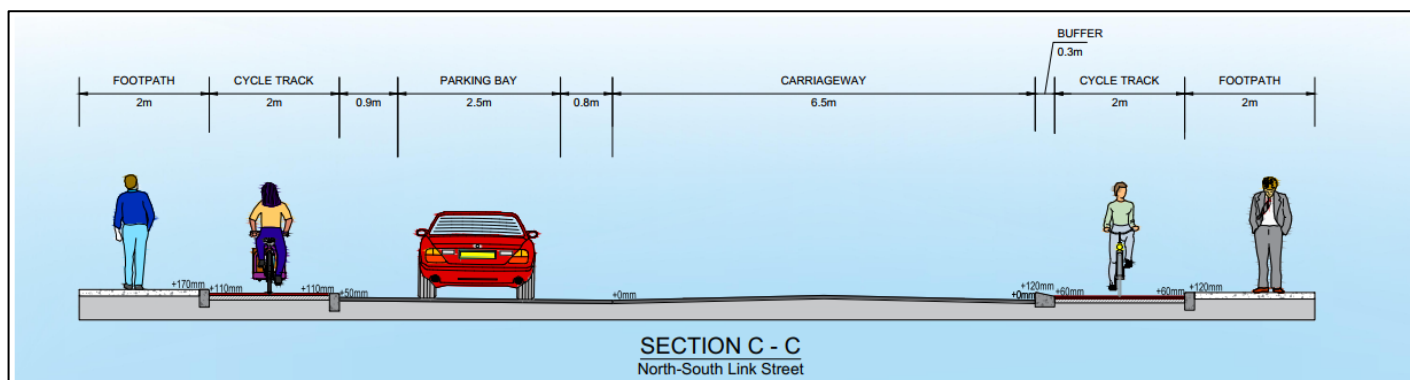


Figure 2-1 - Overall Cross-Section of N-S link Road

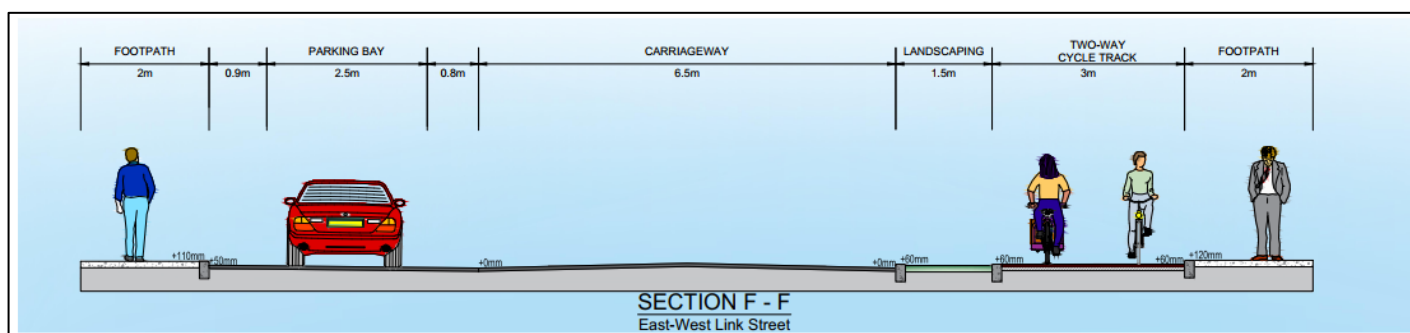


Figure 2-2 - Overall Cross-Section of E-W link Road

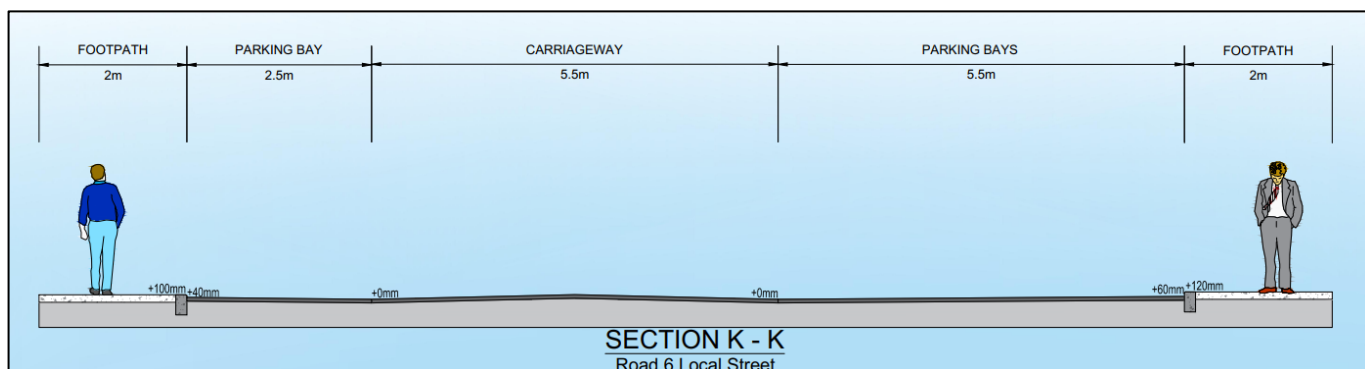


Figure 2-3 - Local Street Typical Cross Section

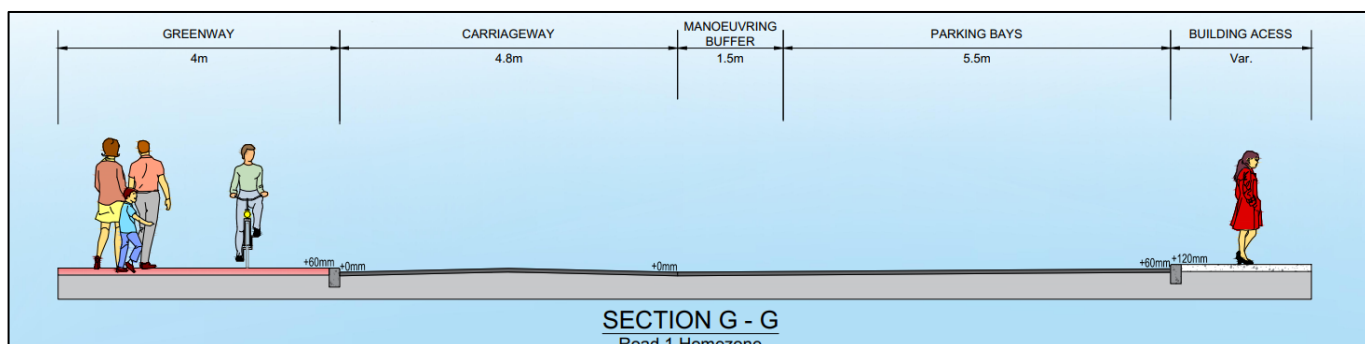


Figure 2-4 - Homezones Typical Cross Section

2.1.3 Quality Audit (including RSA and DMURS unit)

2.1.3.1 Overview

A Quality Audit (QA), incorporating a Road Safety Audit (RSA) (AtkinsRéalis Reference: 0126446DG0022 for the RSA and 0126446DG0023 for the QA), has been undertaken as part of the design development process for the proposed scheme. The audit was carried out independently and considered the proposed access arrangements, pedestrian and cyclist facilities, site circulation, vehicle movements, visibility requirements and the overall interaction of all road users within the development and its surrounding road network.

A DMURS statement (AtkinsRéalis Reference: 0126446DG0017) demonstrating how the proposed development has been designed to align with the principles and achieve the recommendations as set out in the Design Manual for Urban Roads and Streets (DMURS) has also been included as part of the planning package.

2.1.3.2 Response to QA/RSA findings

The observations and recommendations identified through the QA/RSA process have been comprehensively reviewed by the Design Team and have been addressed through the accompanying **Design Response Document**. The Design Team has engaged with the Audit Team throughout this process to ensure that all relevant matters have been appropriately considered and resolved. Where necessary, the audit recommendations have informed amendments to the proposed development, and these changes have been incorporated into the planning drawings submitted as part of this application.

The Design Team is satisfied that the proposals have responded appropriately to the issues raised during the audit process and that the resulting design reflects current best practice in relation to road safety, accessibility and sustainable movement. The agreed design seeks to provide a safe and legible environment for all users, including pedestrians, cyclists, public transport users and motorists.

It should be noted that the drawings submitted as part of this planning application represent the current stage of the design process. Subject to the granting of planning permission, the scheme will continue to be developed during the detailed design phase. As the design progresses, further reviews will be undertaken to ensure continued compliance with applicable standards, guidance and road safety principles.

2.1.3.3 Future Steps

In accordance with the requirements of **TII Road Safety Audit Guidelines** and recognised industry practice, additional Road Safety Audits may be undertaken at the appropriate stages of project development, including:

- **Stage 2 RSA** – Detailed Design;
- **Stage 3 RSA** – Completion of Construction (Pre-Opening); and
- **Stage 4 RSA** – Post-Opening / Monitoring Phase.

Where required by the relevant road authority, elements of the development may also be subject to supplementary audits or road safety reviews to address specific design or operational considerations.

The ongoing audit and review process will help ensure that the development continues to accord with best practice road safety principles and provides a safe, accessible and efficient transport environment for all users throughout the life of the development.



2.1.4 Construction Stage Traffic Management Plan (CTMP)

2.1.4.1 Overview

This Outline Construction Traffic Management Plan (OCTMP) has been prepared by AtkinsRealis (AtkinsRéalis reference no: 0126446DG0022) in conjunction with the Developer (Castlethorn) in respect of the proposed Old Connaught Phase A1 LRD development located in Old Connaught, Dun Laoghaire.

This document has been developed in accordance with the requirements of the Safety, Health and Welfare at Work (Construction) Regulations 2013, as amended, and with reference to the *Guidance for the Control and Management of Traffic at Road Works*. In line with these statutory obligations, this OCTMP shall be further developed by the appointed Project Supervisor for the Construction Stage (PSCS)/Main Contractor into a detailed Construction Stage Traffic Management Plan (CSTMP) prior to the commencement of any construction activities.

The completed CSTMP must be submitted to and approved by the Local Authority, Dún Laoghaire–Rathdown County Council (DLRCC), before works begin on site. The CSTMP will provide detailed, site-specific methodologies and controls tailored to the contractor's programme, resources, and construction methodologies.

2.1.4.2 Scope of OCTMP

The primary objective of this OCTMP is to ensure, insofar as reasonably practicable, the safety of construction personnel, road users, and other stakeholders in the vicinity of the works throughout all phases of the development. In addition, the plan seeks to minimise disruption and protect the amenity of local residents, businesses, and the wider community.

This document identifies potential traffic-related risks associated with the construction phase and sets out high-level measures and principles to avoid, reduce, or mitigate these risks to acceptable levels. These measures will be further developed and refined in the CSTMP to reflect detailed construction planning and operational requirements.

The scope of this OCTMP includes:

- A description of the proposed development;
- An outline of anticipated construction phasing and sequencing;
- Preliminary construction traffic routing strategies;
- An estimate of construction-related traffic volumes required to deliver the development; and
- Identification of key constraints and considerations relating to the surrounding road network.

It should be noted that the details contained within this OCTMP are preliminary in nature and are subject to further development. The appointed Main Contractor will be responsible for preparing and implementing a comprehensive and detailed Construction Traffic Management Plan (CTMP), incorporating updated programme information, construction methodologies, and operational requirements.

2.1.4.3 Project Phasing and Sequencing

Section 3 of the OCTMP provides details of the proposed construction sequencing and phasing strategy. It is estimated that approximately **78 weeks** will be required to complete all construction works.

The overall construction programme has been divided into **six phases**, with each phase expected to span approximately **25 to 30 weeks**. The phasing strategy has been developed to facilitate the efficient delivery of infrastructure while maintaining access and minimising disruption to the surrounding area.

The project sequencing and phasing is shown in Table 3-1 below. The pump station and foul sewer are on a critical path and will be a priority once construction begins.



Table 3-1 Project Sequencing and Phasing

Description	Start	End	Duration
Phase 1	Week 13	Week 43	30 Weeks
Phase 2	Week 11	Week 38	27 Weeks
Phase 3	Week 23	Week 54	31 Weeks
Phase 4	Week 33	Week 66	33 Weeks
Phase 5	Week 43	Week 69	26 Weeks
Phase 6	Week 33	Week 68	35 Weeks
Road 1 (North-South Link Street)	Week 1	Week 78	78 Weeks
Road 2 (East-West Link Street)	Week 5	Week 14	16 Weeks
Road 3 (Internal Streets)	Week 23	Week 32	9 Weeks
Pump Station and Foul Sewer	Week 1	Week 16	16 Weeks
Overall Programme	Week 1	Week 78	78 Weeks

2.1.4.4 Construction Traffic and Management

The key traffic management issues during construction are summarised below:

2.1.4.4.1 Construction Site Access:

The following provisions shall be made in terms of traffic management at construction access points:

- Advance warning signage of construction access points shall be adequately signed on the surrounding road network, including local side roads, i.e. “construction vehicle access ahead”.
- Construction access gates shall remain monitored at all times and remain closed when not in use.
- A site safety notice shall be erected at construction access points.
- Temporary traffic management measures deployed during the hours of darkness shall serve to highlight the precise location of the construction access. Such measures could include additional traffic cones, road danger lamps and/or reflectorized signage.
- Routine inspection shall be carried out to ensure that signage and visibility splays are not obstructed.
- The road network immediately outside each site access shall be regularly inspected for cleanliness and cleaned as necessary. Any damage to the roads or local side roads caused by construction traffic shall be repaired as necessary; and
- Within the site, sufficient space shall be allocated to allow vehicles to turn around safely on-site.

2.1.4.4.2 Construction Haul Routes

Subject to formal agreement with DLRCC, the contractor shall use the routes indicated in Figure 2-5.



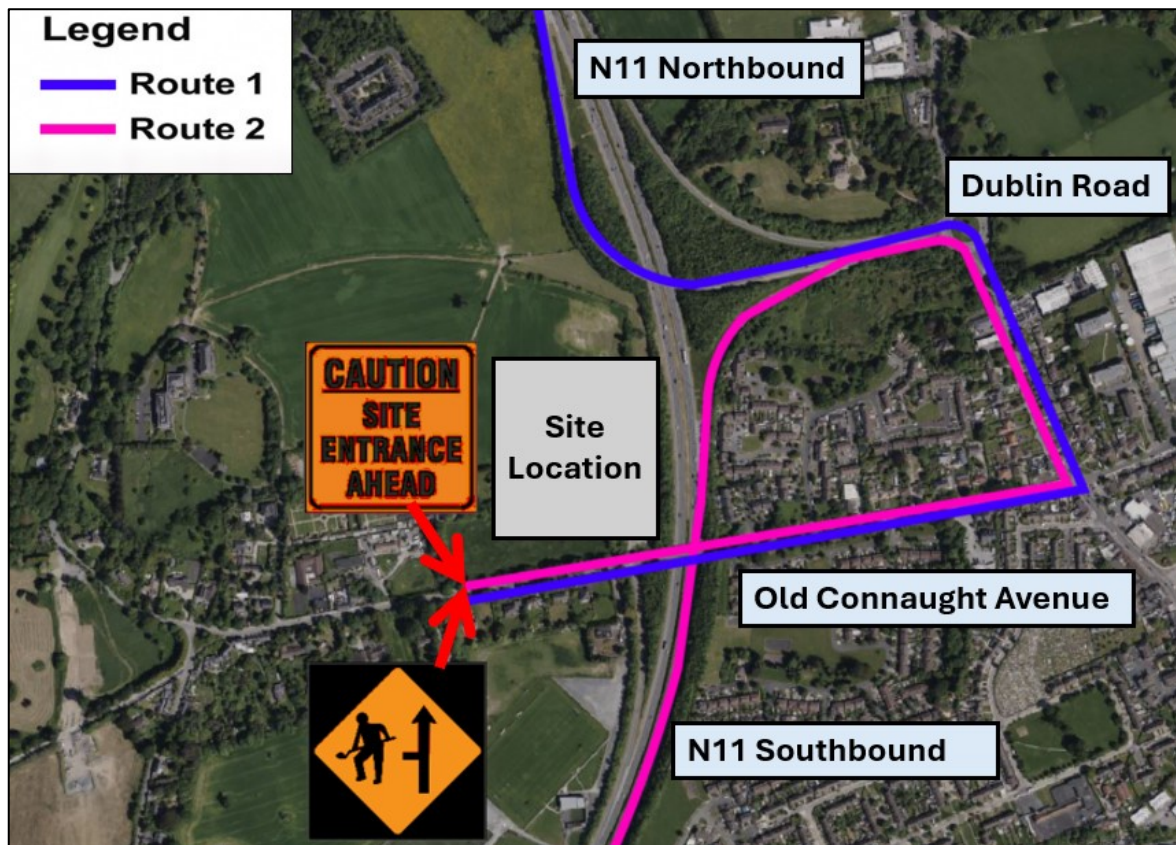


Figure 2-5 – Proposed Phase A1 Site Access & Egress Routing

The routes identified are primarily the strategic road network to minimise disruption to sensitive local roads in accordance with best practice guidance. As summarised in above figure, Figure 2-5 all heavy construction vehicles to be instructed to use the R761, Old Connaught Avenue Road, via the M11.

2.1.4.4.3 Construction Traffic Impact

A total of approximately **24,124 m³ of imported fill material** is estimated to be required for the construction of the proposed development. During the peak construction period, it is anticipated that up to **100 construction personnel** will be working on site.

Of these personnel, approximately **80 workers are expected to travel by private car**, while the remaining **20 workers are expected to use public transport**.

Based on the peak construction activity, the development is estimated to generate a maximum of:

- 11 two-way HGV trips per day; and
- 173 two-way car trips per day.

An assessment of the construction traffic impact indicates that the peak construction activity would result in an increase of approximately **4% in AADT traffic volumes on Old Connaught Avenue**, while the increase on **Dublin Road and the N11/M11 would be less than 1% of AADT volumes**.

As outlined in Section 2.1.2 of this report, the TII Traffic and Transport Assessment Guidelines recommend detailed assessment where development traffic exceeds specified threshold values. The predicted increase in traffic associated with the construction phase remains below the **5% threshold** typically considered significant on sensitive or congested routes.

Accordingly, the impact of construction traffic on the surrounding road network is considered to be **negligible**, and no significant adverse effects on the operation of the local or strategic road network are anticipated during the construction phase.

2.1.4.4.4 Additional Measures

- **Signage:** Proposed signage will include warning signs to alert road users to construction traffic and works access/egress points. All signage will comply with Chapter 8 of the Department of Transport's Traffic Signs Manual — Temporary Traffic Measures and Signs for Roadworks
- **Parking:** Parking by staff won't be allowed on Old Connaught Avenue or Dublin Road or within equestrian centre.
- **Heritage Structure:** Nearby heritage centres to be protected during construction activities.
- **Cleaning:** The construction contractor will have appropriate controls on site to minimise dust and dirt from spreading onto the public highway.
- **Compliance to OCSTMP:** All project staff and material suppliers will be required to adhere to the OCSTMP. The Developer shall agree and implement monitoring measures to confirm effectiveness of the OCSTMP.
- **Engagement with stakeholders:** The contractor shall use best endeavours to engage with relevant stakeholders, as required, throughout the construction period.
- **Staff Mobility Management Plan:** The Contractor should prepare and implementing a Construction Staff Mobility Management Plan as part of the Construction Traffic Management Plan (CTMP). The purpose of this plan is to reduce the traffic impact generated by construction staff commuting to and from the site.
- **Delivery Restrictions:** To limit traffic risks and congestion, it is recommended, subject to assessment of needs by the contractor that construction deliveries are limited, where feasible or required during peak traffic periods:
 - Morning Peak: 08:00–09:00
 - Evening Peak: 1700-1800

2.1.5 Cycle Audit

2.1.5.1 Overview

As required under Section 12.4.6.1 of the DLRCC Development Plan for new development of 5 residential units or more or non-residential development of 400sqm or over a Cycle Audit is required and has been prepared.

As part of that no separate document for Cycle Audit was developed, but it was included in Section 5.13 of TTA (AtkinsRéalis Reference: 0126446DG0014). A brief summary of Cycle Audit is provided below.

2.1.5.2 Cycle Audit Summary

- The proposed development is fully compliant with the DLR Cycle Parking Assessment Criteria and provides a comprehensive package of cycle parking and supporting facilities to encourage cycling as a sustainable mode of transport.
- The development provides both long-stay and short-stay cycle parking in accordance with the applicable standards. A variety of cycle parking types, including Sheffield stands, vertical cycle stands and dedicated spaces for oversized bicycles such as cargo bikes, are distributed throughout the site at key destinations including residential buildings, retail units and the neighbourhood centre.
- Cycle parking is conveniently located, secure and designed to maximise usability. Long-stay residential cycle parking is located at ground-floor level, while visitor cycle parking is distributed across the public realm and positioned close to building entrances. Covered cycle parking is provided in a range of locations, including sheltered entrance areas and within pergola structures.
- All cycle parking areas are accessible via dedicated routes with suitable gradients and appropriate access arrangements. The internal cycle network integrates effectively with existing and planned external cycling



infrastructure, including the proposed Old Connaught LAP cycle network and the BusConnects Dublin–Bray to City Centre route, ensuring strong connectivity and permeability.

- Supporting facilities are also incorporated within the development. Residents have access to showering, changing and drying facilities, while secure long-stay cycle parking is located within 50 metres of destinations. CCTV provision can be incorporated where required to further enhance security.
- As there is no multi-storey car park within the scheme, the specific criteria relating to cycle parking within multi-storey facilities are not applicable.
- The wider development has been designed to provide a high degree of cycle permeability and connectivity, linking to existing and future cycling infrastructure in the surrounding area. The cycle network has been developed in accordance with the NTA Cycle Manual, and a DMURS Quality Audit, including a Cycle Audit, has been undertaken to inform the final design.
- Overall, the proposed development provides a high-quality, accessible and secure cycle parking strategy that fully accords with DLR cycle parking requirements and supports the sustainable transport objectives of the Old Connaught LAP and wider planning policy framework.

2.2 Cycle Parking

2.2.1 Overview

High quality cycle parking is an integral part of the proposed development and has been designed accordingly. Cycle parking facilities have been designed and located in accordance with the Section 6.2. Design Principles of the Cycle Design Manual published in September 2023.

2.2.2 Cycle Parking Spaces

The number of cycle parking spaces provided has been determined in accordance with the following principles:

- **Apartments:** The number of cycle parking spaces has been based on SPPR 4 of the *Sustainable Residential Development and Compact Settlements Guidelines*. This specific planning policy requirement states that all new housing schemes (including mixed-use developments containing residential units) must provide safe and secure cycle storage facilities to meet the needs of residents and visitors. The guidelines recommend a minimum provision of one cycle storage space per bedroom.
- **Houses:** The number of cycle parking spaces has been based on Table 4.1 of the DLRCC Cycle Parking Standards, which requires a minimum of one cycle parking space per dwelling.
- **Visitor Parking:** Visitor cycle parking provision has been based on Table 4.1 of the DLRCC Cycle Parking Standards, which requires a minimum of one cycle parking space per five dwelling units.

The table below summarises the cycle parking provision and demonstrates compliance with the relevant guidance.



Table 2-2 - Bike Parking spaces

Development Type	Guidance Applied	Factors	Requirement as per guidance (minimum)	Number of spaces provided
Apartments	SPPR 4 of Compact Settlement Guidance	Bedrooms (293 in total)	293 * 1 = 293 spaces	303 (+10 than minimum requirement)
Houses	Table 4.1 of DLRCC standards for cycle parking	Units (45 in total)	45*1 = 45 spaces	48 (+3 than minimum requirement)
Visitor spaces	Table 4.1 of DLRCC standards for cycle parking	Units (168 in total)	168/5 = 34 spaces	84 spaces (+50 spaces more than minimum requirement)

The above table demonstrates that the proposed parking spaces represents a **significant uplift above minimum standards**, ensuring that current and future demand for cycling can be comfortably accommodated across all residential units.

