

3. Dunlavin Town Plan

1.1 Purpose of the Plan

The aim of this plan is to establish a framework for the planned, co-ordinated and sustainable development of Dunlavin, and to enhance and facilitate the balancing of economic, social and environmental infrastructure in order to maintain and develop a high quality of life without compromising the protection of the environment and the needs of future generations.

The plan seeks to formulate appropriate Dunlavin specific development objectives and guidance, compatible with those of the County Development Plan, to assist the Development Management process in managing sustainable progress for the town.

This plan should be read in conjunction with 'level 5 and level 6 plans Introductory Chapter'.

1.2 Physical Context of Dunlavin

Dunlavin is located in west Wicklow, almost equidistant between the larger settlements of Blessington and Baltinglass, which are c. 18km north and south of the town respectively. The town is located c. 6km west of the N81, close to the border with Kildare. The town services a relatively large rural hinterland.

The town was established in the late 17th century as a planned estate town, laid out in a T-shape, with wide streets, grand buildings and a prominent Market House located in the middle of 'Market Square'. The centre of the town still retains its original form, many of the original buildings and is predominantly characterised by one and two storey terraced properties.

The town contains a significant amount of natural, archaeological and built heritage. The entire town core is designated as an area of 'archaeological potential or significance' and as an 'Architectural Conservation Area', while the disused rail line (although situated outside the area of special archaeological potential and not listed as a recorded monument), is an important man made landscape feature of cultural and amenity value, with features such as granite bridges, railway mounds and cuttings, and the former station and platform still remaining. These rich and historic heritage features make a significant contribution to the town's distinct character.

Outside of this core area, the town changed very little until the second half of the 20th century, when housing began to develop principally along Church Road and to the south of Stephen Street. Newer housing development has mainly occurred along Sparrow Road to the east of the old town. In a number of locations, these new housing areas are not contiguous to the original town and as a result there are significant 'infill' sites. In designating land for new development the plan has aimed to consolidate the existing built pattern in Dunlavin maximising the potential of these 'infill' sites, encouraging the densification of large town centre sites, while also designating sufficient lands to meet the projected population targets as set out in the Wicklow County Development Plan.

Map 1 defines the development boundary in red and shows specific zoning objectives for lands within the town boundary. Map 2 identifies the location of all heritage features such as protected structures, recorded monuments, protected trees and views etc. Map 3 outlines the key transportation objectives of the plan which should be read in conjunction with Section 7 'Services Infrastructure' and the details of the Action Areas detailed in Section 8.

1.3 Overall Vision and Development Strategy

A key aim of a Town Plan is to set out the vision and overall strategy for the future development of a settlement and from this vision, all policies and objectives can be developed and implemented with the overall aim of achieving this vision.

The vision for Dunlavin is to:

- To improve the quality of life for existing residents by identifying deficiencies in services and infrastructure in the town and making provision through zoning and development objectives to address these issues
- To provide a framework for the growth of the town, in order to provide housing for current and future generations, to revitalise the economy of the town and to allow for the development of new social and cultural facilities
- Sustain a revitalised town core with commercial, residential and community developments centred around civic and open spaces
- Promote and foster economic development and linkages to surrounding larger settlements within and outside the County
- Develop the tourism potential of the area as a visitor/tourist destination in itself and in its role as a 'gateway' linking Kildare to the west of the County and the Wicklow Mountains
- Protect the built and natural heritage of the area

This will be achieved by:

- Planning for and encouraging the provision of high quality housing and employment, social and community facilities, and a range of recreational options, in a quality environment
- Facilitating the provision of new and improved infrastructure to meet the demands of the existing population and future residents
- Reinforcing and improving the visual appearance of the central area of the town and encouraging development that will enhance the towns vitality and vibrancy
- Improving linkages between the town core and peripheral housing areas
- Creating functional public spaces linked to new development
- Ensuring the protection and enhancement of natural habitats, cultural heritage, ecological resources and biodiversity.

2.1 Residential development

In accordance with the County Development Plan, sufficient lands have been zoned to allow for the growth of population in Dunlavin up to the CDP 2022 target of 2,500, which will require the accommodation of 849 new housing units above existing housing stock. Table 1 below sets out the residential land zoning provisions of this plan. These lands have been selected on the basis of meeting the requirement of the vision and overall development strategy set out in Section 1 of this plan; in particular:

- Lands closest to the existing town centre not required for town centre expansion
- Lands/Infill Sites capable of providing greater connectivity between the existing town centre and existing residential development
- Lands that facilitate accessibility to existing/planning community facilities have been designated for new residential development, where suitable.