Detailed breakdown of bike parking spaces is summarised below.

Table 2-3 – Cycle Parking Breakdown

BICYCLE PARKING RESIDENTIAL UNITS	No. Residential Units	No. of Bedrooms	Residential Bicycle Parking Requirement (Apt Guidelines)	Residential Bicycle Parking Proposed	Visitor Bicycle Parking Requirement (Apt Guidelines)*	Visitor Bicycle Parking Proposed (External Sheffield Stands)	Total Residential and Visitor Bicycle Parking Requirement (Apt Guidelines)	Total Bicycle Parking Provision	Motor bicycle Parking Proposed
Apartment Block 1 (East)	54	95	95	88	27	24	122	112	3
Apartment Block 2 (East)	41	73	73	80	21	24	94	104	
Apartment Block 3 (Central)	38	63	63	67	19	18	82	85	2
Apartment Block 4 (Central)	35	62	62	68	18	18	80	86	3
Mid-terrace houses	45			48				48	4
TOTALS	168	293	293	351	84	84	377	435	12

RESIDENTIAL BICYCLE PARKING TYPE APARTMENTS & DUPLEXES	No. Sheffield Stand Spaces in Internal Bicycle Stores	No. Semi-Vertical Spaces in Internal Bicycle Stores	No. Stacked Spaces in Internal Bicycle Stores	No. Cargo Spaces	No. External Bicycle Locker Spaces (Horizontal)	No. Sheffield Stand Spaces in External Bicycle Stores	No. External Bicycle Store Spaces (Stacked)	No. External Bicycle Store Spaces (Vertical)	Total Residential Bicycle Parking
Apartment Block 1 (East)	52		32	4					88
Apartment Block 2 (East)	44		32	4					80
Apartment Block 3 (Central)	36	28		3					67
Apartment Block 4 (Central)	16	20		4		28			68
TOTALS	148	48	64	15		28			303
	48.8%	15.8%	21.1%	5.0%		9.2%			100.0%

2.2.3 Provision for cargo bikes

In accordance with the *Bike Parking Infrastructure Guidance*¹, it is recommended that at least 5% of all cycle parking spaces should be capable of accommodating larger cycles, such as cargo bikes. To address this requirement, a total of 15 spaces (approximately 5% of the 303 apartment resident cycle parking spaces, excluding visitor parking) have been allocated for cargo bike use.

¹ https://www.dublincycling.com/sites/dublincycling.com/files/dcc_online_brochure_-_august_2017.pdf



These spaces will be provided using Sheffield stands and will be designed to accommodate the larger dimensions of cargo bikes.

2.2.3.1 Provision for Houses

No dedicated cargo bike spaces are proposed for the houses. However, adequate access to the rear gardens has been provided to facilitate the storage and manoeuvrability of cargo bikes.

The *Bike Parking Infrastructure Guidance* notes that cargo bikes can be up to 85 cm wide. In general, the rear access routes have been designed with an average width of 1.4 m, with a minimum width of 1.0 m provided at three locations. These widths are considered sufficient to accommodate cargo bikes and allow for convenient access and manoeuvring.



Figure 2-6 – Widths of Rear Garden Access Route

2.3 Car Parking

2.3.1 Overview

Car parking for the proposed development has been carefully considered taking into account the site characteristics, including location and availability of alternatives in both the immediate, medium and in term situations.

2.3.2 Car Parking Ratio

The relevant car parking policy standards for the proposed development are:

- Apartments – The parking spaces were provided in accordance with SPPR 3 guidance of Compact Housing Guidelines which says that for city centres and neighbourhood of five cities including Dublin, a maximum of 1 number of spaces per unit should be provided
- For houses – As per Table 6.1 of the Old Connaught LAP, a maximum of 1 space per unit for the 1 and 2 bed residential units (both houses and apartments/duplexes), while a maximum of 1.5 spaces per unit for 3-Bed plus residential units can be provided.
- EV Parking Spaces – Based on Section 12.4.11 of DLRCC Development Plan for Residential multi-unit developments both new buildings and buildings undergoing major renovations (with private car spaces including visitor car parking spaces), a minimum of one car parking space per five car parking spaces (20%) should be equipped with one fully functional EV Charging Point. In addition, for future upgrade, ducting for every parking space shall also be provided.
- Accessible Parking Spaces – As per Section 12.4.5.5 of DLRCC Development Plan, minimum of 4% of the spaces should be reserved for disabled parking.
- Visitor Parking Spaces – In addition, as per Section 12.4.5 of DLRCC Development plan, for residential development visitor parking spaces at rate of maximum of 1 per 10 spaces (10%) can be provided.

The table below summarises the cycle parking provision and demonstrates compliance with the relevant guidance.

Table 2-4 – Car Parking spaces

Development Type	Guidance Applied	Factors	Requirement as per guidance	Number of spaces provided
Apartments	SPPR 3 of Compact Settlement Guidance which says a maximum of 1:1 ratio per unit should be provided.	Units (168 in total)	$168 * 1 = 168$ maximum spaces	118 (0.8 times the number of units; hence meeting the guidance)
Houses	Table 6.1 of the Old Connaught LAP: ▪ 1 or 2 bed: A maximum of 1 per unit ▪ 3 bed plus: 1.5 per unit	Units ▪ 1 or 2 bed (52 units) ▪ 3 bed plus (51 units)	▪ 1 or 2 bed: $52 * 1 = 52$ spaces maximum ▪ 3 bed plus: $51 * 1.5 = 76$ spaces maximum Total = 128 spaces maximum (1.2 spaces per unit)	156 spaces (at 1.5 spaces per unit)



Development Type	Guidance Applied	Factors	Requirement as per guidance	Number of spaces provided
Visitor	As per DLRCC development plan, a max of 10% of spaces	Total parking spaces = 217 spaces	10% of 217 = A max of 21 spaces	11 spaces (-10 of maximum required)
EV spaces	As per DLRCC development plan, a minimum of 20% of spaces	20% of apartments, residential and visitor spaces to be equipped with EV charging point		
Disabled spaces	As per DLRCC development plan, a minimum of 4% of spaces	4% of apartments, residential and visitor spaces to be reserved for disabled parking spaces		

2.3.2.1 Changes compared to Stage 2 submission

Based on the Stage 2 opinion, car parking across the development has been revised and the updated ratio of car parking spaces is 1.1 as summarised below.

Table 2-5 – Car Parking Provided

CAR PARKING	No. of Units	Surface	Disabled (Surface)	Visitor (Surface)	Undercroft	Disabled (Undercroft)	Total	Residential Parking Ratio
Houses (East)	23	34	2				36	1.6
Apartment Block 1 (East)	54	20			23	1	44	0.8
Apartment Block 2 (East)	41	3			23	1	27	0.7
Houses (Central)	80	117	3				120	1.5
Apartment Block 3 (Central)	38	17	2				19	0.5
Apartment Block 4 (Central)	35	26	2				28	0.8
Visitor				11			11	
ESB spaces				2			2	
Go-Car				2			2	
Total	271	217	9	15	46	2	289	1.1

*20% of all residential and visitor car parking spaces are equipped with an EV Charging Point, Please refer to the Car Parking Allocation Drawing for further detail.
**4% of all residential and visitor car parking spaces are suitable for use by disabled persons.

2.3.2.2 Key Car Parking Takeaways

- Overall, the development provides an average parking ratio of approximately 1.1 space per residential unit, reflecting a balanced approach between accessibility and sustainable transport objectives.
- Larger family dwellings are allocated a higher parking provision (approximately 1.6 spaces per unit), recognising the greater car ownership and usage typically associated with these units.
- Apartment units, particularly 1-bed units, are provided with less than 1 space per unit, reflecting their lower parking demand and stronger alignment with sustainable travel patterns.
- The inclusion of 2 dedicated car-sharing spaces supports reduced private car ownership, while still providing flexible access to vehicles for residents when required.
- 4% of all car parking is design to accommodate accessible users
- 20% of all car parking is equipped with EV charging point



2.3.3 Measures to reduce reliance on private motor vehicles

The Old Connaught LAP establishes a clear strategic objective to deliver the area as a **sustainable urban village**, structured around **compact, mixed-use development**, high-quality placemaking and a **transport system that prioritises active travel and public transport over private car use**. Central to this vision is the creation of **10-minute neighbourhoods**, where residents can access a wide range of daily services and amenities by walking, cycling or public transport, thereby reducing travel demand and supporting healthier, low-carbon lifestyles. The following measures will be implemented to envisage the above vision.

Safety of active travel users

As part of the proposed development, a number of measures have been incorporated to support and enhance the safety, attractiveness, and convenience of active travel modes. These measures include the following:

- The active travel infrastructure within the development, including the North–South Link Road and East–West Link Road, has been designed in accordance with the *Cycle Design Manual (CDM)* and *Design Manual for Urban Roads and Streets (DMURS)*. This will provide a safe, coherent, and accessible environment for pedestrians and cyclists, facilitating movement throughout the development, the wider LAP lands, and onwards to Dublin Road to the east.
- Four controlled pedestrian and cyclist crossings are proposed along the North–South Link Road to facilitate safe and convenient crossing opportunities for active travel users.
- All crossings at side road junctions incorporate zebra crossings, providing clear and priority-controlled crossing points for pedestrians and improving safety and accessibility for active travel users.
- **Junction Design**
 - **Internal North–South / East–West Junction:** The junction between the North–South and East–West Link Roads has been designed in accordance with Drawing TL505 of the Cycle Design Manual as a protected T-junction arrangement. This layout provides a safe, legible, and coherent design for all road users, with particular emphasis on the comfort and safety of pedestrians and cyclists.
 - **Old Connaught Avenue / North–South Link Road Junction:** The North–South Link Road connects to Old Connaught Avenue via a priority-controlled junction. The road and junction arrangement has been developed having regard to the adjoining DLRCC lands located to the east and west of the proposed connection. The design accords with CDM Drawing TL302, which provides guidance on the transition of segregated cycle facilities to a mixed-traffic environment as the route approaches Old Connaught Avenue. For the Phase A1 development, Old Connaught Avenue will retain priority over the North–South Link Road.
 - **Priority Junctions at Side Roads:** Owing to the proposed parking arrangement on the western side of the North–South Link Road, all five side-road junctions on the western side have been designed in accordance with CDM Drawing TL401 (Standard Cycle Track Crossing of Side Road with Full Setback). The remaining junction, located on the eastern side of the North–South Link Road, have been designed in accordance with CDM Drawing TL403 (Standard Cycle Track Crossing of Side Road with Priority and No Setback). This approach has been adopted to accommodate the requirements of the proposed street layout while also safeguarding a potential future Luas alignment.
- The walking and cycling isochrones provided within the Transportation and Traffic Assessment (TTA) and Mobility Management Plan demonstrate that a range of key destinations, including bus stops on Dublin Road, retail facilities within Bray Central, and nearby primary and secondary schools, can be conveniently accessed by walking and cycling from the proposed development.
- The proposed parking ratio of 1.1 per unit with especially lower ratio for the apartments is expected to reduce car dependency and encourage more sustainable travel patterns, thereby limiting car-based trip generation associated with the development.
- The development provides cycle parking well in excess of the minimum standards. All cycle parking spaces are designed to be easily accessible, conveniently located, secure, well overlooked, and fully integrated with the wider active travel network. This will help increase confidence amongst cyclists and encourage greater uptake of cycling as a mode of transport.



The above measures will help in reducing short trips to retail shops, schools and potential long trips by providing access to bus stops along Dublin Road.

Mobility Management Plan

- In addition, the development is supported by a comprehensive **Mobility Management Plan (MMP)**, which includes a range of measures aimed at encouraging sustainable travel behaviour and reducing reliance on private car use. These measures include travel information initiatives, sustainable travel incentives, monitoring and review arrangements, and the promotion of active travel and shared mobility options.
- The scheme will also include provision for **car-sharing**, enabling residents to access a vehicle when required without the need for individual ownership. Car-sharing schemes have been shown to reduce levels of private car ownership and can significantly lower parking demand in well-connected urban locations, further supporting sustainable transport objectives.

Future Public Transport Provisions

The Old Connaught Local Area Plan (LAP) envisages a transport strategy that prioritises sustainable travel and reduces reliance on private car use. In this regard, it is anticipated that public transport demand generated by the development will be accommodated through existing and enhanced bus services in the short to medium term, while longer-term public transport demand will be served by the proposed Luas extension corridor safeguarded within the LAP lands along the North–South Link Road.

The proposed development has been designed to support this strategic objective by providing high-quality pedestrian and cycling connections to existing bus stops on Dublin Road and by safeguarding the alignment of the proposed future Luas corridor. This approach will ensure that residents have convenient access to public transport services from the outset, while also facilitating enhanced public transport connectivity as the area develops over time.

The combination of high-quality active travel infrastructure, accessibility to bus services, and the provision for a future Luas line will provide attractive alternatives to private car use for both local and longer-distance journeys. These measures will help reduce dependence on private vehicles, minimise long-distance car-based trips, and support the delivery of a more sustainable and integrated transport network in accordance with the objectives of the Old Connaught LAP.

Summary

The proposed development has been designed to support the vision of the Old Connaught LAP for a sustainable, well-connected, and people-focused urban village. The provision of high-quality active travel infrastructure, safe pedestrian and cyclist crossings, protected junction designs, and cycle parking facilities that exceed minimum standards will encourage walking and cycling as the preferred modes of travel for local trips.

The development's low residential car parking provision, comprehensive Mobility Management Plan, and provision for car-sharing will further reduce dependence on private car ownership and encourage more sustainable travel behaviour. In addition, excellent connectivity to existing bus services and the safeguarding of the future Luas corridor will provide residents with attractive public transport options for longer-distance trips.

Collectively, these measures will contribute to the creation of a 10-minute neighbourhood, where residents can conveniently access employment, education, retail, recreational, and community facilities by walking, cycling, or public transport. As a result, the proposed development will reduce reliance on private cars, promote active travel, support modal shift towards sustainable transport, and assist in achieving the wider transport and placemaking objectives of the Old Connaught LAP.



2.4 Site Layout & Connectivity

2.4.1 Overview

As part of this application, the following reports and drawings have been submitted to demonstrate the suitability of the proposed transport infrastructure and its compliance with the latest design guidance, including the *Design Manual for Urban Roads and Streets (DMURS)* and the *Cycle Design Manual (CDM)*:

- **Traffic and Transport Assessment** (AtkinsRéalis Reference: 0126446DG0014), demonstrating the operational performance and capacity of the internal road network, junctions and the wider surrounding road network.
- **DMURS Statement** (AtkinsRéalis Reference: 0126446DG0017), outlining how the proposed development has been designed in accordance with the principles and recommendations of the *Design Manual for Urban Roads and Streets (DMURS)*.
- **Road and Infrastructure Drawings**, including:
 - General Arrangement Drawings (AtkinsRéalis Reference: 100126446-ATK-XX-00-DR-CE-900101 to 100126446-ATK-XX-00-DR-CE-900103);
 - Junction Dimension Drawings (AtkinsRéalis Reference: 100126446-ATK-XX-00-DR-CE-900104 to 100126446-ATK-XX-00-DR-CE-900106);
 - Visibility Splay Drawings (AtkinsRéalis Reference: 100126446-ATK-XX-00-DR-CE-900107 to 100126446-ATK-XX-00-DR-CE-900108);
 - Street Typology Drawings (AtkinsRéalis Reference: 100126446-ATK-XX-00-DR-CE-901000 to 100126446-ATK-XX-00-DR-CE-901002);
 - Active Travel Provision Drawings (AtkinsRéalis Reference: 100126446-ATK-XX-00-DR-CE-901003 to 100126446-ATK-XX-00-DR-CE-901005);
 - Refuse Vehicle and Fire Tender Tracking Drawings (AtkinsRéalis Reference: 100126446-ATK-XX-00-DR-CE-902600 to 100126446-ATK-XX-00-DR-CE-902605);
 - Typical Cross-Sections (AtkinsRéalis Reference: 100126446-ATK-XX-00-DR-CE-903000 to 100126446-ATK-XX-00-DR-CE-903002); and
 - Longitudinal Sections (AtkinsRéalis Reference: 100126446-ATK-XX-00-DR-CE-903003 to 100126446-ATK-XX-00-DR-CE-903004).

2.4.2 Opinions From DLRCC Planning Team

The responses to the comments raised by Dún Laoghaire-Rathdown County Council during the Stage 2 process are summarised below.

- **Opinion 1:** All user access should be provided to the south-eastern (DLR-owned) site to reduce the potential for crossings across the Luas reservation. As stated below, location to be informed by Tree Survey.
 - **Response to Opinion 1:** A dedicated pedestrian and cyclist link connecting the eastern development lands and the adjoining south-eastern DLRCC lands has been incorporated into the proposed layout (refer to Figure 2-7). However, this connection is intended solely for active travel users and does not facilitate vehicular movements. Restricting vehicular access at this location will limit through-traffic within the development, helping to maintain a high-quality residential environment and reinforcing the placemaking objectives of the scheme.
- **Opinion 2:** Consider relocation of the internal road within the eastern portion of the lands in order to increase the setback of proposed dwellings from the M11 and to avoid fragmenting the public open space area.
 - **Response to Opinion 2:** The layout has been revised to enhance the interface with the M11/N11 corridor. A 1.5 m-wide footpath, together with a substantial tree planting buffer on both sides, has been provided along the eastern edge of the development adjacent to the reservation corridor (refer to Figure 2-7). This landscaped buffer will contribute to visual screening and assist in mitigating noise impacts. Further details



are provided in the Noise Impact Assessment prepared by Traynor Environmental Ltd Consulting Ltd and submitted as part of the planning application.

- **Opinion 3:** Pedestrian and cyclist access should be provided to the south-western site adjacent to Festina Lente.
 - **Response to Opinion 3:** An active travel connection (Active Travel Link 1, shown on Figure 2-7) has been provided along the southern boundary of the south-western development lands. This route has been designed to facilitate future connectivity and will be extended during subsequent phases of development to provide a direct link to Festina Lente.
- **Opinion 4:** Access to the public open space should be revised from a northerly direction (Block 3), as the proposed arrangement is likely to result in a traffic hazard due to poor visibility between pedestrians and vehicles/car parking.
 - **Response to Opinion 4:** This issue has been addressed through revisions to the road layout. The parking spaces previously provided on both sides of the eastern section of Road 5, located south-west of Block 3 in the Stage 2 scheme (refer to Figure 2-8), have been removed. These spaces have been replaced with a 1.5 m-wide pedestrian and cycle link providing access to the apartment building and adjoining public open spaces (refer to Figure 2-7).
 - In addition, the previously proposed vehicular connection from Road 5 onto the North–South Link Road (Figure 2-8) has been removed. This connection is now reserved exclusively for pedestrian and cyclist movements (Figure 2-7), thereby reducing potential vehicle conflicts and improving safety and accessibility for active travel users.
- **Opinion 5:** Further details relating to surface treatments, junctions, and levels should be provided.
 - **Response to Opinion 5:** The Stage 3 submission includes a comprehensive suite of drawings illustrating the proposed road hierarchy, junction arrangements and vertical alignment strategy. Different street typologies, including Link Streets, Local Streets and Home Zones, have been clearly distinguished through the use of colour coding within the submitted drawings.
 - The detailed specification of paving and surface materials will be developed during the detailed design stage. However, the overall design approach, levels strategy and junction arrangements have been fully developed and are included within the planning submission. Relevant drawing references are provided in section above.

2.4.3 Opinions from NTA

- **Opinion 1 –** The proposed parallel car parking spaces on the west side of the north-south street could preclude the delivery of bus stop infrastructure
 - **Response –** The proposed design has been developed to accommodate future public transport infrastructure along the North–South Link Road. In-line bus stops have been incorporated on both sides of the North–South Link Road adjacent to the zebra crossing associated with the Active Travel Link located south of Block 3 (refer to Figure 2-7).
 - To facilitate safe passenger boarding and alighting while maintaining continuity for pedestrians and cyclists, the bus stop arrangements have been designed in accordance with the Cycle Design Manual standards TL201 (Island Bus Stop) and TL202 (Shared Bus Stop Landing Zone).
 - The use of in-line bus stops is increasingly recognised as best practice in urban environments, as they improve public transport efficiency by reducing dwell times associated with re-entering traffic, enhance bus journey reliability, and maintain a safer and more coherent environment for pedestrians and cyclists. Consequently, the proposed design ensures that future bus services can be accommodated without compromising the active travel objectives of the development².

² https://www.nationaltransport.ie/wp-content/uploads/2023/11/Part-1_1_Cycle-links-Philip-Lee-CSEA.pdf

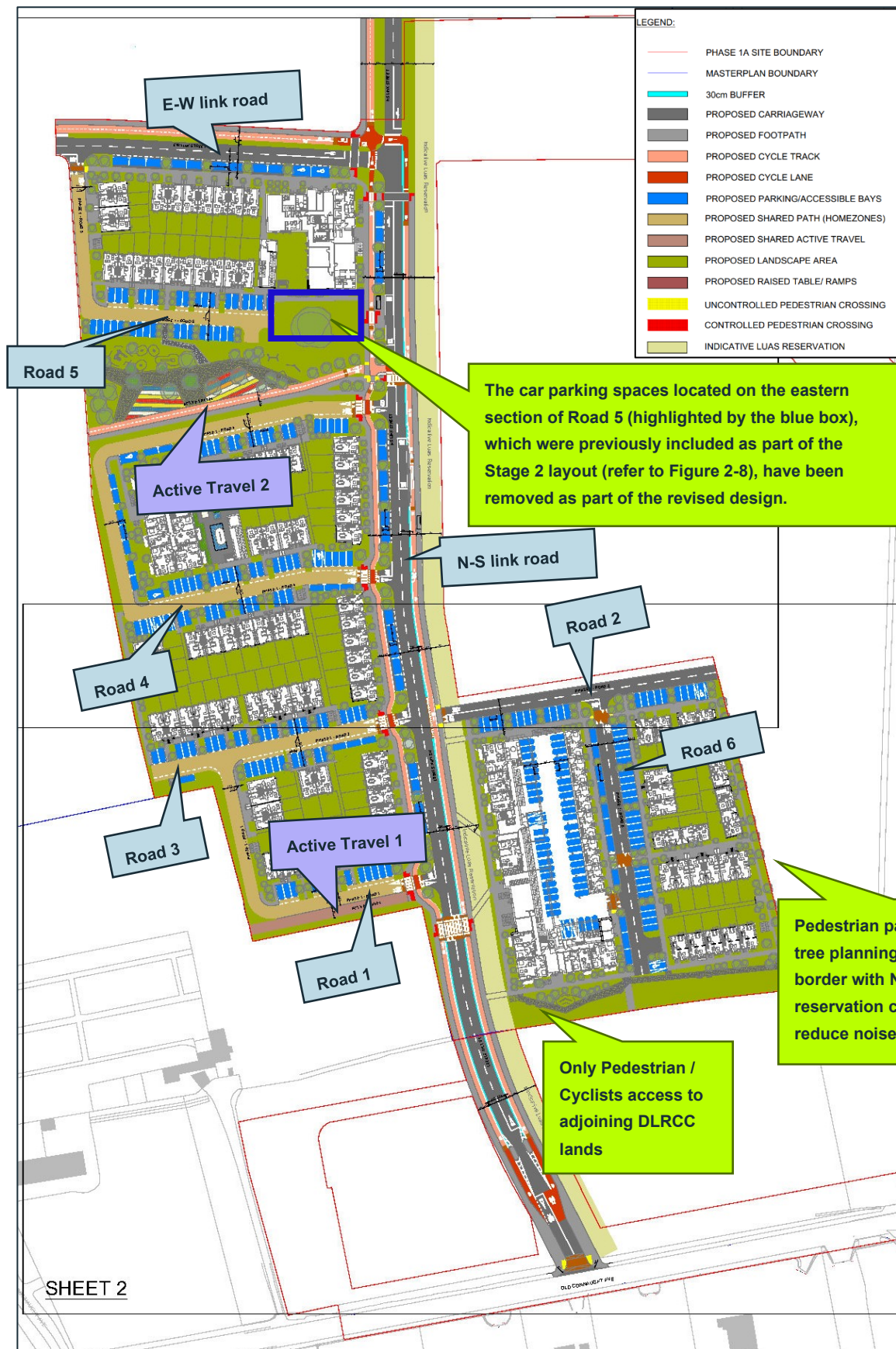


Figure 2-7 - General Arrangement Drawing: As part of Stage 3 submission

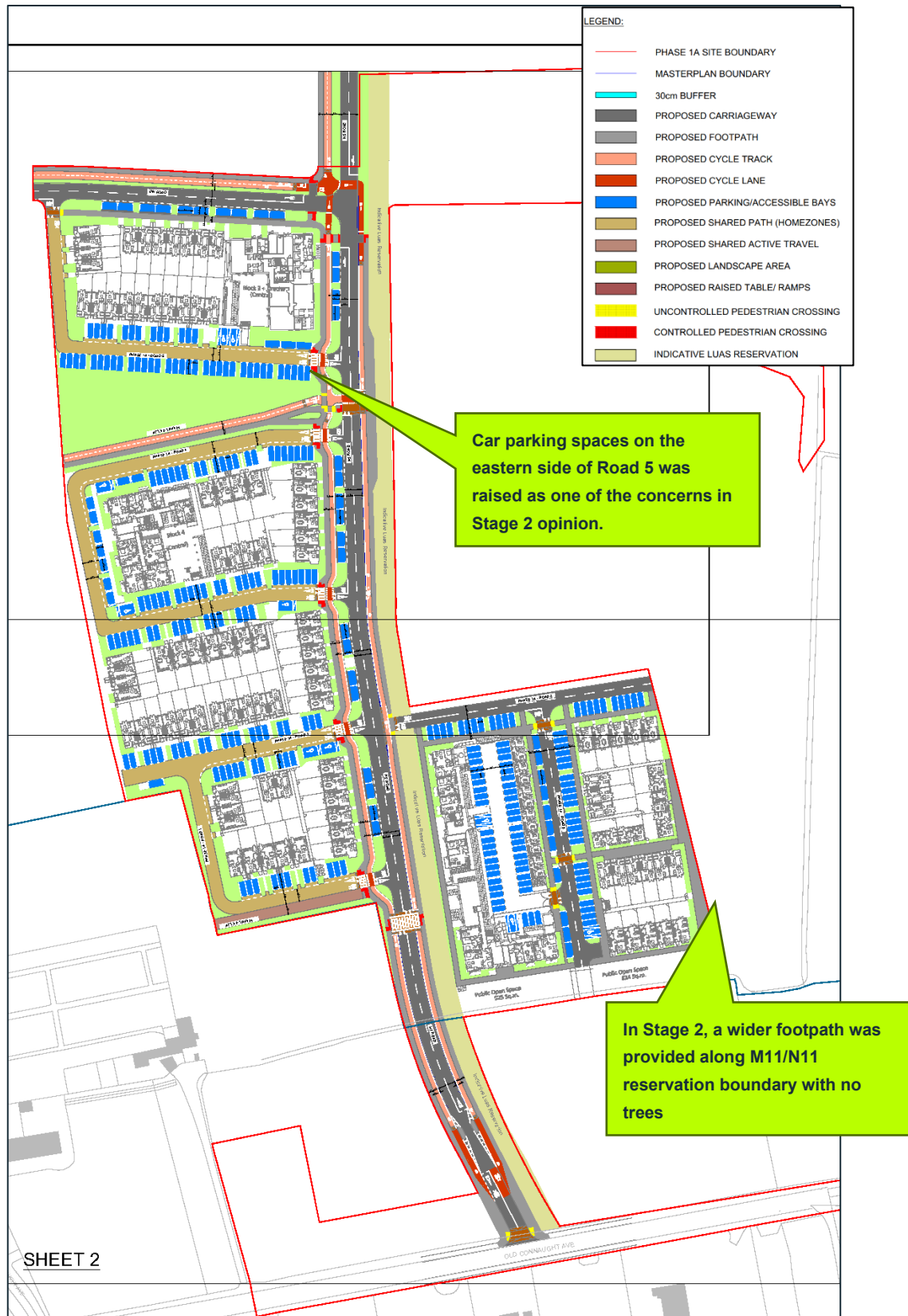


Figure 2-8 - General Arrangement Drawing: As part of Stage 2 submission

2.5 Future LUAS Provision

2.5.1 Overview

The proposed Bray Luas Extension forms part of the long-term public transport strategy for the Greater Dublin Area and is supported by the planning objectives of the Old Connaught Local Area Plan (LAP). In particular, **Policy OCLAP27** seeks to support the extension of the Luas Green Line southwards to serve Bray and the surrounding area.

Figure 6.13 of the Old Connaught LAP identifies a safeguarded corridor for a future Luas alignment along the proposed North–South Link Road. The purpose of this safeguard is to protect the opportunity for future light rail infrastructure while allowing the phased development of the LAP lands to proceed in the interim.

It should be noted that no confirmed Luas alignment currently exists for the area and that the future route remains subject to further transport studies, route selection, design development and statutory approval processes. Accordingly, the objective of the Phase A1 development is to safeguard an appropriate corridor that would facilitate the delivery of a future Luas scheme, should one be progressed.

2.5.2 Opinion Regarding Policy Guidance

There is currently no specific NTA guidance prescribing minimum corridor reservation widths for future light rail schemes. Consequently, the proposed reservation width has been informed by a review of relevant guidance documents and comparable Luas projects, including:

- Transit Cooperative Research Program (TCRP): Track Design Handbook for Light Rail Transit (2012);
- TII PE-PDV-00001: Light Rail Environment – Technical Guidance for Development (December 2020); and
- Documentation submitted as part of the **Luas Finglas Railway Order** (November 2024).

The Railway Order³ documentation for the proposed Luas Finglas extension includes a range of indicative cross-sections for light rail infrastructure in urban environments. A review of these cross-sections demonstrates that a corridor width of approximately **7 metres** is generally sufficient to accommodate a typical double-track Luas alignment.

³ https://www.luasfinglasro.ie/media/zwunote3/luas-finglas-a1-landscape-book_v2.pdf

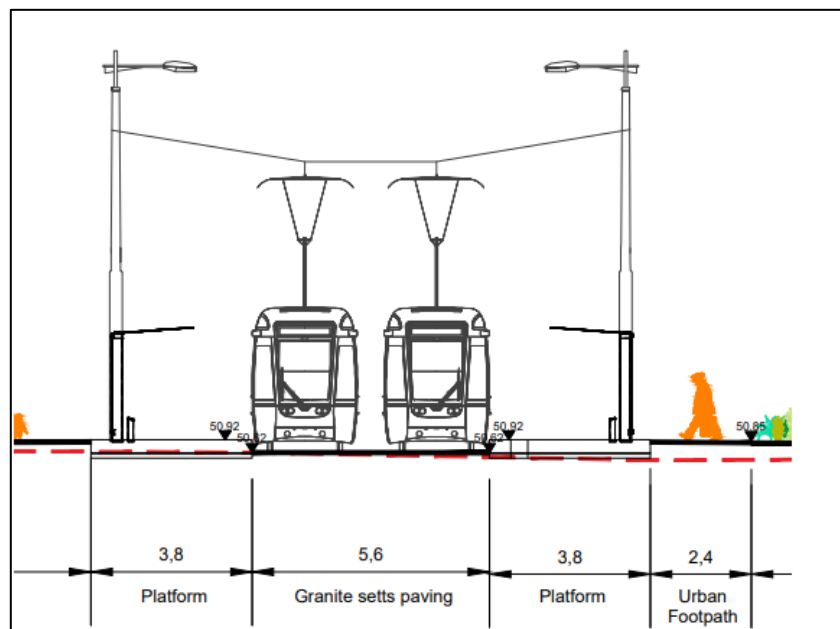
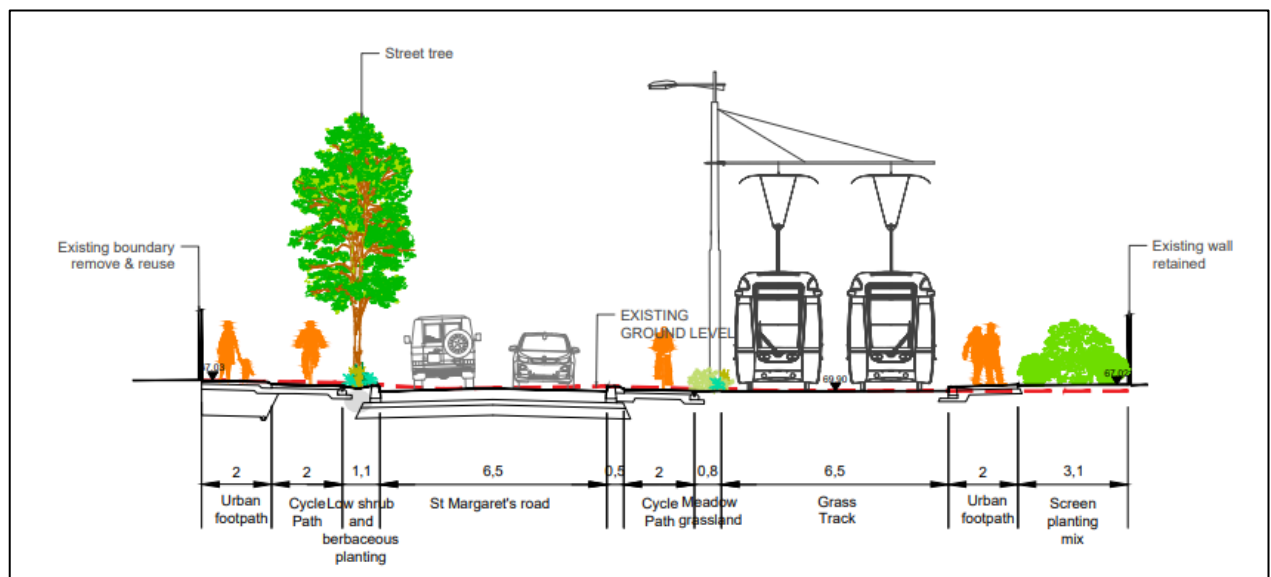
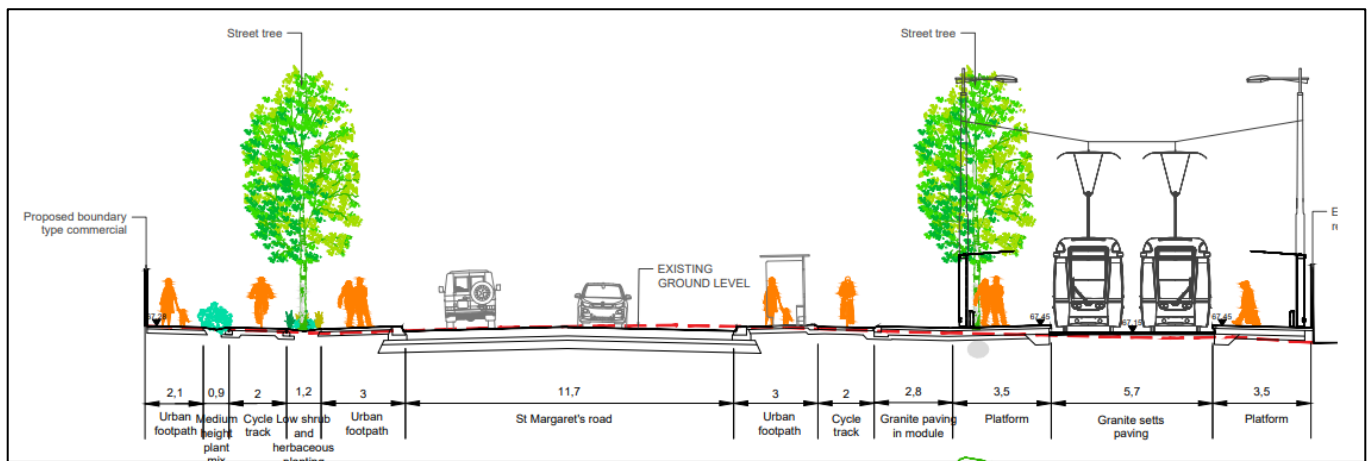


Figure 2-9 - Typical cross-section as part of Finglas LUAS

2.5.3 Provision within the development

To safeguard the future provision of a Luas corridor, a continuous **7 m-wide reservation** has been incorporated along the eastern side of the proposed North–South Link Road.

The safeguarded corridor has been designed to remain free from permanent structures that could prejudice the future delivery of a light rail scheme. At the same time, the corridor integrates appropriately with the surrounding street network and active travel infrastructure, ensuring that the development can function effectively pending the delivery of any future Luas extension.

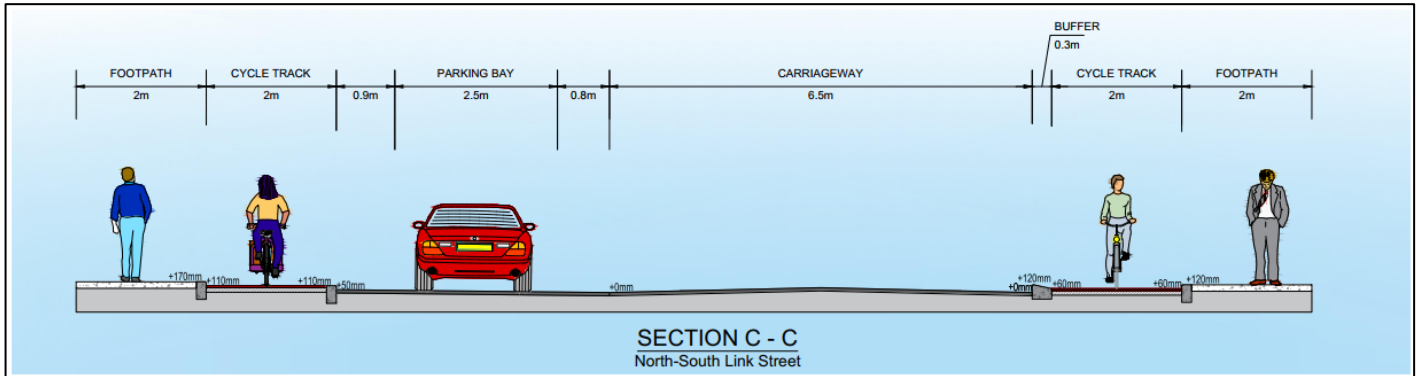


Figure 2-10 - Overall Cross-Section of N-S link Road

2.5.3.1 Engagement with NTA

Engagement was undertaken with the National Transport Authority (NTA) through Dún Laoghaire-Rathdown County Council during the design process.

In correspondence received from the NTA dated **9 February**, the Authority noted that there is currently no light rail scheme for the area with an Emerging Preferred Route (EPR) or agreed cross-section. However, the NTA confirmed that they were satisfied that the proposed **7 m-wide reservation**, together with the adjacent active travel facilities, would provide sufficient space to accommodate a future light rail corridor through the lands, should it be required.

The NTA further acknowledged that the relatively flat topography and straight alignment of the North–South Link Road corridor would be advantageous in facilitating a future Luas route.

2.5.3.2 Assessment of Corridor Provision

The proposed 7 m-wide reservation has been developed having regard to available guidance, precedent projects and consultation with the NTA. Given the relatively level topography and the straight alignment of the North–South Link Road, it is considered that the safeguarded corridor provides an appropriate and proportionate allowance for a future Luas extension.

At this stage, there is no confirmed Emerging Preferred Route, detailed alignment, or approved cross-sectional arrangement for a future Luas scheme in the area. Consequently, increasing the safeguarded corridor width beyond 7 m at this stage would be difficult to justify and would result in unnecessary impacts on other elements of the development, including active travel infrastructure and residential parking provision.

Furthermore, the current street design has been developed in accordance with DMURS principles and incorporates features that contribute positively to place-making and traffic calming. In particular, Section 4.4.9 of DMURS recognises the role of on-street parking in creating a self-regulating street environment and reducing vehicle speeds.

Notwithstanding this, the proposed cross-section (Figure 2-10) retains significant flexibility that would allow the safeguarded corridor to be widened in the future, should additional space be required as part of the detailed design of a future Luas scheme. Potential measures include:

- Reducing the carriageway width from **6.5 m to 6.0 m**, while remaining compliant with the guidance set out in Section 4.4.1 of DMURS;
- Reconfiguring the cycle infrastructure to provide a **3.0 m two-way cycle track with a 0.5 m buffer**, in place of the current arrangement of segregated one-way cycle tracks; and
- Removing on-street parking spaces, which currently occupy approximately **4.2 m** of the overall corridor width.

Accordingly, while the proposed 7 m reservation is considered sufficient to safeguard the future provision of a Luas corridor, the overall design of the North–South Link Road also provides flexibility to accommodate any future requirements arising from the progression of a light rail scheme.

2.5.3.3 LUAS Stop Provision

As no Emerging Preferred Route has been identified and no detailed light rail design has been undertaken for the area, the location of future Luas stops remain unknown and will be determined as part of any future route development process.

Accordingly, the provisional Luas stop previously shown opposite Road 4 in the Stage 2 layout has been removed from the Stage 3 planning application. No Luas stops are proposed within the current development, as their location, design and operational requirements can only be established once a future Luas alignment has been defined.

2.5.4 Summary

The proposed development safeguards a continuous 7 m-wide corridor along the eastern side of the North–South Link Road in accordance with the strategic objectives of the Old Connaught LAP. The corridor has been informed by relevant light rail guidance, precedent Luas projects and engagement with the NTA, which has confirmed that the reservation would be capable of accommodating a future light rail corridor if required.

Given the absence of a confirmed Emerging Preferred Route or detailed Luas design, the proposed reservation represents a balanced approach that protects long-term transport objectives while allowing the development to deliver high-quality active travel infrastructure, public realm improvements and an efficient street network. The proposed road cross-section also retains sufficient flexibility to accommodate any future refinement of the corridor should additional space be required during subsequent stages of Luas planning and design.

2.6 Future National Road Scheme

- **Noise Impact Assessment** – To be provided by Traynor Environmental Ltd consulting
- **Work within MMarC boundary:** The LAP was developed in collaboration with TII, and the extent of the reservation land was agreed and defined within the LAP. On this basis, all elements of the proposed development are located outside the MMarC boundary.



Appendix A. LRD Opinion



Large-scale Residential Development Opinion
Section 32D of the Planning and Development
Act 2000, as amended



Applicant	Castlethorn Old Conna ULC
Development Address	Lands to the north of Old Connaught Avenue, Old Connaught, Co Dublin
DLR Reference	PAC/LRD2/002/26
Date of Receipt of Documentation	02/03/2026
Date of LRD Meeting	26/03/2026
Planning Authority Opinion Due	22/04/2026

1.0 INTRODUCTION

Having regard to the consultation that has taken place in relation to the proposed development, the purpose of this report is to form a recommended opinion as to whether or not the documentation submitted with the consultation request under Section 32B of the Planning and Development Act 2000, as amended ("the Act") constitute a reasonable basis on which to make an application for permission for the proposed Large-scale Residential Development (LRD).

2.0 SITE LOCATION AND DESCRIPTION

The subject site, which has a stated gross site area of 6.395ha and net site area of 3.558ha, forms part of a larger landholding with the Old Connaught area, which is located within lands governed by the recently adopted Old Connaught Local Area Plan (LAP) and zoned for future residential development. The subject site lands form part of Phase 1a of the LAP development area. The subject site itself is irregular in shape and currently an undeveloped parcel of farmland. It is located to the north of Old Connaught Avenue, the west of the M111 motorway and to the north-east of Festina Lente horse-riding school and a single dwelling.

Much of the site is bounded by mature tree belts with a standalone mature oak tree on the north-west section of the site. There is a notable change in levels on site falling from west to east towards the motorway. A number of electricity poles and overhead wires traverse the site.

The site is currently accessed from Old Connaught Avenue via either an unnamed laneway to the west or Festina Lente itself. The closest bus stops are also located c. 700m from the southernmost section of site on Dublin Road in Bray.

3.0 PROPOSED LARGE-SCALE RESIDENTIAL DEVELOPMENT

Applicant Summary Description of the Proposed Development

The proposed development will consist of 272no. residential units in a mix of houses and duplex / apartment units comprising of 104no. 2 to 3 storey houses (23no. 4-bedroom, 68no. 3-bedroom, and 13no. 2-bedroom houses), 117no. 2-bedroom

apartments and 45no. 1-bedroom apartment units, 6no. 3-bedroom duplex units, creche (c. 592.6 sqm) at ground floor of apartment block 3, and all associated and ancillary site development and infrastructural works, hard and soft landscaping and boundary treatment works, including public open space; communal open space; regional attenuation pond; public lighting; surface car parking spaces; bicycle parking spaces/stores for houses and duplex / apartment units; 4no. ESB Substation; bin stores; the proposed development is accessed from proposed primary north-south street into the Central Character Area Lands-East. The proposed development will also comprise a new pumping station and storage as required and all associated and ancillary site development and reinstatement.

	Proposal	
Site Area	Gross	c. 6.395ha
	Net	c. 3.4/3.558ha (clarification on extent of net site area and calculations of same required noting discrepancies also present between documents)
No. of Units	272	
Density	Gross	42.5 no. units per ha
	Net	80 no. units per ha (based on 3.4ha, however as stated above, this TBC following clarification on how this figure has been reached is required) Further discussion on density is provided later in this report.
Floor Area	Gross	- Houses (only): 11,212.7 sq. m - Apartments/duplexes (only): 14,042.2 sq. m Total: 25,254.9 sq. m
	Childcare Facility	592.6m ² (Block 3)
	Residential Amenity Space	None provided.
Plot Ratio	- Gross Site Area: 0.04 - Net Site Area: 0.07 (TBC)	
Site Coverage	- Gross Site Area: 40.6% - Net Site Area: 72.6% (TBC)	
Building Height	Apartments	Block 1 & 2: 4-5 storeys Block 3: 4-5 storeys Block 4: 3-4 storeys
	Houses & Duplexes	2-3 storeys
Housing Mix	1 Bed Apartment	45 no.
	2 Bed Apartment	117 no.
	3 Bed Duplex	6 no.
	2 Bed Houses	13 no.
	3 Bed Houses	68 no.
	4 Bed Houses	23 no.

Dual Aspect	44%
Part V (No. of Units)	48 no. units total comprising Block 3 (i.e. 38 no. apartment units), 6no. Duplex units and 4no. 3-bed houses
Public Open Space	c. 3,924 sq. m Based on Gross Site Area: c. 6% Based on Net Site Area: c. 11%
Communal Open Space	c. 1,193sq. m Min. requirements 1,051 sq. m
Car Parking	302 no. (However, it noted that there are discrepancies between the stated providing between the submitted documents.
Motorcycle Parking	3 no. (all located within Block 1)
Bicycle Parking	435 no. in total

4.0 PLANNING HISTORY

Subject Site

No planning history available.

Adjacent Site(s) – Lands at Walcot Cottages, Old Conna, Old Connaught Avenue, Bray, Co. Dublin

S179A/H/04/2024:

A Section 179A application was consulted on by DLRCC in October 2024 for '6no. three bed detached 2-storey houses being constructed. Each house will be 97.19m² and have two parking spaces per house. There will be a private area to the rear of each house. The density of the proposed scheme is 12 Units/ha. New house façade will comprise render and brick and with energy efficient windows and doors, the roofs on the permanent dwellings will be fibre cement slate'.