Location/Description	Zoning	Potential No. of units
Dunlavin Upper and Lower	R20	234
Dunlavin Lower	R15	34
Milltown Road	R20	56
Sparrow Road – SLO 1	R20	50
Action Area 2	R20	115
Action Area 2	R15	24
Action Area 3	R20	85
East of R756 north of AA2	R15	15
Lands at Pound Road	R20	23
Existing soccer field at Dunlavin Upper	R20	23
Lands at Church Road (SLO1)	R20	99
Lands at Chapel View	R20	24
Town Centre/infill lands	TC/RE	67
Total		849 Units

Table 2.1 Residential zoning provisions

2.2 Residential development objectives

PH1 *The design and layout of all new housing developments in Dunlavin shall take due cognisance of the location of the site and its surroundings, with a particular emphasis on maintaining and enhancing the historic core of Dunlavin and its surroundings.*

3.1 Economic development & employment

As set out in Table 3 of Section 1 of this plan, it is an objective of the County Development Plan to increase the number of jobs in Dunlavin to 950 by 2022. The strategy of this plan is to take advantage of the existing economic assets in order to stimulate employment within the area. The key assets the plan area has to offer are:

- A large hinterland population offering a market for goods and services and a wide variety of skills
- An attractive and accessible town centre, with numerous properties suitable for retail and commercial uses
- The natural and built assets and the strategic location to become a major tourism hub in the west of the County
- Local Authority owned lands earmarked for employment and enterprise
- A strong agricultural sector
- Modern wastewater infrastructure (currently under construction)
- Accessibility to National Primary (M/N9) and National Secondary (N81) road networks.

Given the town's location, situated to the extreme west of the County and the lack of existing employment opportunities it is unlikely that the town can act as an attractor for a large employer to locate over the lifetime of the plan. Therefore it is considered likely that most new employment creation will be generated by smaller and medium sized local enterprises / service providers. Opportunities particularly exist to develop 'product based'¹ intensive industries given the town's proximity to the national primary and secondary routes while the proximity of the town to the primary dynamic cluster in Co. Kildare of Newbridge (c. 20km), Kilcullen (c. 12km) and Naas (20km) offers further opportunities to foster employment linkages and spin off industries from these large employment centres.

With respect to tourism, the proximity of Dunlavin to the western ends of both the Sally Gap and Wicklow Gap roads and Kilcullen – Naas - Newbridge and the M9 to the west mean that Dunlavin could provide a tourism 'gateway' role between the Wicklow Mountains and visitors coming from / going to Kildare / the west of Ireland (for example visitors to the national stud and Japanese gardens in Kildare which are less than 20km from Dunlavin). Dunlavin is also the nearest town to the nationally renowned Rathsalagh Country House and Golf Club, and there is significant overspill benefits resulting from this proximity, including use of the local Church, public houses and restaurants, and guesthouses / B&Bs.

This plan will therefore make provision for lands to be reserved which will be capable of accommodating both local service employment in the form of light industry / small start up units and heavier industry types / a large stand alone employment development alongside the provision of a number of specific employment / tourism objectives aimed at maximising the potential of this industry in Dunlavin. Section 4 to follow addresses the development strategy for the town centre and retail.

This plan provides 9.4ha of greenfield zoned 'employment' land that would be suitable for various types of industries and start up businesses requiring purpose-built premises.

¹ The development of this type of industry by reason of the product based nature of the traded commodity, is dependent on ease of access to the main transportation networks

3.2 Economic development & employment objectives

- ET1** *To facilitate and support the growth of the Town Centre of Dunlavin in accordance with the provisions set out in Section 4 of this plan and to encourage the development of new retail / retail services and business support services (such as solicitors, accountants, architects etc) within the TC zone.*
- ET2** *To facilitate and support the development of the tourism industry in Dunlavin and maximise the town's location as a gateway between the tourism assets within Co. Wicklow and Co. Kildare.*
- ET3** *To promote the development of employment lands within Dunlavin in the following manner:*
- *Land zoned E1(a) shall be designated specifically for light industry and small start up units. The specific uses of these lands shall be particularly sensitive to existing / planned residential areas along the northern boundary of the zone*
 - *Lands zoned E1(b) shall be reserved for heavier industry types or alternatively as a location for a large stand alone employment development.*
 - *Access to and within this site shall be subject to an initial overall design proposal and shall facilitate a through access road in accordance with objective SI 1 as set out in Section 6 of this plan.*
- ET4** *To improve, as funding allows, the principal access routes and junctions linking Dunlavin town centre to surrounding tourist attractions and strategic transport corridors.*
- ET5** *To support and facilitate in co-operation with relevant bodies and landowners, the provision of amenity routes around the town including the development of the old railway line²*

4.1 Town Centre & Retail

The town of Dunlavin is principally made up of two streets - Kilcullen Street / Main Street and Stephen Street, where residential, commercial and community functions take place side by side. These two streets provide for a traditional, generally 2-storey, town centre and include a number of protected structures, with the core area designated as an architectural conservation area (ACA) and a zone of archaeological potential.