5.0 RELEVANT PLANNING POLICY

5.1 National Planning Policy

- National Planning Framework (NPF) – Ireland 2040
- Regional Spatial and Economic Strategy (RSES) for the Eastern and Midland Region (EMRA) (2019)

Other National Policy / Guidance / Plans

- Climate Action Plan (2024)
- National Sustainable Mobility Policy 2022 – 2025
- Bus Connects Project (National Transport Authority)
- Greater Dublin Area Cycle Network Plan (National Transport Authority: 2013)

5.2 Guidelines for Planning Authorities

- Guidelines for Planning Authorities: Sustainable Residential Development and Compact Settlements Guidelines for Planning Authorities (2024)
- Sustainable Urban Housing: Design Standards for New Apartments Guidelines for Planning Authorities (2025)
- Regulation of Commercial Institutional Investment in Housing. Guidelines for Planning Authorities (2021)
- Quality Housing for Sustainable Communities – Best Practice Guidelines for Delivering Homes Sustaining Communities (2007)

- Guidelines on Urban Development and Building Heights for Planning Authorities (2018)
- Design Manual for Urban Roads and Streets (2013 – Updated 2019)
- Architectural Heritage Protection Guidelines for Planning Authorities (re-issued 2011)
- The Planning System and Flood Risk Management Guidelines (2009)
- Childcare Facilities Guidelines for Planning Authorities (2001)

5.2 Dún Laoghaire Rathdown County Development Plan 2022-2028

The application site is located under Zoning Objective 'A1' of the Dún Laoghaire Rathdown County Development Plan 2022-2028 which seeks *'to provide for new residential communities and Sustainable Neighbourhood Infrastructure in accordance with approved local area plans'*.

The site is located within the Old Connaught Local Area Plan 2025 area. A section of the site along its southern boundary on Old Connaught Avenue has 'Tree' symbols over a cluster of mature trees/vegetation on the subject site. There is also an objective to provide a future Luas line extension through the site.

The subject site is located proximal to a designated Protected Structure '*Palermo - Former Entrance Walls & Piers, Walled Garden*', listed in Appendix 4: Table 4.1: Record of Protected Structures of the Dun Laoghaire County Development Plan 2022-2028, as '*Other Structure*' RPS No. 1876.

The following policy is relevant to development of this type:

Chapter 2: Core Strategy

- *Section 2.3.3 Housing Delivery*
- *Section 2.3.6 Housing Target for the Core Strategy*
- *Section 2.3.6.1 Housing Targets*
- *Section 2.3.6.2 Household Size*
- *Section 2.3.6.4 Housing Target for the Core Strategy*
- *Section 2.4.6 Phasing*
- *Section 2.6.2.1 (i) Policy Objective CS11: Compact Growth*
- *Section 2.6.2.2 Vacant Sites*

Chapter 3 – Climate Action

Section 3.4 Achieving Sustainable Planning Outcomes

- *Section 3.4.1 Energy Efficiency in Buildings*
- *Section 3.4.1.1 Policy Objective CA5: Energy Performance in Buildings*
- *Section 3.4.1.3 Policy Objective CA7: Construction Materials*
- *Section 3.4.1.4 Policy Objective CA8: Sustainability in Adaptable Design*
- *Section 3.4.2.1 Policy Objective CA10: Renewable Energy*
- *Section 3.4.3 Decarbonising Motorised Transport*
- *Section 3.4.3.2 Policy Objective CA17: Electric Vehicles*
- *Section 3.4.4 Urban Greening*
- *Section 3.4.4.1 Policy Objective CA18: Urban Greening*

Chapter 4 – Neighbourhood – People, Homes and Place

- *Section 4.1.1 Overarching Policy Objective PHP1*

Section 4.2 People

- *Section 4.2.1 Sustainable Communities and Neighbourhood Infrastructure*
- *Section 4.2.1.1 Policy Objective PHP2: Sustainable Neighbourhood Infrastructure*
- *Section 4.2.1.2 Policy Objective PHP3: Planning for Sustainable Communities*
- *Section 4.2.1.3 Policy Objective PHP4: Villages and Neighbourhoods*
- *Section 4.2.1.4 Policy Objective PHP5: Community Facilities*
- *Section 4.2.1.5 Policy Objective PHP6: Childcare Facilities*

Section 4.3 Homes

- *Section 4.3.1 Delivering and Improving Homes*
- *Section 4.3.1.1 Policy Objective PHP18: Residential Density*
- *Section 4.3.1.3 Policy Objective PHP20: Protection of Existing Residential Amenity*
- *Section 4.3.2 Housing Choice*
- *Section 4.3.2.1 Policy Objective PHP25: 'Housing for All – A New Housing Plan for Ireland, 2022'*
- *Section 4.3.2.2 Policy Objective PHP26: Implementation of the Housing Strategy*
- *Section 4.3.2.3 Policy Objective PHP27: Housing Mix*
- *Section 4.3.2.6 Policy Objective PHP30: Housing for All*
- *Section 4.3.2.7 Policy Objective PHP31: Provision of Social Housing*

Section 4.4 Place

- *Section 4.4.1 Quality Design & Placemaking*
- *Section 4.4.1.1 Policy Objective PHP35: Healthy Placemaking*
- *Section 4.4.1.2 Policy Objective PHP36: Inclusive Design & Universal Access*
- *Section 4.4.1.3 Policy Objective PHP37: Public Realm Design*
- *Section 4.4.1.6 Policy Objective PHP40: Shared Space Layouts*
- *Section 4.4.1.7 Policy Objective PHP41: Safer Living Environment*
- *Section 4.4.1.8 Policy Objective PHP42: Building Design & Height*
- *Section 4.4.1.10 Policy Objective PHP44: Design Statements*

Chapter 5 – Transport and Mobility

Section 5.4 Integrated Land use and Transport

- *Section 5.4.1 Policy Objective T1: Integration of Land Use and Transport Policies*

Section 5.5 Promoting Modal Change

- *Section 5.5.1 Policy Objective T4: Development of Sustainable Travel and Transport.*

Section 5.6 Promoting Active Travel: Cycling and Walking

- *Section 5.6.1 Policy Objective T11: Walking and Cycling*

Section 5.7 Demand Management and Travel Planning

- *Section 5.7.2 Policy Objective T17: Travel Plans*
- *Section 5.7.3 Policy Objective T18: Car Sharing Schemes*
- *Section 5.7.4 Policy Objective T19: Carparking Standards*

Section 5.8 Road and Street Network

- *Section 5.8.4 Policy Objective T26: Traffic and Transport Assessments and Road Safety Audits*
- *Section 5.8.5 Policy Objective T27: Traffic Noise*
- *Section 5.8.6 Policy Objective T28: Road Safety*
- *Section 5.8.8 Policy Objective T30: Street Lighting*

Chapter 8 – Green Infrastructure and Biodiversity

Section 8.3 Green Infrastructure

- *Section 8.3.1 Policy Objective GIB1: Green Infrastructure Strategy*

Section 8.4 Landscape

- *Section 8.4.1 Policy Objective GIB2: Landscape Character Areas*

Section 8.7 Biodiversity

- *Section 8.7.1 Introduction*
- *Section 8.7.1.1 Policy Objective GIB18: Protection of Natural Heritage and the Environment*
- *Section 8.7.1.2 Policy Objective GIB19: Habitats Directive*
- *Section 8.7.1.4 Policy Objective GIB21: Designated Sites*
- *Section 8.7.1.5 Policy Objective GIB22: Non-Designated Areas of Biodiversity Importance*
- *Section 8.7.1.8 Policy Objective GIB25: Hedgerows*
- *Section 8.7.1.9 Policy Objective GIB26: Geological Sites*
- *Section 8.7.1.11 Policy Objective GIB28: Invasive Species*
- *Section 8.7.1.12 Policy Objective GIB29: Nature Based Solutions*

Chapter 9 – Open Space, Parks and Recreation

Section 9.2 Open Space and Parks

- *Section 9.2.1.2 Policy Objective OSR2: Hierarchy of Parks and Public Open Space*
- *Section 9.2.1.4 Policy Objective OSR4: Public Open Space Standards*

Section 9.3 Open Space and Recreation

- *Section 9.3.1.3 Policy Objective OSR7: Trees, Woodland and Forestry*

Section 9.4 Sports and Play

- *Section 9.4.1.5 Policy Objective OSR13: Play Facilities and Nature Based Play*

Chapter 10 – Environmental Infrastructure and Flood Risk

Section 10.2 Water and Wastewater

- *Section 10.2.2 Water and Wastewater – Policy Objectives*
- *Section 10.2.2.3 Policy Objective EI3: Wastewater Treatment Systems*
- *Section 10.2.2.4 Policy Objective EI4: Water Drainage Systems*
- *Section 10.2.2.6 Policy Objective EI6: Sustainable Drainage Systems*
- *Section 10.2.2.9 Policy Objective EI9: Drainage Impact Assessment*

Section 10.3 Waste

- *Section 10.3.2 Waste - Policy Objectives*
- *Section 10.3.2.1 Policy Objective EI11: Resource Management*
- *Section 10.3.2.2 Policy Objective EI12: Waste Management Infrastructure, Prevention, Reduction, Reuse*

Section 10.4 Pollution

- *Section 10.4.1 Policy Objective EI14: Air and Noise Pollution*
- *Section 10.4.2 Policy Objective EI15: Light Pollution*

Section 10.7 Flood Risk

- *Section 10.7.2 Policy Objective EI22: Flood Risk Management*

Chapter 11 – Heritage and Conservation

Section 11.3 Archaeological Heritage

- *Section 11.3.1 Record of Monuments and Places*
- *Section 11.3.1.1 Policy Objective HER1: Protection of Archaeological Heritage*
- *Section 11.3.1.2 Policy Objective HER2: Protection of Archaeological Material in Situ*

Chapter 12 – Development Management

Section 12.1 Introduction

- *Section 12.1.1 Planning Process*
- *Section 12.1.1.2 Design Statements*
- *Section 12.1.1.3 Landscape Plans*
- *Section 12.1.2 Impacts on the Environment*
- *Section 12.1.2.1 Environmental Impact Assessment*
- *Section 12.1.2.2 Appropriate Assessment*
- *Section 12.1.2.3 Ecological Impact Assessment*

Section 12.2 Climate Action

- *Section 12.2.1 Built Environment*
- *Section 12.2.6 Urban Greening*

Section 12.3 Neighbourhood - People, Homes and Place

- *Section 12.3.1 Quality Design*
- *Section 12.3.1.1 Design Criteria*
- *Section 12.3.2 Sustainable Neighbourhood Infrastructure*
- *Section 12.3.2.2 Sustainable Neighbourhood Infrastructure – Future Provision (i) New Residential Communities*
- *Section 12.3.2.3 Community Facilities*
- *Section 12.3.2.4 Childcare Facilities*
- *Section 12.3.3 Quantitative Standards for All Residential Development*
- *Section 12.3.3.1 Residential Size and Mix*
- *Section 12.3.3.2 Residential Density*
- *Section 12.3.4 Residential Development – General Requirements*
- *Section 12.3.4.1 Road and Footpath Requirements*

- *Section 12.3.4.2 Habitable Rooms*
- *Section 12.3.4.4 Phased Development*
- *Section 12.3.4.5 Management Companies and Taking in Charge*
- *Section 12.3.4.7 Refuse Storage and Service*
- *Section 12.3.5 Apartment Development*
- *Section 12.3.5.1 Dual Aspect in Apartments*
- *Section 12.3.5.2 Separation Between Blocks*
- *Section 12.3.5.3 Internal Storage and External Storage*
- *Section 12.3.5.5 Minimum Apartment Floor Areas*
- *Section 12.3.5.6 Additional Apartment Design Requirements*
- *Section 12.3.8 Housing for All*
- *Section 12.3.8.1 Age Friendly Housing*

Section 12.4 Transport

- *Section 12.4.2 Traffic and Transport Assessment*
- *Section 12.4.3 Travel Plans*
- *Section 12.4.4 Street Lighting*
- *Section 12.4.5 Car Parking Standards*
- *Section 12.4.5.1 Parking Zones*
- *Section 12.4.5.2 Application of Standards*
- *Section 12.4.5.2 (i) Assessment Criteria for deviation from Car Parking Standards (set out in Table 12.5)*
- *Section 12.4.5.3 Car Parking –General*
- *Section 12.4.5.6 Residential Parking*
- *Section 12.4.5.7 Parking and Loading Bays*
- *Section 12.4.6 Cycle Parking*
- *Section 12.4.6.1 Requirements for New Development*
- *Section 12.4.6.2 Cycle Parking Assessment Criteria*
- *Section 12.4.7 Motorcycle Parking*
- *Section 12.4.8 Vehicular Entrances and Hardstanding Areas*
- *Section 12.4.8.1 General Specifications*
- *Section 12.4.9 Design of Underground and Multi-Storey Car Parks*
- *Section 12.4.10 Childcare Facilities – Parking / Access*
- *Section 12.4.11 Electrically Operated Vehicles*
- *Section 12.4.13 Emergency Access*

Section 12.7 Green Infrastructure and Biodiversity

- *Section 12.7.1 Green Infrastructure*
- *Section 12.7.2 Biodiversity*
- *Section 12.7.3 Sensitive Landscapes and Site Features*

Section 12.8 Open Space and Recreation

- *Section 12.8.1 Landscape Design Rationale*
- *Section 12.8.2 Open Space Categories for Residential Development*
- *Section 12.8.3 Open Space Quantity for Residential Development*
- *Section 12.8.3.1 Public Open Space*
- *Section 12.8.3.2 Communal Open Space*
- *Section 12.8.3.3 Private Open Space*
- *Section 12.8.5 Public Open Space – Quality*
- *Section 12.8.5.1 Design*
- *Section 12.8.5.2 Accessibility, Permeability, Security and Privacy*
- *Section 12.8.5.3 Communal Open Space – Quality*
- *Section 12.8.5.4 Roof Gardens*
- *Section 12.8.6 Biodiversity and SuDS in both Public and Communal Open Space*
- *Section 12.8.6.1 Biodiversity*
- *Section 12.8.6.2 SuDS (Sustainable Drainage Systems)*
- *Section 12.8.6.3 Green Roofs / Blue Roofs*
- *Section 12.8.7 Private Amenity Space – Quality Standards*
- *Section 12.8.7.1 Separation Distances*
- *Section 12.8.7.2 Boundaries*

- *Section 12.8.8 Financial Contributions in Lieu of Open Space*
- *Section 12.8.9 Play Facilities for Apartments and Residential Developments*
- *Section 12.8.11 Existing Trees and Hedgerows*

Section 12.9 Environmental Infrastructure

- *Section 12.9.2 Noise Pollution and Noise Nuisance*
- *Section 12.9.4 Construction Management Plans*
- *Section 12.9.5 Hours of Construction*
- *Section 12.9.6 New Development / Change of Use - Environmental Impacts*
- *Section 12.9.8 Telecommunications*
- *Section 12.9.10 Public Lighting*
- *Section 12.9.10.1 Light Pollution*
- *Section 12.9.10.2 Street Lighting*
- *Section 12.10 Drainage, Flood Risk and Coastal Erosion*
- *Section 12.10.1 Flood Risk Management*

Section 12.11 Heritage

- *Section 12.11.1 Archaeological Heritage*

Chapter 13 – Land Use Zoning Objectives

Section 13.1 Land Use Zoning Objectives

- *Section 13.1.2 Transitional Zonal Areas*
- *Section 13.1.10 Appropriate Assessment*

Appendix

- *Appendix 2: Housing Strategy and HDNA*
- *Appendix 3: Development Management Thresholds*
- *Appendix 4: Heritage Lists*
- *Appendix 5: Building Height Strategy*
- *Appendix 6: Waste Management Guidelines*
- *Appendix 7: Sustainable Drainage System Measures*
- *Appendix 8 Landscape Assessment Study and Landscape/Seascape Character Areas*
- *Appendix 9: Ecological Network*
- *Appendix 14: Green Infrastructure Strategy*
- *Appendix 15: Strategic Flood Risk Assessment*

5.3 Old Connaught Local Area Plan 2025

Subject site falls within the Old Connaught LAP 2025 area (as adopted by Elected Members on 28 October 2025 and which came into effect on 9 December 2025.) catchment area. The subject site falls within the 'Central Character Area' and 'Phase A' development lands.

- *Section 4.3 Land Use, Residential Density and Bu*
- *Policy OCLAP3 – Urban Design*
- *Policy OCLAP4 – Public Realm*
- *Section 4.4.5 The Central Character Area*
- *Section 4.4.5.2 Central Character Area – Site Development Framework*
- *Policy OCLAP10 – Childcare Facilities*
- *Policy OCLAP14 – Universal Design*
- *Policy OCLAP16 – Age Friendly Strategy*
- *Policy OCLAP17 – Plan-Led Approach to Residential Density*
- *Policy OCLAP18 – Building Height*
- *Policy OCLAP19 – Residential Mix*
- *Policy OCLAP20 – Housing Options*
- *Policy OCLAP21 – Social and Affordable Housing*
- *Policy OCLAP32 – Delivery of Enabling Transport Infrastructure*
- *Policy OCLAP34 – Cycle Parking*
- *Objective TM16 – Light Rail Reservation Corridors*
- *Policy OCLAP36 – Green Infrastructure*
- *Policy OCLAP38 – Ballyman Glen SAC / pNHA*

- Policy OCLAP40 – Ecological Assessment
- Policy OCLAP41 – dlr Tree Strategy
- Policy OCLAP42 – Nature Based Solutions and Biodiversity
- Policy OCLAP43 – SuDS and Biodiversity
- Policy OCLAP45 – Public Open Space for Residential Schemes
- Objective OPR2 – Public Open Space – Accessibility and Permeability
- Policy OCLAP50 – Historic Character
- Policy OCLAP51 – Character
- Policy OCLAP52 – High Quality Architecture
- Policy OCLAP56 – Wastewater Treatment
- Policy OCLAP57 – Sustainable Urban Drainage Systems
- Policy OCLAP63 – Renewable Energy Use
- Policy OCLAP64 – Telecommunications Infrastructure
- Policy OCLAP66 – Phasing Strategy
- 11.3.1 Old Connaught - Phase

5.4 Other Dún Laoghaire-Rathdown County Council Guidance

- *Dún Laoghaire-Rathdown County Council Climate Change Action Plan 2019 – 2024, as referenced in Section 3.3.1 Policy Objective CA4: Dún Laoghaire Rathdown County Council Climate Change Action Plan 2019-2024 (DLR CCAP) of the County Development Plan 2022-2028 (replaced by Dún Laoghaire Rathdown County Council Climate Change Action Plan 2024-2029).*
- *DLR Biodiversity Action Plan 2021-2025, as referenced in Section 8.7.1.3 Policy Objective GIB20: Biodiversity Plan of the County Development Plan 2022-2028.*
- *Standards for Cycle Parking and associated Cycling Facilities for New Developments (2018), as referenced in Section 12.4.6 of the County Development Plan 2022-2028.*
- *DLR County Biodiversity Action Plan 2021-2025 as referenced in Section 8.7.1.2 Policy Objective GIB19: Habitats Directive of the County Development Plan 2022-2028.*

6.0 SECTION 247 CONSULTATION ('STAGE 1')

A 'Stage 1' Section 247 Meeting (Ref. PAC/LRD1/014/25) took place between the Prospective Applicant and the Planning Authority on 11/12/2025. The record of this meeting is included as Appendix A, in accordance with the requirements of Article 16A(8) of the Planning and Development Regulations 2001, as Amended ("the Regulations").

7.0 THE LRD MEETING ('STAGE 2')

A Section 32C of the Act LRD Meeting took place in person on 26/03/2026 between representatives of the Prospective Applicant, and Dún Laoghaire-Rathdown County Council (DLRCC).

An agenda was issued by DLRCC prior to the meeting which covered the following items:

- Pumping Station Location / Water and Drainage
- Connections
- Density
- Quantitative Standards for all Residential Development
 - Residential size
 - Apartment development- dual aspect, storage
 - Duplex units
- Urban Design & Built Form / Visual Impact
- Phasing and masterplan
- Physical Infrastructure – Transport, Movement & Parking
- Green Infrastructure & Biodiversity
 - Open space provision- private, communal and public (10%)
 - Existing Trees
- Boundary treatments
- Waste Management- bin stores
- Noise and Wind Assessments

- Public lighting
- Part V
- Taking in Charge.

In accordance with the requirements of Article 16A(8) of the Regulations, the Record of the meeting is attached to this Report as Appendix B.

8.0 APPRAISAL

Based on the entirety of the information before the Planning Authority, it would appear that the proposed development falls within the definition of LRD, as set out in Section 2 of the Act.

The information and submissions, including the documentation submitted by Prospective Applicants, and the discussions which took place at the Section 247 Meeting / LRD Meeting (outlined in Appendix A & B) between DLRCC, and the Prospective Applicant and Prospective Applicant's Agents, have been considered.

The Planning Authority recommends a notice be served on the Prospective Applicant, pursuant to Section 32D of the Act, stating that it is of the opinion that the documentation submitted with the consultation request under section 32B of the Act does not constitute a reasonable basis on which to make an application for permission for the proposed LRD.

9.0 RECOMMENDED OPINION

The Planning Authority refers to your request submitted pursuant to Section 32B of the Planning and Development Act 2000, as amended. In accordance with Section 32D, the Authority must provide an opinion on whether the documents submitted for the purposes of the LRD meeting constitute a reasonable basis on which to make an application for permission for the proposed development. Following its consideration of the material presented and the issues raised during the consultation process, the Planning Authority acknowledges that the proposed scheme contains elements with the potential to align with the proper planning and sustainable development of the area.

Notwithstanding this and having regard to the details provided at this stage, the Authority is not satisfied that the documentation currently submitted meets the statutory threshold of constituting a reasonable basis on which to proceed to a formal application under the LRD process.

In accordance with the requirements of Section 32D(2)(a) and (b), the Planning Authority is required to identify those specific areas in which the submitted material does not constitute a reasonable basis for making an application, as well as the matters which, if addressed, could enable the documentation to meet that threshold.

On this basis, the Planning Authority is of the opinion that the documents submitted do not constitute a reasonable basis on which to make the application in respect of the following areas:

Phasing Requirements of LAP / Pumping Station Provision

The subject site located in Phase A-sub phase 1 of the LAP Phasing Strategy. Section 11.3.1 of the LAP which relates to Phase A lands states:

*'Based on an assessment of infrastructure requirements, Phase A incorporates an initial sub-phase ('sub-phase 1') where **limited residential development may be facilitated (c. 450 units), supported by existing infrastructure capacity, interim measures including wastewater infrastructure** and additional enabling infrastructure proportionate to the scale of development, see Table 11.1.'*

In relation to the Wastewater pumping station, Table 11.1 states that the Requirement is for:

*'Planning permission to **be in place prior to, or in tandem with, any permission being granted** in sub-phase 1 for new residential development. Works to be completed prior to the occupation of any new residential development.'*

Whilst the Planning Authority note that the pumping station may be progressed in tandem with a planning application for residential development, the provision of a wastewater pumping station is dependent on achieving initial acceptance from Uisce Éireann. It is noted that this is not proposed to be progressed by the Applicant as part of the subject LRD. Instead, it is currently being progressed by DLR Housing Department as part of a Part 8 scheme adjacent to the subject site.

In this regard, DLR appointed a consultant in September 2024 to bring the pumping station through feasibility and site selection with a view to securing Part 8 approval. In late 2025, Uisce Éireann advised DLR that funding had potentially become available to them for the foul pumping station and Uisce Éireann sought to become involved in project progress and reviewing the decisions made to date. DLR is currently awaiting a full suite of comments from Uisce Éireann. In this context, DLR is not in a position to progress the preparation of a Part 8 application and, as a result, there is currently no timeframe for obtaining consent for the pumping station.

DLR continues to emphasise the urgency of bringing this process to a resolution to finalise the pumping station location to give certainty to adjacent projects. It is recommended that other interested parties should also continue to seek engagement from Uisce Éireann with a view to securing agreement.

In response to the LRD Stage 2, Uisce Éireann provided comments (see Appendix D), which states that whilst a wastewater connection is feasible subject to upgrades, they are at a preliminary stage of the project to provide a strategic pumping station to serve the Old Connaught Local Area Plan area and are still reviewing the options for the delivery of this infrastructure.

Given the LAP sets out a clear requirement to provide a wastewater treatment either in tandem with or prior to residential development being granted permission, and noting that Uisce Éireann and DLR are still in the early stages of progressing proposals for the pumping station, the Planning Authority is of the opinion that any application for residential development which does not also include the wastewater pumping station would be premature and non-compliant with Table 11.1 and potentially in material contravention of the Phasing Strategy for the Old Connaught LAP.

Standards of Accommodation - Minimum Apartment Floor Areas

The proposed apartment/duplex units should comply with County Development Standards unless superseded by SPPRs set out in the Design Standards for Apartments, Guidelines for Planning Authorities (2025). Where there is deviation in the Apartment Guidelines 2025 which are not specific SPPRs, the County Development Plan will be applied which includes the percentage of oversized units.

As submitted, 37 no. units are oversized by 10% which equates to 22% of the total proposed apartment/duplex units. This does not meet the current Development Plan 2022-2028 requirement of at least 51% (set out in Section 12.3.5.5) nor does it meet the non-SPPR guidance of Apartment Guidelines 2025 of at least 25%. Based on the current County Development Plan 2022-2028, in force at the time of writing this Opinion, the proposed notable under-provision of oversized units is considered to potentially result in a Material Contravention of the current Development Plan 2022-2028.

In addition to the above Opinion, the following comments should be noted:

1. PLANNING

Density

Clarification is required in terms of net site area and its calculation in order to adequately assess proposed density. Details of how the proposed net site area has been calculated having regard for the guidance set out in Appendix B: Measuring Residential Density of the Compact Settlements Guidelines 2024 should be provided including plans indicating relevant gross and net site areas.

Height

The LAP identifies appropriate height range of 2-3 storeys for houses and 4-4+setback on the subject site.

Policy OCLAP18 – Building Height states:

*'It is Policy that building heights in Old Connaught shall generally be in accordance with the height parameters set out in Section 4.3.3 'Building Heights' and further detailed in Section 4.4.2 'Site Development Frameworks', both included in Chapter 4 – Spatial Strategy and Site Development Frameworks. Having regard to SPPR3 in the Section 28 Building Height Guidelines (2018), **there may be instances where an argument can be made for increased height.** In circumstances where compliance with Policy Objective BHS2 of the dlr County Development Plan 2022-2028 (see Appendix 5) can be demonstrated additional height may be appropriate, subject to complying with; the safeguards outlined in the CDP, the policies and objectives of this Plan and the performance based criteria set out in Table 5.1 of the dlr Building Height Strategy (see Appendix 5 of the dlr County Development Plan 2022-2028.'*

If heights above the range identified in the LAP are proposed, details of compliance with Policy Objective BHS2 and Table 5.1 of Appendix 5 of the County Development Plan 2022-2028 should be provided.

Housing Mix

As per current proposals, evidence to demonstrate that the unit mix proposed is generally in accordance with Policy OCLAP19 – Residential Mix of the Old Connaught LAP.

Design & Layout

The subject LRD scheme will set an important precedent for development in the Old Connaught LAP area.

The Planning Authority has the following concerns in relation to the design and layout:

- Strong building frontages/ urban edge required along the primary north-south street, particularly the provision of articulation/design features at important corner sites such as north-east corner of Block 3.
- Quality of balconies at Blocks 1 and 2 close to the Luas and potential impact on residential amenity in terms of noise.
- Design at ground floor of apartment blocks to ensure activity on/interaction with street, particular west façade of Blocks 1/2. Particular consideration will be required for ground and first floor units in the proximity of the LUAS line.
- Details of how proposed design achieves a strong sense of place with a village feel.

Visual Impact

A complete set of floor plans, elevations, including contiguous elevations, and long sections, in addition with verified views/photomontages, including winter views, that would assist in understanding the relationship between the proposed development and its context.

Housing Quality Assessment

A Housing Quality Assessment which provides the specific information regarding the proposed unit typologies required by the Dún Laoghaire Rathdown County Development Plan 2022-2028 and the Guidelines for Planning Authorities: Sustainable Residential Development and Compact Settlements Guidelines for Planning Authorities (2024), Sustainable Urban Housing: Design Standards for New Apartments Guidelines for Planning Authorities (2025) and Quality Housing for Sustainable Communities – Best Practice Guidelines for Delivering Homes Sustaining Communities (2007).

Storage

Internal storage not provided in line with minimum requirements of County Development Plan 2022-2028 for the following unit types:

- A1B1,
- A2B1
- A2C1.1
- A2I1.1
- A2B1.1
- D3A

Details of the bulky storage provision for each individual apartment block required having regard for Section 12.3.5.3 Internal Storage and External Storage of the Dún Laoghaire Rathdown County Development Plan 2022-2028.

2. DRAINAGE PLANNING

A Report that addresses the concerns of the Drainage Planning Department will be required (full report appended). The Planning Authority have considered the commentary provided by the Drainage Planning Department and concur with the recommendations made.

Submitted details at LRD Stage 3 application stage should be based on Site Investigations being undertaken.

In terms of Foul Drainage & Water Supply, a Confirmation of Feasibility from Uisce Éireann should be dated within 6 months of the application date. It is noted that Uisce Éireann have confirmed in their response that a water connection is feasible without infrastructure upgrade by Uisce Éireann. However, as discussed above wastewater connection is only feasible subject to upgrades TBC.

3. TRANSPORTATION

See appended full Report from DLR Transportation Department. Detailed reports should be submitted in relation to the following items:

- Travel Plan
- Traffic Impact Assessment, demonstrating suitability of the proposed carriageway and junction design.
- Quality Audit (including Road Safety Audit & DMURS audit)
- Construction Management Plan including construction phase traffic management plan
- Cycle Audit (See Section 12.4.6.1 Paragraph 2 of the current County Development Plan)

Cycle Parking

Cycle parking provision should clearly demonstrate compliance with the Guidelines for Planning Authorities: Sustainable Residential Development and Compact Settlements (2024) for long and short stay parking.

Provision for cargo bikes may be provided as standard "Sheffield" type stands. Rear access routes to houses should be widened in order to allow cargo bikes to be stored in rear gardens.

Car Parking

Proposed parking ratio (1:1.22) is noted, however, the Applicant shall also demonstrate proposed measures to reduce reliance on private motor vehicles for residents of the proposed development.

Site Layout & Connectivity

A Report/ full suite of documents that addresses the concerns of the Transportation Planning Department will be required (see Appendix C). This should be read in conjunction with the Reports submitted by TII and the NTA which are summarised below. The Planning Authority have considered the commentary provided by the Transportation Planning Department and concur with the recommendations made. Of particular note is:

- All user access should be provided to the south-eastern (DLR owned) site to reduce the potential for crossings across the LUAS reservation. As stated below, location to be informed by Tree Survey.
- Consider relocation of internal road within Eastern portion of lands in order to increase set back of proposed dwellings from M11 and to avoid interrupting public open space area which otherwise would be fragmented.
- Pedestrian/cyclist access should be provided to the south-west site, adjacent Festina Lente.
- Access to the Public Open Space should be revised from a northerly direction (Block 3) as the proposed arrangement is likely to result in the creation of a traffic hazard due to poor visibility between pedestrians and vehicles/car parking.
- Further details in relation to surface treatments, junctions and levels should be provided.

Future LUAS Provision

The Applicant is requested to clarify adherence to NTA requirements in terms of corridor reservation widths and also address concerns raised in terms of design of car parking on the Homezone streets and proposed parallel car parking spaces on the west side of the primary north-south street which could preclude the delivery of future bus stop infrastructure.

Remove reference to LUAS stop locations which have not yet been determined by NTA.

Future National Road Scheme

TII have submitted comments (appended to this Report) which set out a number of concerns, in particular the proximity of dwellings to the eastern boundary of the site and road reservation area for the N11/M11 Junction 4 to Junction 14 Improvement Scheme. The Applicant is requested to address these concerns and provide any required mitigation measures to ensure an adequate level of amenity for future residents based on the current context and future road proposals. These mitigation measures should be informed by appropriate assessments such as a Noise Impact Assessment.

TII have also requested details of any proposals for the alterations to infrastructure and / or traffic arrangements within the TII Motorway Maintenance and Renewals Contract (MMaRC) Network Area A boundary.

4. OPEN SPACE & LANDSCAPING

Public Open Space Provision

Evidence (including a colour-coded map) to demonstrate that the proposed development is in accordance with the standards for public, communal and private open space set out by the relevant provisions under the Guidelines for Planning Authorities: Sustainable Residential Development and Compact Settlements (2024) and the Sustainable Urban Housing: Design Standards for New Apartments (2025).

The information must include a quantitative and qualitative assessment which provides a breakdown of the communal and public open space. The assessment shall detail the functionality of the public space and shall disregard any areas required for circulation space such as footpaths between buildings etc. having regard for the public / communal open space requirements set out in the Dún Laoghaire Rathdown County Development Plan 2022-2028.

The Applicant should address the concerns raised by the DLR Parks & Landscape Division (see Appendix C), notably:

- Potential for the access road in eastern section to be moved to the eastern side of the parcel of land along the M11 reservation which would free up the central area for public open space.
- Location of cars parking along boundary of main triangular open space area creating a disconnect/traffic hazard between it and the proposed residential to the north.
- Preference is to retain the veteran oak tree (no. 203) as part of this area of open space.

Communal Open Space

Full landscaping plans/visuals to be provided in relation to communal open spaces including boundary treatments, particularly the interface between the private amenity areas of the duplex units to communal open space.

The Planning Authority has some concerns regarding the useability of the proposed roof terrace to Block 3. A Wind Assessment should be provided.

Private Amenity Space

Proposed balconies are very open, therefore, it is recommended that a wind assessment be undertaken to ensure they are of adequate quality for future residents and / or design mitigation be provided to increase shelter.

Trees

Retention of Veteran Oak Tree (no. 203) as part of any future development should be considered noting its historical/character value. Robust justification would be required for its removal/non-incorporation.

Any future link route between the subject site and the DLR plot to the south in the eastern parcel of land should be dictated by the quality of the existing, mature trees along the field boundary. The gap should be made where there is no trees or a tree of lower quality.

Landscaping

The proposed primary north-south street lacks a strong soft landscape concept that will help to break up the vast and uninterrupted roadway and create a strong sense of character to reflect the local landscape. Less parking spaces and more tree cover & planting are required to prevent it becoming an inhospitable traffic corridor.

Boundary treatments should reflect rural character of area.

5. CHILDCARE

The Planning Authority has concerns regarding the provision of creche in Phase 3. Preference would be for creche to be provided in Phase 2 to ensure services for future residents are provided in a timely manner.

6. DAYLIGHT / SUNLIGHT / SHADOW ASSESSMENT

A comprehensive daylight / sunlight / shadow assessment demonstrating the quality and performance of the proposed development.

7. BIODIVERSITY

A Report that addresses any concerns raised by the DLR Biodiversity Officer (see Appendix C), in particular the application should incorporate dedicated areas for biodiversity that are functionally and spatially distinct from public amenity space, and which provide demonstrable, evidence-based ecological benefits that can be clearly supported and monitored.

The following should be provided/addressed:

- Ecological Impact Assessment (EcIA) prepared in accordance with the CIEEM guidelines for ecological assessment (CIEEM, September 2024)
- Appropriate Assessment Screening Report
- Invasive Species Management Plan
- The landscape architect inputs should be coordinate with the design team's ecologist
- The lighting design engineers should liaise with the ecological specialists (including bat and non-volant mammal specialists), in respect of outdoor lighting.
- Hydrogeological assessments

8. SITE SERVICES

Provision of a public lighting layout and report required which should address the requirements set out in the Lighting Departments Report, appended to this Report.

Submission of a Taking in Charge Map.

A Building Life Cycle Report should be included, addressing long-term maintenance, replacement cycles and cost implications.

A report should be submitted setting out how the proposed development aligns with the climate-action objectives of Chapter 3 of the Development Plan, including measures related to energy efficiency, renewable technologies and climate-resilient design

9. PART V

It is noted that the Applicant has proposed to comply with the Part V requirement for the proposed development by way of transfer of forty-eight (48No.) residential units on site for social and affordable housing (i.e. 38 no. apartment units in Block 3, 6no. Duplex units and 4no. 3-bed houses). This proposal is based on a 20% Part V obligation, however it should be noted that this proposal falls short of the required number of Part V units. Based on a 20% proposal, the Council will seek the build and transfer of fifty-five (55No.) residential units on-site for social and affordable housing.

The Housing Department, full Report appended) raise the following concerns:

- Due to location of the balconies in Block 3, which are situated above the 'sleep room' and the 'play area' of the proposed crèche, it would be the Councils preference for these balconies to have closed in / obscure glass.
- The proposed roof garden located in Block 3 should have restricted access. Details to be provided.
- Lack of parking proposed for the one-bedroom units a concern.
- Clarification required in regard to whether there is a 10% or 20% Part V obligation and to provide details of indicative construction/development costs and management service charges for consideration at the earliest opportunity.
- Block 3 design should have regard to section 4.4.1.2 'Policy Objective PHP36: Inclusive Design & Universal Access' of the County Development Plan 2022 - 2028, it is a Policy Objective to promote and support the principles of universal design.

10. ENVIRONMENTAL

As requested by the Environmental Enforcement Department (report appended), the

following documents to be submitted:

- Construction Environmental Management Plan
- Operational Waste Management Plan (to cover bins, bin storage, refuse collection etc).
- Resource and Waste Management Plan
- Baseline Noise survey
- Noise Impact Assessment due to proximity to rail line and any required acoustic solutions provide as part of proposed design both to internal and external areas. See Noise Action Plan which was published last year.

An EIA Screening Report and Appropriate Assessment Screening should be prepared and submitted application to confirm this at LRD planning application stage.

Draft Opinion above as recommended by Maeve Cronin , Executive Planner
Draft Opinion above, as reviewed by Naoimh Fleming , Senior Executive Planner
Opinion endorsed by Miguel Sarabia , A/Senior Planner
The entirety of this report, opinion, and appendices is authorised to be provided to the prospective LRD application under; S32D(1) of the Planning and Development Act, 2000, as amended.

APPENDIX A

Record of the Section 247 Meeting (Stage 1)

Ref: PAC/LRD1/014/25

Stage: 1

Location: Lands to the north of Old Connaught Avenue, Old Connaught, Co Dublin

Meeting date: 11am Thursday 11-Dec-2025

Applicant: : Castlethorn Construction

Agent: Stephen Little & Associates

Meeting: Hybrid meeting in the Town Hall Meeting Room, County Hall

For DLR

Naomh Fleming (Senior Executive Planner, Planning and Economic Development), Maeve Cronin (Executive Planner, Planning and Economic Development), Miguel Sarabia (Senior Planner, Planning and Economic Development), Tom Kilbride (Transportation Planning), Dara O'Daly (Parks), Joao Brescia (Water & Drainage).

Applicant

In person: James Leonard (Castlethorn), Hamed Panahi (Castlethorn), Susan Dawson (O'Mahony Pike), Thomas Burns (Brady Shipman Martin), Peter Foley (Atkinsrealis), Jack Browne (Mountclare), Stephen Little (Stephen Little and Associates), Eleanor MacPartlin (Stephen Little and Associates)

Online: Aoife Kearney (O'Mahony Pike), Hannah Cox (O'Mahony Pike), Fernandes Oliveira (Atkinsrealis), Richard Kealey (Stephen Little and Associates), Martin Molloy (Castlethorn), Garry Hanratty (Atkinsrealis), Indhupriya Rajavadivelu (Atkinsrealis), Manish Anand (Atkinsrealis)

Agenda

- 1 Introductions
- 2 Purpose of Meeting (DLR)
- 3 Opening statement from the Applicant
- 4 Pumping Station Location / Water and Drainage
- 5 Proposed Uses / Compliance with LAP
- 6 Density
- 7 Scale & height
- 8 Urban Design & Built Form / Visual Impact
- 9 Phasing and masterplan
- 10 Physical Infrastructure – Access, Movement & Parking
- 11 Green Infrastructure & Biodiversity

Record

The applicant confirmed that the proposed number of units for this scheme was 264 units and not 155 units as was noted in the documentation.

The applicant gave a brief overview of the proposed development:

The N11 is to the east of the site.

There is a reservation for a Luas line through the site.

The applicant noted a slope on the site, which is steeper to the west.

The aesthetic will be a simple urban block structure with a permeable street network.

There will be strong urban edges facing the M11.

The applicant noted that they may seek an uplift in height for some parts of the site.

The applicant noted there is one access point to the East lands as per the LAP.

The applicant is proposing multiple access points to the Central lands rather than the one access point that the LAP proposes.

Referring to active travel, the applicant noted there will be a 2m cycle path and 2m footpath on each side of the primary north-south route, and routes through the open spaces.

There are two proposed open space areas. In the east area, the POS is located at the southern end of the site, with mature trees bordering the DLR lands. The POS for the central land is in the north of the area.

Regarding height, the applicant proposes apartment heights of 4+1 storeys in the East land, 3 and 4 storeys in the Central area. 3 storey houses along the west of the main route and 2 and 3 storey buildings on the east side of it.

All houses are dual aspect, and 50% of apartments are dual aspect.

The applicant said that apartment standards will be met for cycle parking with 1 space per bedroom, and DLR standards will be met with 1 Sheffield stand space per apartment. The houses will be expected to use gardens for their cycle parking and there will be gated bicycle stores provided on street also.

The main north-south link will be 6.5 metres wide with some on street parking for street activation.

There are significant changes in gradient going west on the east-west connection.

Pumping Station Location

The PA noted that they would welcome a site visit in the new year.

The senior planner for the PA noted that it was intended for the pumping station to be located on the west end of the Local Authority land. This is currently with Uisce Éireann for consideration so cannot yet be confirmed.

The PA agreed to share details of the currently proposed location and drawings of the pumping station.

Water and Drainage

The PA noted that they were unable to make comments of a technical nature as there was little detail in the application.

The PA asked the applicant to engage with the drainage department.

The PA asked for detail if the attenuation pond is for this stage only or the full masterplan.

The applicant noted that they will be delivering the regional attenuation pond incrementally.

Density

The applicant noted that the Central land, which is to the west of the main route, is subject to a density of 50-80 dph as per the LAP. They are proposing a density of 60 dph here.

The East lands, to the east of the main route, are subject to a density of 80-100 dph in the LAP. They are proposing a density of approx 80 dph here.

The PA asked the applicant for details of the phasing schedule and of the overall masterplan. The applicant agreed to provide these at stage 2.

Scale & height

The PA expressed support for Block 3 as a strong corner element in the scheme.

The PA directed the applicant to section 4.3 of the LAP which covers building heights and density. Figure 4.3 indicates a 4-storey element at this location, but there may be scope for a 5-storey element if the applicant can justify it and demonstrate accordance with the LAP, section 4.3.4 of the LAP.

The PA expressed a concern about the 2 storey houses being road facing in the East lands and noted that good landscaping would be required.

The PA referred to these frontages in the East lands and expressed concern about the parking access for the 2 storey houses.

The PA noted that their preference would be to have the apartments in front and the houses to the back. This would create a stronger urban edge. There may be a case for higher building heights here.

The applicant was asked to consider flipping the orientation of some of the west facing houses.

Connections and Permeability

The senior planner for the PA asked the applicant to forward their tree survey and said that they will visit the site. There is a strong line of trees at the south of the site along the DLR lands. The applicant noted that breaking this tree line would weaken the line of trees as a whole.

The PA asked the applicant to ensure there are no ransom strips in the scheme.

The PA asked the applicant to reconsider the parking at the main open space area and expressed concern that it may undermine the open space. The parking at the southern edge of the POS is especially concerning.

The applicant noted that undercroft parking is proposed for the northern part of the site. They wish to avoid complex parking solutions. Surface parking is their preferred solution. The applicant proposes between 0.6 and 1 car space per apartment, and up to 1.5 spaces per house.

Podium parking is proposed at blocks 1 and 2, and surface parking for blocks 3 and 4.

Physical Infrastructure – Access, Movement & Parking

The PA noted it would be important for the applicant to liaise with the TII in relation to the Luas and the Luas reservation.

The PA expressed concerns that the 6.3 metre shared surfaces west of the north-south road may not function as envisaged, with little self-regulation and concerns about parking on the street.

The PA requested the applicant have consideration for universal design requirements and visually impaired users.

The PA asked the applicant to consider using a traditional road layout for this area in the west. Their design can be used to control errant parking across the site.

The PA noted that they would like to limit crossings on the active travel carriageways. Any crossings on the carriageway should be given a higher priority. The applicant noted that they would like to use a similar design as was used in Woodbrook, which they say has worked well.

The applicant should reconsider the cycle lane finishing at Block 3.

The PA noted that the Active Travel section had requested to make the main N/S route more user friendly, possibly increasing the width of the cycle tracks to 2.5 metres. The applicant agreed to look further into this.

The main carriageway speed limit should be 30 kph. The PA noted that the applicant should consider crossing points on it. Zebra crossing points would be suitable.

The applicant should make the area north of the N-S connection continuous, legible and safe.

The PA noted that they had no objection to the car parking numbers in principal, and that they were satisfied with the cycle parking numbers. Sheffield stands should be used to fulfil the DLR cycle parking obligation with alternatives used for the additional parking. The cycle parking should be well dispersed and covered by passive surveillance.

The PA had no objection to proposed cycle storage in rear gardens of the houses.

The PA asked the applicant to consider a 6-metre width on the main carriageway, rather than 6.5 metre width.

The applicant confirmed there would not be filter lanes on the main carriageway.

The PA asked the applicant to consider a link for the residents of the townhouses to get to Old Connaught Avenue.

The applicant should have special consideration for how the main N-S connection will link with Old Connaught Avenue.

Green Infrastructure & Biodiversity

The PA noted that a site visit would be helpful.

The PA referenced the large canopy tree varieties which create character on the site.

The PA advised that tree planting can be used to slow traffic on the main N-S link.

The PA requested that the Sheffield stands on site are well dispersed.

The applicant should consider a taller corner unit in the north.

The PA noted that a compliant ramp in the west could be a feature.

The PA noted that the 5m active travel route will be very important and there is a precedent in the county for 5m. (The Parks and Transportation Planning sections agreed to discuss further if the width should be 4m or 5m).

The PA asked the applicant to be ambitious with their tree planting, using varieties like oak.

The PA advised the applicant to be cognisant of Taking in Charge requirements and requested TIC drawings.

AOB**Maeve**

The applicant should have consideration for encroachment onto the public open spaces. The applicant confirmed there would be communal open space at ground level podiums and rooftops.

The applicant should confirm if the Duplex units will have podium access.

Naomh

The applicant should be cognisant of the protected structure/walled garden. The PA noted that the conservation officer currently has no objections regarding the protected structure.

The applicant should provide details of how waste management will be managed in the development.

The applicant should provide a wind assessment for rooftops and areas where appropriate on site.

The applicant should consider noise attenuation measures along the Luas.

The applicant should be aware of 16m separation distance between directly opposing windows.

The PA agreed to forward comments from the Biodiversity Officer.

The PA noted that they would welcome another Stage 1 meeting as the design progresses.

Meeting concluded 12.27pm

APPENDIX B

Record of the LRD Meeting (Stage 2) as per Section 32C(4) of the Planning and Development Act 2000, as Amended

Meeting Record

Ref: PAC/LRD2/002/26

Stage: 2

Location: Lands to the north of Old Connaught Avenue, Old Connaught, Co Dublin

Proposal: The proposed development consists 272no. residential units in a mix of houses and duplex / apartment units comprising of 104no. 2 to 3 storey houses (23no. 4-bedroom, 68no. 3-bedroom, and 13no. 2-bedroom houses), 117no. 2-bedroom apartments and 45no. 1-bedroom apartment units, 6no. 3-bedroom duplex units, creche (c. 592.6 sqm) at ground floor of apartment block 3, and all associated and ancillary site development and infrastructural works, hard and soft landscaping and boundary treatment works, including public open space; communal open space; regional attenuation pond; public lighting; surface car parking spaces; bicycle parking spaces/stores for houses and duplex / apartment units; 4no. ESB Substation; bin stores; the proposed development is accessed from proposed primary north-south street into the Central Character Area Lands-East. The proposed development will also comprise a new pumping station and storage as required and all associated and ancillary site development and reinstatement.

Meeting date: Thursday 26-March-2026 11am

Applicant: Castlethorn Old Conna ULC

Agent: Stephen Little and Associates

Meeting: Microsoft Teams

For DLR:

Naomh Fleming (Senior Executive Planner, Planning and Economic Development), Maeve Cronin (Executive Planner, Planning and Economic Development), Miguel Sarabia (Senior Planner, Planning and Economic Development), Tom Kilbride (Transportation Planning), Dara O'Daly (Parks), Martina O'Brien (Parks), Johanne Codd (Water & Drainage), Brendan Lynch (Planning Secretariat), Sam Geoghegan (Planning Secretariat), Lucy McGrath (Housing Part V), Omar Coughlin (Environment and Climate Change)

For Applicant:

Stephen Little (Stephen Little and Associates), Richard Kealey (Stephen Little and Associates), James Leonard (Castlethorn), Hamed Panahi (Castlethorn), Susan Dawson (O'Mahony Pike), Thomas Burns (Brady Shipman Martin), Matt Hague (Brady Shipman Martin), Peter Foley (Atkinsrealis), Garry Hanratty (Atkinsrealis), Indhupriya Rajavadivelu (Atkinsrealis), Jack Browne (Mountclare), Paraic Whyte (Mountclare)

Agenda

1. Introductions
2. Opening statement from the Applicant
3. Pumping Station Location / Water and Drainage
4. Connections
5. Density – confirm calculations
6. Quantitative Standards for all Residential Development
 - Residential size
 - Apartment development- dual aspect, storage
 - Duplex units
7. Urban Design & Built Form / Visual Impact

8. Phasing and masterplan
9. Physical Infrastructure – Transport, Movement & Parking
10. Green Infrastructure & Biodiversity
 - Open space provision- private, communal and public (10%)
 - Existing Trees
11. Boundary treatments
12. Waste Management - bin stores
13. Noise and Wind Assessments
14. Public lighting
15. Part V
16. Taking in Charge
17. AOB

Record

The applicant gave a brief overview of the changes in the scheme proposed since the stage 1 meeting.

Pumping Station Location

The PA noted that there was no new update on the issue of the pumping station.

The PA explained that they have agreed to fortnightly meetings with Uisce Eireann but UE have not yet agreed to the location or detail of the pumping station.

The PA noted that the councils own Part 8 project is not being progressed until they have confirmation from UE.

The applicant applied to UE for foul network/water supply and are hopeful design acceptance will be issued.

The applicant confirmed that the red line for their application will run up to the pump station site without including it.

The PA noted that their opinion report is due within 4 weeks and they are hopeful that there may be an update on the proposed pumping station that can be shared in the report.

The PA will review the LAP to consider if granting permission for development should be in tandem with, or following, the development of the pumping station.

Water and Drainage

The PA noted that the proposed SUDs strategy was acceptable.

The PA noted that all sites should be self-attenuating.

The applicant noted that phase 1a will discharge into the pond, which is being used for attenuation and controlled discharge. The regional pond will expand as the area develops.

The applicant agreed to look further into each separate section of the development having its own individual attenuation.

The proposed regional attenuation pond will cater for phase 1 and 2 plus 20% for climate change and 10% for urban growth.

The PA noted that the OPW have asked DLR to focus on flooding.

The applicant agreed to provide maps with the latest flood maps overlaid.

The applicant agreed that they would hold further discussions offline with the PAs Water and

Drainage Dept.

Site investigation is ongoing.

Connections

The PA queried connectivity into adjoining sites, and noted connections to the area in the east and to the DLR lands in the south were very important.

The SEP noted that she has been on site recently to look at trees and connection routes etc.

The PA agreed that reports from TII and the NTA would be forwarded to the applicant.

Issues raised in these reports included nature and character of the area, location relative to the N11 and the reservation. They had concerns about possible noise, dust, proximity and impact on future amenity of properties.

The NTA want to reduce usage over potential LUAS access.

The applicant stated they can get a noise assessment completed.

The PA asked the applicant to consider moving the main north-south road from the centre of the scheme to the east of the scheme. The applicant noted that this would result in north facing units. The PA listed their concerns with the present location of the road as being loss of trees, segregated open space, and the reservations of the NTA. The applicant confirmed the open space area is 14 metres wide and provides 11% of the POS of the site.

The PA have reservations in relation to the POS which is narrow and were wondering about using the central spine as POS and/or AT route.

The senior planner for the PA noted that the NTA were focused on reducing access routes to the DLR lands which would mean that the route in this proposal would be used for access.

The applicant noted that there is a pedestrian/cyclist connection west of the main road and a connection in the east.

The PA noted that the connections should be to the required standard and in line with the LAP. There should be high quality connections to adjacent sites.

The PA noted that they are open to innovative approaches to the connection to the DLR lands.

The applicant confirmed they would look further at the connections.

The applicant asked for further detail on the Part 8 development on the DLR lands. The PA agreed this detail would be included in the planners opinion report if it is available.

Density

The applicant noted that they were considering increasing the density in this part of the scheme with more apartments, and a higher proportion of houses in later parts of the scheme.

The PA noted that the density calculation could be considered for the wider scheme.

For the density the applicant was advised to comply with Appendix B of the Compact Settlement Guidelines. They should also remove the creche from the density calculations and provide a clear explanation of the net site area calculation – what areas have been taken into account and what has been excluded.

Quantitative Standards for all Residential Development

The PA noted that some of the bedroom sizes in the houses were smaller than the guidance and also expressed concern about some of the oversized units in the apartments.

The PA confirmed that the County Development Plan takes precedence for the standards required.

The PA advised that storage requirements in the units should be met and the applicant should also make provision for bulky storage as per the CDP. The applicant agreed to look into these points.

The applicant mentioned the proposed variation to the CDP. The PA noted that the variation is dependent on approval from the members.

Urban Design & Built Form / Visual Impact

The applicant was directed to the section on urban design and placemaking in the LAP. The PA noted that this scheme is an important precedent as it is the first such scheme for Old Conna.

The PA advised the applicant that strong building frontages along the Luas and by the primary north-south street were important. The PA advised active frontages are important.

The PA noted concerns that balconies at Blocks 1 and 2 may be close to the Luas and this would affect residential amenity.

The PA noted that articulation at the corners was important. The applicant should ensure a strong urban edge at Block 3.

The PA advised the use of front doors in the design is important to generate activity onto the street.

The applicants design should generate a strong sense of place with a village feel.

The PA asked the applicant to possibly consider a change of material to soften Block 3.

Applicant agreed to look at it.

Phasing and masterplan

The PA asked the applicant to consider developing the creche as part of the second phase rather than the third phase.

Physical Infrastructure – Transport, Movement & Parking

The NTA and TII comments will be forwarded on to the applicant.

The PA noted that TII would normally require a 10 metre reservation at the Luas but they may be satisfied with 7 metres as the active travel route is being provided by the applicant.

The PA noted that we want a north-south coherent link.

There should be a 30kmph design speed for carriageways.

The PA noted that the NTA advises the applicant should reconsider the parallel parking along the N/S road as it is reducing space for the provision of bus stops.

The NTA also raised concerns around the shared surfaces at the homezone in the west as there is a lot of perpendicular parking which is a hazard to pedestrians and cyclists.

The applicant was advised to provide options for pedestrians that cater to desire lines.

The applicant was advised to consider access to the open space in the north.

The PA asked for detail on the pedestrian route at the eastern block, including access to and from the block. The applicant agreed to further at active travel facilities at this block.

The PA requested that the connections are compliant with the LAP.

Desire lines and universal design are to be implemented.

The applicant agreed that their application would show all requested detail.

The applicant was requested to facilitate a crossing at the DLR lands.

The PA noted that access to the POS in the north is a concern due to the car parking here. Road safety and accessibility are issues. The applicant should ensure the design makes it safe.

The applicant requested guidance around car parking ratios for Block 3 as this block will be allocated to Part V. The Part V team stated one space per unit required. The Part V team also noted some concerns with layout – balconies over creche, apartments over the sleep room of the creche, balconies are very open. The applicant agreed to look further at more enclosed finish.

Green Infrastructure & Biodiversity

The PA noted their report has been prepared.

The applicant should address the biodiversity requirements of the LAP. Trees and hedgerows are to be protected and evaluated, use of nature-based solutions, possible badger set on the DLR lands. The applicant noted possible presence of bats, badgers, foxes on their land and confirmed they would address this in the application.

The PA noted an oak tree in the north of the site, tree no. 203, that is possibly 300 years old. The PA requested this tree is protected. The applicant questions if the tree is worth retaining and estimates this tree has root protection space of 460sqm and is in relatively poor condition. The PA request the applicant consider a creative approach to retaining the tree.

The PA noted that the green spaces appear disconnected from the front doors.

Justification is required to show the quality of the open spaces.

The PA noted the presence of a B category tree at the eastern block and asked the applicant to take note of the root protection areas.

Planting should be of native variety to reflect the rural heritage of the area.

The applicant wants it noted that the residents here will be well served by the nearby public parks as well as the POS of the scheme.

The PA noted that in relation to private open space, the balconies are very open, wind assessment may be necessary to protect the future amenity of the residents. Consider if they could be more covered/enclosed.

The PA requested more detail on communal open space and directed the applicant to the CDP for policy on roof terraces.

Boundary treatments

The PA requested more detail on boundary treatments and emphasised this is a rural area.

Waste Management - bin stores

The PA requested more information.

The PA advised operational waste management plan to be provided – guidance on the DLR website.

Swept path analysis to be provided, with supporting documentation that the refuse truck has access.

Noise and Wind Assessments

The PA requested noise and wind assessments.

The PA requested a baseline noise survey be provided, which should cover the impact of the construction phase and rockbreaking. This report should also cover operational noise. The noise survey should also include an inward noise impact assessment, due to the proximity to the N11.

Public lighting

The PA requested details of the proposed public lighting scheme. They were advised to contact the public lighting representative of the council directly.

Part V

20% Part V obligation – with the number of units to be confirmed.

DLR Housing would not want communal roof garden for Part V block

Universal design to be incorporated into some of the units.

The PA will be available to discuss the Part V obligation further offline.

Taking in Charge

The PA noted that a Taking In Charge Map and details are to be submitted.

AOB

The PA confirmed the opinion report would be issued within 4 weeks.

The PA agreed to confirm with the property mgmt team how the pumping station should be addressed in the letter of consent.

The applicant confirmed that the EIA screening has been submitted with the stage 2 documentation and the AA screening will be done before application stage.

The PA asked for more detail on the cycle parking next to the creche. The applicant is to provide clarity on levels at this location and accessibility.

The PA requested that a generous width of access is provided to the rear gardens of the houses to allow for the parking of non-standard bicycles.

The applicant noted that they are proposing to provide a secure building on each street for bicycle parking.

Meeting ended 12:41

APPENDIX C

Inter-Departmental Reports

Transportation Planning

Register Ref: PAC/LRD2/002/26

Development: The proposed development consists 272no. residential units in a mix of houses and duplex / apartment units comprising of 104no. 2 to 3 storey houses (23no. 4-bedroom, 68no. 3-bedroom, and 13no. 2-bedroom houses), 117no. 2-bedroom apartments and 45no. 1-bedroom apartment units, 6no. 3-bedroom duplex units, creche (c. 592.6 sqm) at ground floor of apartment block 3, and all associated and ancillary site development and infrastructural works, hard and soft landscaping and boundary treatment works, including public open space; communal open space; regional attenuation pond; public lighting; surface car parking spaces; bicycle parking spaces/stores for houses and duplex / apartment units; 4no. ESB Substation; bin stores; the proposed development is accessed from proposed primary north-south street into the Central Character Area Lands-East. The proposed development will also comprise a new pumping station and storage as required and all associated and ancillary site development and reinstatement.

Enquirer: Castlethorn Old Conna ULC

Application type: LRD PAC

Planning Officer: Oliver Reid

Date received: 02-Mar-2026

Report

Site Layout & Connectivity

Transportation Planning consider that the following should be addressed:

- All user access to the south eastern site adjacent to Old Connaught Avenue should be provided. This is in order to reduce the potential for crossings across the LUAS reservation.
- Pedestrian links across the site should be made legible and continuous.
- Pedestrian/cyclist access should be provided to the south west site, adjacent Festina Lente.
- Access to the Public Open Space should be revised from a northerly direction (Block 3) as the proposed arrangement is likely to result in the creation of a traffic hazard due to poor visibility between pedestrians and vehicles.
- Further details in relation to surface treatments, junctions and levels should be provided.

The Applicant should liaise with the planning authority in relation to the design and potential layouts for the adjacent DLRCC owned lands.

External Reports

Transportation Planning note the concerns of TII, and the feedback received from the NTA in relation to the future LUAS reservation. Concerns raised by the NTA relating to the proposed shared surfaces and surface level parking are shared by Transportation Planning.

The items as outlined within the NTA and TII reports should be addressed by the Applicant.

Cycle Parking

In any further Application, the Applicant shall clearly demonstrate provision of the following in relation to cycle parking, which may require minor changes to the layout as currently proposed:

Overall required level of provision:

- 1 No. long stay cycle parking space per bedroom.
- 1 No. short stay cycle parking space per 5 residential units.

Of these, the required level of "Sheffield" stand provision shall be:

- 1 No. long stay "Sheffield" cycle parking space per residential unit.
- 1 No. short stay "Sheffield" cycle parking space per 5 residential units.

Provision for cargo bikes may be provided as standard "Sheffield" type stands.

Where rear access is provided to rear gardens of dwelling houses for the purposes of cycle parking, access routes shall be widened in order to allow cargo bikes to be stored in rear gardens.

This item should be addressed in any further submission.

Car Parking

Car parking is proposed at a rate of 333 no. car parking spaces to serve the proposed 272 No. residential units, a rate of provision of 1.22 spaces per unit.

The Applicant should demonstrate that all proposed car parking is in accordance with the DLRCC County Development Plan 2022-2028, The Old Connaught Local Area Plan, and SPPR of the current Compact Settlement Guidelines.

If required, the Applicant should submit a detailed rationale for any proposed deviation, in accordance with SPPR3 and also in accordance with the assessment criteria for deviation from car parking standards (set out in Table 12.5), Section 12.4.5.2 Application of Standards of the current DLRCC County Development Plan 2022-2028.

The Applicant shall also demonstrate proposed measures to reduce reliance on private motor vehicles for residents of the proposed development by way of a submitted Travel Plan.

These items should be addressed in any further submission.

Required Reports

Detailed reports should be submitted in relation to the following items:

- Travel Plan
- Traffic Impact Assessment, demonstrating suitability of the proposed carriageway and junction design.
- Quality Audit (including Road Safety Audit & DMURS audit)
- Construction Management Plan including construction phase traffic management plan
- Cycle Audit (See Section 12.4.6.1 Paragraph 2 of the current DLRCC County Development Plan)

**Tom Kilbride A/Senior Executive Engineer
Transportation Planning Section**

Date: 15 April 2026

Drainage Planning Department

From: DLR Municipal Services,
Drainage Planning,
Level 3,
County Hall

To: DLR Planning Department

Re: **PAC/LRD2/002/26**

Site Location: Lands to the north of Old Connaught Avenue, Old Connaught, Co Dublin

Lodged: 2nd March 2026

Drainage Planning Report Date: 16th April 2026

Drainage Planning report

Introduction

The applicant has provided a detailed submission on drainage matters. It is noted that Site Investigation has not been carried out at this stage, and therefore site specific data which is required to be used in the calculation of allowable outflow, storage volumes, etc has not been used. Therefore, Drainage Planning have not assessed/agreed to the allowable outflow rates proposed, and a full resubmission of up to date calculation for the drainage network will be required at Planning Stage. Drainage Planning have the following comments:

Surface Water Drainage

1. Section 10.4 of the Old Connaught LAP 2025 confirms that "*New developments in the area should maximise the provision of SuDS features and must be self-attenuated. In general, private developments should look to implement a surface water management strategy that provides a multi-level treatment as possible. This should include a combination of SuDS features such as green/blue roofs, rainwater harvesting, rain gardens, permeable paving etc.*" The applicant has not proposed any attenuation within Phase 1 with reliance on the regional attenuation pond. This is not in line with the Local Area Plan. The applicant is requested to review the proposals and provide a system in line with the requirements of the Local Area Plan, with particular reference to the provision of site attenuation.
2. In Section 7 of Storm Water Impact Assessment the applicant has set out a number of catchments, allowable outflows, attenuation volume proposals, with the area increasing in the various scenarios. The applicant is requested to provide a drawing of the proposed areas, setting out clearly the areas under the applicants control and how these figures relate to the overall development of the LAP areas with particular reference to the catchment for the regional pond.
3. The applicant has stated that the proposed pond will form part of the regional pond which will be expanded as further phases of development are carried out. The applicant is requested to outline how this will work and any assumptions that have been made in terms of the treatment volumes in the pond. It is noted that it is not intended to take existing drainage network on Old Connaught Avenue into the proposed regional pond at this stage. The applicant is requested to outline how and when this will be connected to the pond and the potential impact on capacity.
4. The applicant has set out an allowable outflow figure based on a catchment of both Phase 1 and Phase 2. As noted above, this is not agreed until such time as the site investigation is complete and used in the calculations. The Applicant is

requested to provide a catchment map of Phase 1 and Phase 2, clearly identifying the positively drained areas that are included in the calculation. It is noted that only positively drained areas should be included in the calculation.

5. The applicant has set out proposed run-off factors. The applicant should ensure the run-off factors for the green roof are in accordance with Appendix 7.2: Green Roof Policy of the County Development Plan 2022-2028. Appendix 7: Sustainable Drainage System of the County Development Plan 2022-2028 requires that if the applicant proposes to use their own reduced run-off rates, then the default Cv values should be amended to a value of 1.0. Maintaining the default Cv values in conjunction with reduced run-off rates for contributing areas reduces the surface water run-off during hydraulic simulations, resulting in inaccurate simulation results which may lead to under sizing of the drainage system and attenuation storage required.
6. While it is understood that both Phase 1 and Phase 2 have been modelled, further information is required to make clear the drainage network proposals for the wider area. It is noted that some of the pipe sizes are large however appear to be serving small catchment areas. The applicant is requested to provide a colour coded drawing, with link numbers clearly identified, showing the primary drainage network that will serve the larger LAP lands area, as well as the local networks which will serve development in Phase 1 (and Phase 2).
7. As standard, in accordance with Appendix 7.2: Green Roof Policy of the County Development Plan 2022-2028, the applicant should demonstrate which areas of the development will have green roofs and should demonstrate by calculation and by representation on a drawing that the proposed green roof extents are in accordance with the Council's Green Roof Policy such that the minimum coverage requirement is achieved. The applicant should also provide details of maintenance access to the green roofs and should note that, in the absence of a stairwell type access to the roof, provision should be made for alternative maintenance and access arrangements such as external mobile access that will be centrally managed. A detailed cross section of the proposed build-up of the green roof should be provided, including dimensions. The applicant should demonstrate that the green roof is designed in accordance with BS EN 12056-3:2000, BS 6229:2018 and The SUDS Manual (CIRIA C753).
8. The applicant is requested to ensure that all surface water design proposals are in accordance with the requirements of Appendix 7: Sustainable Drainage System Measures of the County Development Plan 2022-2028.
9. The applicant is requested to ensure that the proposed surface water design is in accordance with County Development Plan 2022-2028 Section 10.2.2.6 Policy Objective EI4: Sustainable Drainage Systems, such that the proposal meets the requirements of the Greater Dublin Strategic Drainage Study (GDSDS) policies in relation to Sustainable Drainage Systems (SuDS). The design must incorporate SuDS measures appropriate to the scale of the proposed development such as green roofs, bioretention areas, permeable paving, rainwater harvesting, swales, etc. that minimise flows to the public drainage system and maximises local infiltration potential.
10. A nature-based solution to the drainage requirements is encouraged, with limited below ground tanks proposed. The applicant is encouraged to consider bioretention area, detention basin, tree pits, rain gardens, rainwater harvesting, filter drains, swales etc. throughout the development.
11. If an attenuation system is proposed it should, where possible, not be located under the internal roads but under a communal open area or parking. Attenuation systems should be inline. The preference is for attenuation systems that allow for infiltration and/or treatment within the site. The applicant should note that certain

landscaping items, such as trees, may not be compatible with attenuation systems. The applicant should specify whether the proposed development will be taken in charge or privately managed and provide the details of the management company that will maintain the proposed surface water drainage network as required.

12. The applicant is requested to submit supporting standard details, including cross-sections and long-sections, and commentary that demonstrates that all proposed SuDS measures have been designed in accordance with the recommendations of CIRIA C753 (The SuDS manual) and current best practice.
13. As standard, the applicant is requested to provide a penstock in the flow control device chamber and ensure that the flow control device provided does not have an overflow. The applicant shall also clarify whether a silt trap is being provided in the flow control device chamber and if not to make provision for same.
14. The applicant is requested to submit the complete Site Investigation Report and results, including Infiltration tests, and a plan showing the trial pits/soakaway test locations across the site. The report should address instances where groundwater, if any, was encountered during testing and its impact.
15. If the applicant proposes SuDS measures that incorporate the use of infiltration, the applicant is requested to provide details of each SuDS measure and confirm whether it will be lined/tanked or not.
If lined/tanked systems are to be used, then the applicant will be requested to explain the rationale behind this.
If unlined systems are to be used then the applicant is requested to demonstrate on a drawing that all infiltration SuDS proposals, including the attenuation system, have a 5m separation distance from building foundations and 3m separation from site boundaries.
16. As standard, the applicant is requested to show the options being proposed for interception and treatment with contributing areas on a drawing together with an accompanying text and tabular submission showing the calculations, to demonstrate that the entire site is in compliance with GDS requirements. The applicant should note that over-provision in one location does not compensate for under provision elsewhere. Sufficient use of SuDS features should remove the need for a petrol interceptor.
17. The applicant is requested to ensure that a Stage 1 Stormwater Audit is carried out for the development. In accordance with the Stormwater Audit policy, the audit shall be forwarded to DLRCC prior to lodging the planning application. All recommendations shall be complied with, unless agreed in writing otherwise with DLRCC.

Site Specific Flood Risk Assessment

1. As standard, a Flood Risk Assessment will be required for the site.
2. While a blockage analysis has been provided, a revised analysis will be required when up to date SI information has been received. The applicant is requested to comment on the proposed surface water drainage system in the event of blockage or partial blockage of the system, commenting on any surcharging or flood risk that may be identified. The applicant is requested to submit a drawing identifying and showing details of safe overland flow routes both within and without the site. The overland flow route plan should identify drop kerbs or ramps requested for channelling the flow, should address low point areas in the site and

should detail how properties, both within the development and on adjacent lands, will be protected in the event of excessive overland flows.

Foul Water and Water Supply:

As the foul water and water supply networks are Uisce Eireann owned assets, the proposer should contact Uisce Eireann to discuss any issues regarding the impact of the proposed development on their assets. The preconnection enquiry response (ie. Confirmation of Feasibility) should be dated within 6 months of the application date.

Signed: _____

Date: _____

Johanne Codd
A/Senior Executive Engineer
Drainage Planning
Municipal Services Department

Parks and Landscape Services

From: Dara O'Daly, Senior Executive Parks Superintendent, Parks Department
To: Maeve Cronin, DM Area Manager, Planning Department
Date: 13/04/2026
Our Ref: EM 14121
Re: PAC/LRD2/0002/26 – Lands to the north of Old Connaught Avenue

Comments:

In relation to the above proposed development, further to the pre planning meeting held on 26th March 2026 this section has reviewed the pre planning information and has the following comments;

1. Existing Trees:

- The site visit held in February 2026 confirmed the importance of the Veteran Oak Tree (no. 203) and the need to retain it as part of any future development. This tree has the potential to form a landmark entrance and foster a greater sense of place in any proposed development. The crown dead wood and mycorrhizal fungi in the root zone are an important repository for local wildlife.
- The Parks & Landscape Division note the future proposed link between this site and the DLR plot to the south. The location of the link should be dictated by the quality of the existing, mature trees along the field boundary. The gap should be made where there is no trees or a tree of lower quality.

2. Proposed Landscape Layout:

The proposed main north/south corridor lacks a strong soft landscape concept that will help to break up the vast and uninterrupted roadway. This corridor needs a strong sense of character to reflect the local landscape. Less parking spaces and more tree cover & planting are required to prevent it becoming an inhospitable traffic corridor. The current proposed arrangement is reminiscent of Ballyogan Road which is a poor precedent that should be avoided.

To the south east corner of the site, it is the opinion of the Parks & Landscape Division (PLD) that the proposed open space between the 2 blocks should be looked at as a useable, open space rather than a carpark. It was suggested at the meeting that the access road could be moved to the eastern side of the blocks along the M11 reserve which would free up the central area for public open space.

The main, triangular open space to the north west corner of the site is completely flanked along its northern edge with car parking. The disconnect with the proposed residential units further to the north is further exacerbated with parking additional parking along the residential blocks. The idea to retain the veteran oak tree (no. 203) has the potential to create a meaningful, useable and high quality piece of open space.

Housing Department

To: Paul Kennedy
Director of Services
Planning & Economic Development
Level 2
County Hall

Date: 14th April 2026

Re: PAC/LRD2/002/26 - Proposed Development at Lands to the north of Old Connaught Avenue; Castlethorn.

I refer to your request for a housing report in connection with the above proposed development.

It is noted that the applicant has proposed to comply with the Part V requirement for the proposed development by way of transfer of forty-seven (47No.) residential units on site for social and affordable housing. This proposal is based on a 20% Part V obligation, however it should be noted that this proposal falls short of the required number of Part V units. Based on a 20% proposal, the Council will seek the build and transfer of fifty-five (55No.) residential units on-site for social and affordable housing.

The Council would like to raise concerns the location of the balconies in Block 3, which are situated above the 'sleep room' and the 'play area' of the proposed cr che. It would be the Councils preference for these balconies to have closed in / obscure glass.

The proposed roof garden located in Block 3 should have restricted access.

The Council would also like to raise concerns about the lack of parking proposed for the one-bedroom units.

The applicant should be requested to confirm if there is a 10% or 20% Part V obligation and to provide details of indicative construction/development costs and management service charges for consideration at the earliest opportunity.

As per section 4.4.1.2 'Policy Objective PHP36: Inclusive Design & Universal Access' of the County Development Plan 2022 - 2028, it is a Policy Objective to promote and support the principles of universal design ensuring that all environments are inclusive and can be used to the fullest extent possible by all users regardless of age, ability or disability consistent with RPO 9.12 and 9.13 of the RSES.

In the event that planning permission is granted, the preferred unit mix will be reviewed in light of housing needs pertaining at the time.

Biodiversity Officer

Pre-Planning Application Consultation: Biodiversity Report 2

Development: PAC/LRD2/002/26, Lands adjacent to Old Connaught Avenue

Stage: Pre-application consultation

Date: 15/04/2026

In relation to the above proposed development and further to the pre planning meeting held on 26th March 2026 this section has reviewed the pre planning information and has the following comments:

NOTE: Additional notes and feedback based on documents provided 2nd March/meeting 26th March highlighted in green text below to supplement/expand on the Biodiversity Report provide on 08/12/2025. Appendix 1 below provides further detailed response to documentation provided. Some key points are also highlighted here:

1. Biodiversity Focused Landscaping

The provision of replacement oak tree planting and biodiversity-focussed landscaping is acknowledged; however, these measures alone are insufficient. Ecological connectivity and habitats located within publicly accessible open space are likely to be subject to regular disturbance and intensive management, limiting their long-term ecological value. The proposal should therefore incorporate dedicated areas for biodiversity that are functionally and spatially distinct from public amenity space, and which provide demonstrable, evidence-based ecological benefits that can be clearly supported and monitored.

Ecological network and connectivity

While the site is in the central area of the LAP opportunities for ecological connectivity within the site and the wider landscape should still be examined.

2. Green Infrastructure

Opportunities to incorporate green infrastructure should be explored across the entire site and should not be confined solely to areas designated as public open space. A strong proposal for protection and enhancement of green infrastructure throughout the site will be required to align with the LAP policies and objectives. The applicant is asked to provide clear, evidence-based details on how habitat connectivity is maintained through and around the subject site with the current/final design.

Biodiversity Report provided on 08/12/2025 with additional notes highlighted in green text:

Further to a review of the documents provided for the pre-planning consultation, the Applicant's attention is drawn to the following and requested items:

1. Pre-planning application consultation meetings

- a. It is requested that the Applicant's Consultant Ecologist be present at any pre-planning application consultation meetings with DLR should they arise.

2. Ecological Impact Assessment (EcIA)

An EcIA report prepared in accordance with the CIEEM guidelines for ecological assessment (CIEEM, September 2024¹) is required to be submitted with the final planning application, and it is requested that:

- a. All ecological surveys are to be undertaken **at the relevant optimal seasons by the appropriate specialists**, including habitats and vegetation which will include a detailed tree and hedgerow assessment, dedicated bat, breeding birds, non-volant mammals and herpetofauna surveys.
- b. The EcIA will assess the potential for impacts on all habitats present on site.
- c. The EcIA will assess the potential for impacts on protected species, including dedicated and comprehensive surveys for bats, birds and non-avian, non-volant fauna including mammals and herpetofauna. **Note:** bat, badger and badger setts are known to be present on the site from previous surveys.
- d. The Applicant will liaise with NPWS in respect of protected species present on site.
- e. The EcIA shall include bird surveys following best practice in relation to the number and timing of surveys to ensure comprehensive and robust assessment of this large site area.
- f. The EcIA shall include an assessment of trees and hedgerows on site (following Hedgerow Appraisal System Guidelines²), including an assessment of any Tree Survey findings and associated tree removal / retention plans (Arboriculture Assessment/Report).
- g. The EcIA shall include an assess potential impacts on any hydrological features/ecosystems (rivers, streams, wetlands, ponds, lakes, drainage ditches) within the Zone of Influence of the development.
- h. The EcIA shall include an assessment of the hydrology / hydrogeology assessment. Note: GSI have recorded high groundwater vulnerability for this site³.
- i. The ecological impact assessment will be based on up-to-date survey information (with due regard for CIEEM *Advice Note: The Lifespan of Ecological Reports & Surveys*, April 2019).
- j. The EcIA will assess the potential impact on any 'Locally Important Sites for Biodiversity', the Glendoo to Shanganagh Ecological Corridor which the site runs adjacent to. It should also assess the any pNHA's or protected sites and any species associated with these sites.
- k. The EcIA will assess potential impact on European Sites (including QI/SCI species within the Zone of Influence of the site).
- l. The EcIA shall include an assessment of invasive species that may be present on the site.
- m. The EcIA shall include an assessment of the landscape proposals; planting proposals and the use of native species; and lighting proposals.

¹ CIEEM (2018) Guidelines for Ecological Impact Assessment in the UK and Ireland: Terrestrial, Freshwater, Coastal and Marine version 1.3. Chartered Institute of Ecology and Environmental Management, Winchester.

² Foulkes, N., Fuller, J., Little, D., McCourt, S. and Murphy, P. (2013). Hedgerow Appraisal System - Best Practise Guidance on Hedgerow Survey, Data Collation and Appraisal. Woodlands of Ireland, Dublin. Unpublished Report [pdf].

³ GSI Data and Maps: <https://www.gsi.ie/en-ie/data-and-maps/Pages/default.aspx> [Accessed: 08 Dec 2025]

- n. The EclA shall identify any opportunities for biodiversity enhancement measures (e.g. to provide refuge for biodiversity and strengthen ecological connectivity with the 'Glendoo to Shanganagh' ecological corridor and any locally important site for biodiversity close to the site).
- o. **Based on preliminary results indicated in the 'Statement on Landscape, Biodiversity and Visual' document, it is likely that a habitat and species management plan will be required to support protected species on site including Pine Marten. The presence and movement of this species through DLR's ecological network is important to the protection of other native species (i.e. the red squirrel) locally and nationally.**
- p. **A comprehensive mitigation and monitoring plan should be provided as part of the EclA with clear details on proposed mitigation actions, timelines, reporting schedule and responsible persons for the implementation of mitigation actions.**

3. Environmental Impact Assessment Report

- a. The EIAR, prepared in accordance with current national and EU guidance, will be submitted with the planning application.
- b. **The EIAR should fully align with the findings and information in the EclA an AA Screening reports highlighting relevant ecological/biodiversity detail in appropriate sections of the EIAR.**

3. Appropriate Assessment Screening Report (AASR) / Natura Impact Statement (NIS)

- a. The AASR / NIS prepared in accordance with current national and EU guidance will be submitted with the planning application.

4. Landscape

- a. It is requested that the landscape architect liaises with the ecologist in respect of important biodiversity enhancement measures including 'native planting', green roofing, biodiversity refuges, protection/enhancement features and ecological connections/corridors.
- b. It is requested that opportunities for 'dark zones' (wildlife refuges) are explored along the site boundaries and/or areas of retained hedgerow, woodland, treelines and vegetation. **Note: these refuges should be distinct from public open space, buffered/protected from disturbance (see Appendix 1 response below).**
- c. A concerted effort to protect and enhance hedgerows along all site boundaries should be given all due consideration and included in the site's landscape plan.

5. Lighting

- a. It is requested that the lighting design engineer will liaise with the ecological specialists (including bat and non-volant mammal specialists), in respect of outdoor lighting.

6. Hydrology/ Hydrogeology

- a. Details of surface water flow must be provided both for temporary surface water drainage during construction and any SUDS features planned for the operational phase of the site's development.
- b. Hydrogeological assessments shall be conducted to assess potential impacts on groundwater and groundwater dependent terrestrial habitats (where relevant).
- c. **The proposed attenuation pond/wetland should seek input from a suitably qualified wetland ecologist and should provide details of ecological connectivity to the wider landscape/ecological network.**
- d. **The protection of soils should be incorporated into EclA following best practice⁴, appropriate management of soils on site will support proposed SUDS features (DEFRA).**

7. Invasive Species Management Plan

- a. A survey will be carried out to determine the presence or otherwise of any invasive plant species, including for Giant Hogweed, which is known to occur in the area.
- b. An Invasive species management plan drawn up by an invasive species specialist is requested to be submitted with the planning application if any invasive species are found to occur.
- c. **Biosecurity measures should be outlined in the CEMP and EclA to reduce the risk of introduction and spread of invasive species.**

9. Biodiversity mitigation, monitoring and enhancement measures

- a. All mitigation and enhancement measures in respect of biodiversity, as set out in the EclA are to be included in full within the Construction Environmental Management Plan (CEMP).
- b. A monitoring programme, as appropriate, in respect of these measures is to be included in the EclA, the CEMP and the Operations Environmental Management Plan (OEMP).

10. Alignment with local objectives and policies

- a. The EclA/EIAR shall align with all relevant Biodiversity Policies and Specific Local Objectives within the County Development Plan.
- b. The EclA/EIAR will align with all relevant biodiversity and green infrastructure policies with the Old Connaught Local Area Plan.
- c. **'Appendix 1 Response' below provides detailed feedback (on 10 a & b).**

Martina O'Brien,

DLR Biodiversity Officer,

15/04/2026

⁴ DEFRA (2009) Construction Code of Practice for the Sustainable Use of Soils on Construction Sites.

Biodiversity Response to 'Statement on Landscape, Biodiversity and Visual'

Appendix 1 Green Infrastructure and Biodiversity Policies and Objectives of the Old Connaught LAP 2025

Section	Section Title	Policy / Objective No.	Pol./Ob. Header Title	Description Text	Application Response to Policy / Objective	Biodiversity Response
Pol. 7.3	Green Infrastructure	OCLAP36	Green Infrastructure	It is Policy, where practicable and possible, to protect existing green infrastructure and encourage and facilitate, in consultation with relevant stakeholders, the creation, management, restoration and enhancement of our natural and semi natural areas.	The application lands predominantly comprise open agricultural lands and avoid impact on aspects of Biodiversity Importance as indicated on Figure 7.1 of the LAP. The proposed development will include a new entrance off Old Connaught Avenue and road north which cross identified existing hedgerows on Figure 7.1. These hedgerows have 'no classification' on Figure 7.1 and the location of the proposed entrance and road north is in accordance with the site framework established on Figure 4.1 in the LAP. Therefore, the proposed development respects existing green infrastructure incorporating hedgerows, tree lines into proposed open space, and by including new, locally appropriate planting, to maintain habitat connectivity through and around the subject site.	Opportunities to incorporate green infrastructure should be explored across the entire site and should not be confined solely to areas designated as public open space. A strong proposal for protection and enhancement of green infrastructure throughout the site will be required to align with the LAP policies and objectives. The applicant is asked to provide clear, evidence-based details on how habitat connectivity is maintained through and around the subject site with the current/final design. It should be noted that the designation of hedgerows as having 'no classification' within the LAP does not imply an absence of ecological

						value; rather, it indicates that these hedgerows are data-deficient having not been formally assessed. The applicant's attention is drawn to Biodiversity Report provided by the Local Authority on 08/12/25 requesting assessment of hedgerow on site following Foulkes et al 2013. " The EcIA shall include an assessment of trees and hedgerows on site (following Hedgerow Appraisal System Guidelines - Foulkes, N. <i>et al.</i> (2013))., including an assessment of any Tree Survey findings and associated tree removal / retention plans (Arboriculture Assessment/Report)."
Pol. 7.4.3	Views and Prospects	OCLAP37	Views and Prospects	It is Policy to ensure the preservation of the views and prospects at Old Connaught, as designated in the dlr County Development Plan 2022-2028.	Figure 7.3 of the LAP shows protected views and prospects (from the dlr Development Plan) in the wider area. Lower level views of the proposed development (e.g. from Ferndale Road) are entirely screened by a combination of mature roadside / boundary vegetation and topography.	Acknowledged

					Elevated views from higher lands to the west are panoramic and expansive and while it may be possible to see aspects of the proposed development in the lower middle-ground of such views, there is no adverse effect on the characteristics or sensitivities of the views. Figures 4.11 and 4.14 indicate that the only protected views and prospects in the direct vicinity of the application site is east from Ferndale Road – which are screened by mature roadside hedgerows – and west off the curving merge ramp from the R119 Wilford Roundabout onto the M11 Northbound, which are entirely screened by existing planting established on the west side of the northbound ramp / M11 corridor.	
Section	Section Title	Policy / Objective No.	Pol./Ob. Header Title	Description Text	Application Response to Policy / Objective	
Pol. 7.5.2	Designated Areas	OCLAP39	Groundwater Dependent Terrestrial Ecosystems	It is Policy that any development proposals with the potential to impact on the Ballyman Glen SAC or any Groundwater Dependent Terrestrial Ecosystems (GWDTE) within the area shall be assessed collaboratively at planning application stage by a hydrogeologist/hydrologist and ecologist and shall take cognisance of the requirement to maintain the rate, quality and general areas where groundwater recharge occurs in order to maintain or enhance the	Ballyman Glen SAC is not within the Zone of Influence of the proposed development at Old Connaught, and no GWDTE are known to be present at the subject site. Nevertheless, the potential impacts on GWDTE is being considered by the design team, hydrologist and ecologist.	Acknowledged, this assessment is welcome.

				recharge supplying the groundwater dependent habitats of the Ballyman Glen SAC or any other GWDTEs within the area. Detailed site-specific assessment shall be required for development proposals situated in the catchment area for GWDTE situated in Ballyman Glen SAC that have the potential to impact groundwater through emissions, abstraction or changes to hydrogeological/hydrological regimes. Appropriate cognizance shall be had to potential connections and interactions between surface water and groundwater.		
Pol. 7.5.5	Fauna	OCLAP40	Ecological Assessment	It is Policy to ensure adequate ecological surveys, and, where necessary, ecological impact assessments, are undertaken at project level to inform development decisions, in accordance with the requirements of the dlr County Development Plan 2022-2028.	As required, and as requested by the planning authority, a comprehensive suite of biodiversity surveys is being carried out, including detailed botanical, bird (winter and breeding seasons), bat and large mammal surveys. The survey results will be incorporated into the detailed EcIA, to be submitted with the planning application.	This is acknowledged and welcomed, the applicant is requested to give due regard to requests as per Biodiversity Report 08/12/25 and all additional requests in this report.
Pol. 7.5.6.2	Hedgerows	OCLAP41	dlr Tree Strategy	It is Policy to require that the approach to existing and proposed trees throughout the Plan area is consistent with the dlr Tree Strategy 'A Climate for Trees 2024-2030', to ensure that the tree cover is managed, and developed to optimise the environmental, climatic and educational benefits, which derive from an 'urban forest', and holistic 'urban forestry' approach.	This policy is noted. A full tree survey and arboricultural impact assessment, with management recommendations is being prepared for the application lands.	The applicant is requested to review the <u>ecological value</u> of trees and hedgerows on site which is a separate and distinct assessment to the arboriculture assessment/report. This should incorporate any findings from hedgerow/treeline

						assessment requested following Foulkes et al 2013.
Section	Section Title	Policy / Objective No.	Pol./Ob. Header Title	Description Text	Application Response to Policy / Objective	
Pol. 7.5.9	Nature Based Solutions	OCLAP42	Nature Based Solutions and Biodiversity	It is Policy to ensure biodiversity is factored into nature-based solutions when developing proposals within the Plan area.	Nature-based solutions are a central focus of the landscape, biodiversity and water management strategy for the proposed development. SuDS measures will be implemented – and an attenuation area is being provided. This is being designed to provide additional wetland habitat at the site.	It is requested that clear evidence-based reasoning for proposed nature-based solutions are incorporated into relevant planning application documents. This should include details on proposed designs, planting schedule, ongoing management and monitoring. How the design supports biodiversity should be clearly outlined with reference to relevant evidence based guidance/literature. The LAP outlines the reasoning and importance of nature based solutions and the importance of their incorporation into the sites design. Demonstrate how the proposed nature based solutions provide functional wetland habitat within the design should be outlined.

	Nature Based Solutions	OCLAP43	SuDS and Biodiversity	It is Policy to ensure that the design of swales and stormwater attenuation areas and SuDS proposals include commitments to addressing a net gain in biodiversity. Where planting is required, native species must be used, including trees where suitable, with advice and input of a wetland ecologist.	SUDS proposals will be designed to maximise their biodiversity value – and native species will be used.	Need to demonstrate biodiversity value with supporting evidence based guidance/literature. Monitoring to demonstrate biodiversity value over time. Native species of native provenance should be incorporated into any planting schedule. Demonstrate that advice and input has been provided by a wetland ecologist as requested within LAP.
Ob. 7.4.1	Landscape Character Assessment	GIB1	Landscape Character Areas	It is an Objective that development within the Plan Area has regard to, where relevant, the findings of the Landscape Character Assessment for Ballyman (no. 11) and Rathmichael (no. 10), as set out in Appendix 8 of the dlr County Development Plan 2022-2028, and any future County Landscape Character Assessments.	This is noted as is the character area assessments presented in the Old Connaught LAP for the Central Character Area lands where the application site is located.	Green infrastructure and biodiversity led design/ enhancement measures provides an opportunity to maintain the rural character of the area.
Ob. 7.4.2	Historic Landscape Character Assessment	GIB2	Historic Landscape Character Assessment	It is an Objective that development within the Plan area has regard to the Old Connaught Historic Landscape Character Assessment (2007).	This is noted and the proposed development accords with the requirements of the Old Connaught LAP and the Historic Landscape Character Assessment (2007) as detailed at section 7.4.2 of the LAP.	See comments above.

Section	Section Title	Policy / Objective No.	Pol./Ob. Header Title	Description Text	Application Response to Policy / Objective	
Ob. 7.4.3	Views and Prospects	GIB3	Views and Prospects	It is an Objective that views and prospects within landholdings are further assessed as part of the development management process for planning applications in the Plan area. Where possible, the Planning Authority will seek to integrate the viewing potential of existing views and/or prospects.	Figure 7.3 of the LAP shows protected views and prospects (from the dlr Development Plan) in the wider area. Lower level views of the proposed development are entirely screened by vegetation and topography. Elevated views will not be adversely affected.	
Ob. 7.5.4	Ecological Network and Wildlife Corridor	GIB4	Ecological Corridors and Connectivity	It is an Objective to seek to protect, preserve, restore and enhance ecological connectivity within the Plan area and beyond and to restore and mitigate fragmentation of ecological corridors.	The application lands predominantly comprise open agricultural lands and avoid impact on aspects of Biodiversity Importance. Existing hedgerows and tree lines are incorporated into proposed open space with new planting to maintain habitat connectivity.	The landscape plan and biodiversity mitigation, compensation and enhancement measures should demonstrate how the site will maintain, improve and enhance ecological connectivity with the Ecological Corridor. Ecologically functional linkages (e.g. away from potential disturbance, lighting etc.) should be proposed within the landscape plan. These should allow connection of the site to the wider landscape and KER/important biodiversity refuges within the Zone of Influence of the site (or demonstrate how potential future connection could be achieved across the site with

						the Glendoo Mountain to Shanganagh Wildlife Corridor).
Section	Section Title	Policy / Objective No.	Pol./Ob. Header Title	Description Text	Application Response to Policy / Objective	
	Ecological Network	GIB5	Glendoo Mountain to Shanganagh Wildlife Corridor	It is an Objective to consider the Glendoo Mountain to Shanganagh Wildlife Corridor, identified in the dlr County Biodiversity Action Plan 2021-2025, as part of the development management process for planning applications in the Plan area.	This Objective is noted by the project team, and while the subject site is to the south of the Glendoo Mountain to Shanganagh Wildlife Corridor, the landscape design of the proposed development will maintain habitat connectivity to the wider area.	It is requested that the applicant demonstrates how the landscape design of the proposed development will maintain habitat connectivity to the wider area this should be supported with reference to evidence-based guidelines.
Ob. 7.5.5	Fauna	GIB6	Lighting	It is an Objective that the design of lighting within the Plan area should seek to minimise light pollution and adverse effects on bat species, badgers and otters.	The lighting design will take account of and implement all relevant modern lighting standards, particularly with regard to light spill, light temperature and dark areas for bat commuting, and in accordance with DLR lighting requirements.	It is requested that the applicant ensures and demonstrates how the lighting design of the proposed development will minimise light pollution and incorporate ecologically functional dark areas for bats and nocturnal mammals throughout the site. The applicant is requested to draw on and make reference to relevant best practice, evidence-based guidance for this.
Ob. 7.5.6.2	Hedgerows	GIB7	Trees and Hedgerows	It is an Objective to protect and maintain important trees and hedgerows within the Plan area,	A full tree survey and arboricultural impact assessment, with management	The applicant is requested to review the <u>ecological value</u> of trees and hedgerows on site

				where practicable, and to promote native tree / hedgerow enhancement and planting.	recommendations, is being prepared for the application lands.	which is a separate and distinct assessment to the arboriculture assessment/report. This should incorporate any findings from hedgerow/treeline assessment requested following Foulkes et al 2013. Proposed planting schemes for hedgerows and trees should consider opportunities to enhance and improve biodiversity on site and ecological connectivity/the provision of wildlife refuges.
Section	Section Title	Policy / Objective No.	Pol./Ob. Header Title	Description Text	Application Response to Policy / Objective	
	New Development	GIB8	New Development	It is an Objective to promote and encourage planting of native tree and hedgerow species and to provide sufficient buffer to allow for wildlife corridors in new developments across the Plan area.	All tree and hedgerow planting will be appropriate to the site, comprising native and adaptive tree species. No invasive species will be considered.	Details of the planting scheme should be provided, where possible native species of local provenance should be obtained.
	New Development	GIB9	Trees and Hedgerows	It is an Objective to require that where the boundaries of sites incorporate or are adjacent to existing trees and hedgerows to be retained, these shall be utilised as part of the boundary.	Buffer zones are incorporated into the layout design of the proposed development through the retention of boundary tree lines into proposed open space areas.	See comments regarding treeline/hedgerow assessment and proposed planting in comments above.

	Character	GIB10	Sylvan Character	It is an Objective to preserve the sylvan and tree lined character of roads in the Plan area including the Ferndale Road and Allies River Road.	Allies River Road and Ferndale Road are outside the boundary of the subject site and unaffected by the proposed development, however this is noted.	Acknowledged.
	Strategic Infrastructure	GIB11	Strategic Infrastructure	It is an Objective to require proposals for strategic infrastructure include an appropriate level of tree / hedgerow planting and mitigation for environmental constraints.	The proposed development respects existing environmental constraints and incorporates existing hedgerows and tree lines into proposed open space.	Opportunities to enhance biodiversity should be identified throughout the site and the design should seek to establish/improve connectivity with the wider ecological network/landscape.
Section	Section Title	Policy / Objective No.	Pol./Ob. Header Title	Description Text	Application Response to Policy / Objective	
	Public Realm	GIB12	Public Realm	It is an Objective to support and promote tree planting and urban greening as part of the public realm at Old Connaught.	The proposed development incorporates mature field boundary tree lines into proposed open space and includes new locally appropriate planting including a small oak grove.	See comments above regarding ecological connectivity and requirement for separate biodiversity refuges/ecological connectivity and ecologically functional green infrastructure.
Ob. 7.5.7	Rivers and Streams	GIB13	Watercourses and Riparian Corridors	It is an Objective to ensure the protection and where possible the restoration of biodiversity associated with watercourses and their riparian habitats.	Although there are no mapped streams or rivers on the site, the project design takes account of the existing water environment.	Opportunities to enhance these ecological features on site including drainage ditches, proposed wetland, suds measures etc. should be incorporated into the EcIA.
Ob. 7.5.8	Biodiversity Led Design	GIB14	De-Culverting	It is an Objective to seek opportunities where appropriate to	It is not proposed to de-culvert any existing culverts within the subject site.	Has this possibility been explored, what are the

				open up culverted elements of watercourses.		constraints/potential benefits (Old Connaught tributary).
	Biodiversity Led Design	GIB15	Biodiversity Led Design and Biodiversity Net Gain	It is an Objective that proposals for development demonstrate how biodiversity has informed scheme layout and design.	The landscape design prioritises biodiversity-focussed planting and retention of existing habitats.	This needs to be clearly demonstrated and support with reference to relevant evidence based guidance/literature.
Section	Section Title	Policy / Objective No.	Pol./Ob. Header Title	Description Text	Application Response to Policy / Objective	
	Habitat Restoration	GIB16	Re-wilding and Habitat Restoration/Creation	It is an Objective to support the development and implementation of re-wilding projects using best practice.	Although it is not proposed to re-wild this part of the Central Character Area, biodiversity-focussed landscape design will maximise biodiversity value.	See comments above re: green infrastructure and connectivity. Given the presence of pine marten and other protected species on site a habitat and species management/monitoring plan should be prepared as part of the EclA incorporating relevant mitigation measures.
Ob. 7.5.9	Nature Based Solutions	GIB17	Attenuation Ponds	It is an Objective to require that attenuation ponds are designed as naturalistic open features of value to wildlife.	An attenuation area is being provided and will be designed as a wetland habitat with ecological input.	Specific details on the proposed design, any proposed vegetation/planting and its integration, connectivity within the site and wider landscape should be provided. A suitably qualified wetland specialist should provide input into the design of the wetland.

Pol. 8.4.1.10	Strategic Parks and Spaces	OCLAP44	Network of Strategic Parks and Spaces	It is Policy to implement the network of strategic parks and open spaces.	There are no Strategic Parks within the application lands, however local public open space is being provided.	Noted.
Pol. 8.5	Public Open Space	OCLAP45	Public Open Space for Residential Schemes	It is Policy that a minimum of 10% of total net residential site area shall comprise public open space.	Local public open space is being provided in excess of 10% of the net residential area.	Acknowledged
Section	Section Title	Policy / Objective No.	Pol./Ob. Header Title	Description Text	Application Response to Policy / Objective	
Ob. 8.4.1.10	Strategic Parks and Spaces	OPR1	Allies River Road Active Park	It is an Objective that an overall campus masterplan is progressed to guide development of Allies River Road Active Park.	A masterplan is being prepared for the lands in the applicant's ownership.	Acknowledged
Ob. 8.5	Connectivity and Permeability	OPR2	Public Open Space – Accessibility and Permeability	It is an Objective that all proposals for open space promote active travel and connectivity.	Local public open space allows for connectivity and permeability with the wider movement network.	Acknowledged
Pol. 11.3	Old Connaught LAP Phasing Strategy	OCLAP66	Phasing Strategy	It is Policy that future development shall accord with the Phasing Strategy for the Plan.	The proposed development is within sub-phase 1 of Phase A and accords with the phasing strategy.	Acknowledged

Public Lighting

Date: 02/04/2026

To: Planning Compliances

Re: PAC/LRD2/002/26, Lands to the north of Old Connaught Avenue, Old Connaught, Co Dublin.

Please find below the comments for PAC/LRD2/002/26, Lands to the north of Old Connaught Avenue, Old Connaught, Co Dublin.

A lighting design is required for this development.

It should take into account:

1. No low level lighting or bollard lighting will be taken in charge
2. The main road lighting cutting through the development will need to be determined and then used to determine the lighting levels on the junctions (should be within 2 lighting classes for safety)
3. The main development needs to be lit to a P4 lighting class
4. There are a large number of trees in the development, lighting columns should not be placed within 3m of a tree and should be placed in front of or in line with any trees.
5. A lux contour diagram is needed without masking to determine any obtrusive light issues

Please submit a full lighting design report for this development.

Mary Hegarty
Senior Executive Engineer
Public Lighting and EV charging
Infrastructure and Climate Change

Environmental Enforcement

Referred Application Ref: PAC/LRD2/002/26

Proposal Description: The proposed development consists 272no. residential units in a mix of houses and duplex / apartment units comprising of 104no. 2 to 3 storey houses (23no. 4 bedroom, 68no. 3-bedroom, and 13no. 2-bedroom houses), 117no. 2-bedroom apartments and 45no. 1 bedroom apartment units, 6no. 3-bedroom duplex units, creche (c. 592.6 sqm) at ground floor of apartment block 3, and all associated and ancillary site development and infrastructural works, hard and soft landscaping and boundary treatment works, including public open space; communal open space; regional attenuation pond; public lighting; surface car parking spaces; bicycle parking spaces/stores for houses and duplex / apartment units; 4no. ESB Substation; bin stores; the proposed development is accessed from proposed primary north-south street into the Central Character Area Lands-East. The proposed development will also comprise a new pumping station and storage as required and all associated and ancillary site development and reinstatement.

Location: Lands to the north of Old Connaught Avenue, Old Connaught, Co Dublin

Date Received: 02/03/2026

Planning Officer: Maeve Cronin

Report Date: 12/03/2026

Relevant Documentation submitted in support of proposal:

The DLR Environmental Enforcement Department have reviewed the following documentation submitted with the application:

Vehicle Tracking Refuse Vehicle

The applicant is referred to Environmental Planning guidance on the dlrc website here: <https://www.dlrcoco.ie/environment/environmental-planning-guidance>

All aspects of the design, preparatory works, construction and operation of the development should be considered in respect of the guidance noted above and section 12.9 of the County Development plan 2022-2028.

Assessment:

DLR Environmental Enforcement Department suggest that the proposal can be undertaken in accordance with standard methods of construction and subject to the inclusion of following should be addressed as part of any future planning application:

Operational Noise Management

The final detailed design and location of building services, such as heat pumps, must avoid the generation of potential conflicts in terms of noise amenity affecting adjoining land uses.

Baseline Noise Survey

A baseline noise survey should be performed by an independent qualified technician. The impacts of the demolition and construction phases on the receiving environment should be predicted and mitigation measures proposed, especially for any potential rock braking/piling activities. This report should include predictive modelling on the noise impacts of the operational phase. The noise survey shall include an inward noise impact assessment and consider ProPG: "Professional Practice Guidance on Planning and Noise for new Residential Development" and BS 8233 "Guidance on Sound Insulation and Noise Reduction for Buildings".

Construction Environmental Management Plan

Submission of a 'Construction Environmental Management Plan' (CEMP) setting out proposals for environmental management of the proposed works to avoid the creation of serious environmental nuisance, such as noise, dust and other emissions that may be considered an environmental nuisance.

- Confirmation that deliveries should not occur before 07:00 nor should vehicles be allowed to queue in advance of this time.
- Methods to ensure that vehicles leaving the site are clean with commitment to install a wheel wash equivalent method for cleaning down vehicle prior to leaving the site during construction.
- Measures to reduce any adverse impacts of the construction phase upon the environment.
- Measures to control temporary noise, dust and airborne pollutant emissions during the construction phase.
- Measures to prevent nuisance or adverse health effects.
- Dust Minimisation and Monitoring Plan should be provided as a compliance submission with details dust mitigation levels and dust monitoring commitments.
- Measures should align with and reflect the mitigation measures described in the Resource and Waste Management Plan.

The Applicant and the appointed Contractor(s) shall ensure that in terms of Construction Waste, records shall be maintained and made available for inspection on site demonstrating tracking of all waste generated to final destination.

Operational Waste Management Plan

An operational waste management plan should be provided as part of any future application to ensure management of all operational waste within the curtilage of the development in accordance with relevant waste legislation including byelaws.

The plan shall include detail in relation to waste storage and collection, measures within individual units to support segregation of waste and proposed measures in relation to access, monitoring and security of proposed bin stores.

Resource and Waste Management Plan

A resource and waste management plan should be provided as part of any future application. The applicant is directed to the 'Best practice guidelines for the preparation of resource & waste management plans for construction & demolition projects' EPA 2021 for further guidance.

Public Liaison Plan

The Applicant and the developments Contractor shall develop and implement a 'Public Liaison Plan' for the duration of the works, covering the following.

a) Appointment of a Liaison Officer as a single point of contact to engage with the local community and respond to concerns.

Environmental Enforcement Report

b) Keeping local residents informed of progress and timing of particular construction activities that may impact on them.

c) Provision of a notice at the site entrance identifying the proposed means for making a complaint.

d) Maintenance of a complaints log recording all complaints received and follow up actions.

Report prepared by
Dr. Omar Coughlin

Executive Scientist

DLR Environmental Enforcement / Waste Management

Infrastructure and Climate Change Department,

Dún Laoghaire-Rathdown County Council, Marine Road, Dún Laoghaire, Co. Dublin.

APPENDIX D

Prescribed Bodies Reports

Uisce Éireann

A Chara,

Uisce Éireann (UÉ) has reviewed the plans and particulars submitted with the pre planning application and has the following observations;

Service Connections

The applicant has engaged with Uisce Éireann through the Pre Connection Enquiry. A Confirmation of Feasibility CDS25007942 has been obtained.

A water connection is feasible without infrastructure upgrade by Uisce Éireann. The proposed development can be supplied from the 8" uPVC main on Old Connaught Avenue.

A wastewater connection is feasible subject to upgrades. There is no Uisce Éireann network in the area to serve the proposed development. Uisce Éireann has an ongoing project at preliminary stage which will provide wastewater network and a strategic pumping station to serve the Old Connaught Local Area Plan. Uisce Éireann and Dun Laoghaire/Rathdown County Council are still reviewing the options for the delivery of this infrastructure.

Queries relating to the terms and observations above should be directed to planning@water.ie

Advisory Note(s):

*Uisce Éireann does not permit build over of its assets. Separation distances from public infrastructure, as per Uisce Éireann's Standards Codes and Practices must be achieved. It is the applicant's responsibility to submit a diversion enquiry to Uisce Éireann Diversions Section (diversions@water.ie) prior to construction, where a potential build over of public assets is in question and/or where the applicants proposals cannot achieve separation distances from public infrastructure as per UÉ Standards & Codes of Practice.

** Protection of drinking water source(s) from potentially adverse impacts is a priority for Uisce Éireann. It is Uisce Éireann's current policy to maintain safe and secure drinking water supplies and ensure that development will not give rise to any deterioration in water quality. Development proposals shall not impact public drinking water sources and/or abstraction point(s). It is also a requirement of the Water Framework Directive that waters used for the abstraction of drinking water are protected to avoid deterioration in quality. Development proposals shall not impact public drinking water sources and/or abstraction point(s).

Any person discharging trade effluent** to a sewer, must have a Trade Effluent License issued pursuant to section 16 of the Local Government (Water Pollution) Act, 1977 (as amended). More information and an application form for a Trade Effluent License can be found at the following link: <https://www.water.ie/business/trade-effluent/about/> . Trade effluent is defined in the Local Government (Water Pollution) Act, 1977 (as amended). Uisce Éireann does not permit surface waters into the public sewer network.

National Transport Authority

RE: LRD Referral - DLRCOCO - NTA - PAC/LRD2/002/26 - Lands to the north of Old Connaught Avenue, Old Connaught, Co Dublin

Dear Sir/Madam,

The NTA has reviewed the pre-planning material circulated on 6th March 2026, with a focus on the proposed reservation for the proposed Luas extension towards Bray. The Bray Luas extension remains a proposed Measure in the Greater Dublin Area Transport Strategy 2022-2042, but as work has not yet commenced on the scheme there is no Emerging Preferred Route or agreed cross-section for the scheme. The NTA would typically require a corridor reservation of 10 metres in width at this stage to allow the necessary flexibility in design development, within which a corridor of 7 metres in width would then be developed through the design process. The remaining elements of the 10 metre corridor would then be allocated to active travel, public realm or green infrastructure. In this case, the NTA is satisfied that the proposed 7 metre reservation with active travel facilities adjacent would provide sufficient space for a future light rail corridor through the lands if required, given the relatively flat topography and the straight alignment. A reservation of 7m only with no lateral flexibility could compromise the deliverability of a light rail line when it comes to more detailed design development.

I note that a Luas stop appears to be proposed opposite Phase 1A – ROAD 4 and the parallel east-west active travel route. Stop locations would normally be determined during the route development process. The NTA would therefore recommend that this stop is omitted from the proposal, and that the proposed north-south corridor should be designed to facilitate stop development at the optimal locations as determined by the design process. This could also have implications for the design of the proposed pedestrian crossing at this junction, which appears to depend on the additional width afforded by the proposed Luas platform.

Regarding other matters, the NTA would have reservations regarding the design of car parking on the Homezone streets, which are proposed to be shared between two-way vehicular traffic, cyclists and pedestrians. Perpendicular (nose to kerb) parking can present a risk to cyclists and pedestrians on the carriageway due to vehicular manoeuvres, in particular reversing manoeuvres, and the design of these streets should provide for safe passage for all users.

The NTA also notes that the proposed parallel car parking spaces on the west side of the north-south street could preclude the delivery of bus stop infrastructure. The subject lands are likely to be served by bus in the short to medium term, in advance of the delivery of any Luas route. While no service planning has taken place regarding such future bus routes, such a service would be likely to run on this road to serve the subject residential development. The NTA therefore recommends that the applicant would consider providing for the future delivery of bus stops in both a north- and a southbound direction.

I trust these comments are of use at this stage of the application process. The NTA is available to discuss the points raised above with the applicant and the planning authority if required.

Regards,
Robert Parkinson.

Transport Infrastructure Ireland

Dáta | Date 24 March 2026

Ár dTag|Our Ref. TII26-135539

Re: LRD Referral - DLRCOCO - TII - PAC/LRD2/002/26 - Lands to the north of Old Connaught Avenue, Old Connaught, Co Dublin

Dear Mr. Lynch,

Transport Infrastructure Ireland (TII) acknowledges receipt of your LRD Opinion Meeting Request in respect of the above proposed project. To assist the planning authority, in the opinion of TII the following need to be considered and addressed prior to the submission of a valid planning application:

TII is seriously concerned that there is insufficient information supplied of potential interactions with the existing national roads network and future Exchequer funded schemes in the vicinity of, and indicated part of, the proposed development site within the indicated red line boundary.

Having regard to the indicated development site area (red line boundary) and material supplied, TII is seriously concerned that there interactions with the national road network (both existing and proposed) which do not address the requirements in design and delivery of any proposed development to ensure the protection of the safe and efficient operation of the existing N/M11 and more critically the compatibility with and deliverability of the future Exchequer funded scheme N11/M11 Junction 4 to Junction 14 Improvement Scheme The following elaborates:

● **Future National Road Scheme:**

The *N11/M11 Junction 4 to Junction 14 Improvement Scheme* is an existing national road project Junctions 4 to 14 and the subject of the *Interim Bus Priority Scheme* which is currently being progressed. The proposed development includes development proposals both within and in close proximity to an area considered for the future national road scheme, *N11/M11 Junction 4 to Junction 14 Improvement Scheme*. TII consider that the elements of proposed development in “*Central Character Area Lands- East (Phase A Sub-Phase 1)*” and dog leg shaped lands to the north, due to nature and character within and located in proximity to *N11/M11 Junction 4 to Junction 14 Improvement Scheme* could prejudice plans for the design of this scheme.

TII reminds the Council of the adopted Old Connaught LAP and Section 2.9 Protection of Alignments for Future National Road Projects of the *Spatial Planning and National Roads Guidelines for Planning Authorities (DoECLG, 2012)*. The planning authority will be aware that Section 2.9 highlights that the zoning of land, must not compromise the route selection process, particularly in circumstances where road scheme planning is underway and potential route corridors or upgrades have been identified and brought to the attention of the planning authority.

Section 2.9 also indicates that required lands for schemes need to be retained free from development (this includes supporting infrastructure for development such as energy requirements, drainage, surface water etc); and that the planning authority should ensure measures are put in place so that any adjacent development of sensitive uses, such as housing, schools and nursing homes, are compatible with the construction and long-term operation of the road.

In particular TII notes with serious concern the absence of measures and details for

mitigation/amelioration for adjacent development of sensitive uses, such as housing and for future occupants to ensure compatibility with the construction and long-term operation of the critical *N11/M11 Junction 4 to Junction 14 Improvement Scheme* within "Central Character Area Lands- East (Phase A Sub-Phase 1)". TII would expect that both the applicant and the Council would address these matters for future residential occupants especially given the proximity to the scheme lands and the disruption that would be associated with a major road construction project and its roads future operation. The Council should also be aware that there may be structures (lighting, gantries etc.) associated with national road management located in close vicinity to the proposed development site. These should be a matter of importance to be considered by the Council with respect to any claims made by future occupants of the development. There is a clear need to address appropriately these matters for future residents.

Based on the material available, TII will expect that applicant will be required to design, demonstrate and ensure that noise levels and other impacts such as dust, air, visual, lighting associated with the future national road impacts be ameliorated to acceptable levels at this close proximity to the *N11/M11 Junction 4 to Junction 14 Improvement Scheme*.

The Authority advises that the Council has regard to have regard to the provisions of Chapter 3 of the DoECLG Spatial Planning and National Roads Guidelines for Planning Authorities in the preparation of a future planning application. TII would also expect the planning authority to consider the requirements of Environmental Noise Directive (END) and the European Communities (Environmental Noise) Regulations 2018 to 2021 Environmental Noise Regulations 2006 (SI 140 of 2006).

For clarity, the Authority advises it will entertain no future claims in respect of impacts (e.g., noise, air, dust, drainage, light, visual etc.) from the proposed development or future occupants, if approved, due to the presence of the *N11/M11 Junction 4 to Junction 14 Improvement Scheme* and/or the existing N/M11. The developer shall be advised that any additional work/structure required should be funded by the developer.

With respect to the "dog leg shaped lands", TII is unable from the material submitted what is proposed in this area which is located both adjacent and within the *N11/M11 Junction 4 to Junction 14 Improvement Scheme*. This requires clarification.

To conclude, TII is of the opinion that the layout and proposals within and adjacent to the eastern boundary with the future and existing N/M11 is currently contrary to the broader public interest concerning the achievement of value for money for the taxpayer and could significantly increase the cost of land to be acquired for national road schemes N11/M11 Junction 4 to Junction 14 Improvement Scheme. TII also consider that the current proposal could make the N11/M11 Junction 4 to Junction 14 Improvement Scheme Road project uneconomic, potentially leading to significant material alterations to the project or even the abandonment of the scheme as well as negating the planning work undertaken and the investment made in the proposed road scheme.

TII strongly recommend that both the Council and the developer review and revise proposals within and in proximity to *N11/M11 Junction 4 to Junction 14 Improvement Scheme* to take account of the aforementioned critical issues prior to the submission of a future planning application.

● **Interactions with the Existing N/M11**

With respect to the existing N/M11, the Council will also be aware that, the national road network consists of carriageways and includes its interchanges and associated services, including drainage and structures. Any works that temporarily or permanently interact with the national road network are subject to observance of official national roads policy, demonstration of *TII Publications* compliance and co-ordination with relevant national road network management entity.

The site location plans lands appear to include the N/M11 and areas within the Motorway Maintenance and Renewals Contract (MMaRC) Network Area A. Based on the material available, TII are unable to ascertain the extent of proposals for the alterations to infrastructure and / or traffic arrangements within the TII MMarC boundary which may/ will have consequences for future budgetary, liability and maintenance responsibilities. Any works that temporarily or permanently interact with the national road network are subject to observance of official national roads policy, demonstration of TII Publications compliance in addition to the co-ordination with relevant national road network management entity.

Related to the above, TII observes that the red line boundary appears to include an overbridge of the N11 which is a TII Structure (Eirspan Name: *Old Connaught Avenue Bridge, Eirspan Structure ID: DR-M11001.00*). The Technical Acceptance Requirements for the assessment, alteration, modification, strengthening and repair of all road structures must be prepared in accordance with the TII standard: TII Publication *DN-STR-03001 - Technical Acceptance of Road Structures on Motorways and Other National Roads*.

The planning authority is reminded that national road infrastructure, including drainage, is designed and provided for the national road network requirements only. Therefore, TII does not permit private connections to national road infrastructure, including that storm water drainage regime which is exclusive to the national road.

TII consider that any works proposed as part of the development that will require design and construction in compliance with TII Publications. It is recommended that all potential interactions are audited against *TII Publications (Standards and Technical)* available at www.tiipublications.ie.

● **Future Public Transport Provision and Schemes**

Please be advised that future Luas, Metro and Bus Connects alignments are a matter for the National Transport Authority (NTA). Therefore, any information on the progression of those schemes should be sought from the NTA.

To conclude notwithstanding, any of the above, this commentary provided is non-exhaustive, therefore, the issuing of this correspondence is provided as best practice guidance only and does not prejudice TII's statutory right to make any observations, requests for further information, objections or appeals following the examination of any valid planning application referred.

Please acknowledge receipt of this submission.

Yours faithfully,

Tara Spain
Head of Land Use Planning

AtkinsRéalis



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