The existing retailing services within the town currently fall below what is envisaged by the County Plan for an area of Dunlavin's size, with the majority of buildings within the town centre being in residential use. The plan must therefore address this shortfall and be capable of facilitating the future retailing needs of the projected population.

In accordance with the above this plan identifies two key opportunity sites, which alongside the objectives for town centres as set out in introductory chapter and in the County Plan, shall facilitate the overall strategy for the development of Dunlavin town centre.

² The development of this small length of the former railway line as a walking / cycling route may be a catalyst to the further development of this route as a 'greenway' all the way to Baltinglass, taking in the historic village of Grangecon.

4.2 Opportunity Sites

OP1: Lands to the east of Kilcullen Street, adjoining Action Area 3

This site measures approximately 0.25ha and provides an opportunity to link lands within Action Area 3 directly to Kilcullen Street and the remainder of the town centre.



Existing Site Layout



Indicative Block Layout

Objectives

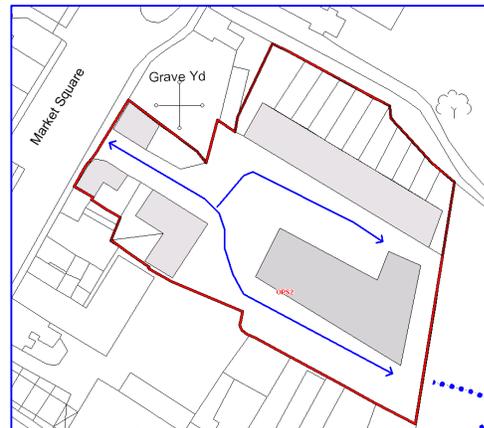
- To facilitate the redevelopment of these backlands off Kilcullen Street, providing for town centre uses, with hard and soft landscaping throughout the site.
- The development of the site should facilitate and passively supervise pedestrian access between Action Area 2 and Kilcullen Street and be of a design/finish capable of attracting pedestrians through this area.
- The design of any proposed development should be a maximum of 2 storeys in height and be of a design and finish in keeping with the surrounding developments fronting onto Kilcullen Street.
- A portion of the site fronting onto Kilcullen Street shall accommodate vehicular access to development to the rear of this site only, with the remaining lands being used for the development of a new two storey, street fronting, building.

OP2: Lands to the east of Market Square and north of Stephen Street

This site measures c. 0.7ha and provides an opportunity to link lands within Action Area 3 directly to Kilcullen Street and the remainder of the town centre, while also facilitating the development of existing backlands along Stephen Street. This is the largest backland site in the town centre with a sufficiently wide access that would allow for a larger scale development and therefore has the potential to deliver a major boost to retail floor space in the town centre.



Existing Site Layout



Indicative Block Layout

Objectives

- *Opportunity Site 2 shall be developed as a mixed use development at a maximum of 2 ½ storeys.*
- *The main access to the site shall be provided by a new vehicular access roadway from Market Square with accompanying cycle and pedestrian paths. The overall layout shall facilitate the potential development of backland sites along the southern boundary of the opportunity site.*
- *The layout and design of the proposed development shall ensure passive supervision of the proposed public park (SLO1) on lands along the eastern boundary of this opportunity site, while also providing for pedestrian connectivity between the opportunity site uses and the public park.*
- *The overall development of the site shall prioritise pedestrians and provide for a detailed landscaping plan that includes both hard and soft landscaping throughout the site.*
- *Car parking shall be provided within the opportunity site commensurate with the level of development proposed.*
- *Any development proposals shall have regard to the setting and curtilage of structures and sites of heritage value, in particular the graveyard, and habitats of biodiversity value and appropriate buffer zone /mitigating measures shall be provided as required.*

5.1 Social & Community infrastructure

In order to meet the needs of the existing and future residents of Dunlavin and its hinterland, there is a need to enhance community facilities in the town. In particular, this plan must make provision for the growth of existing schools and sports / recreational facilities and also to provide for more indoor community space.

In this regard, the plan makes the following zoning provisions:

Use Group	Specific use	Zoning	Location	Area
Education	Primary Education	CE	Adjoining Scoil Nicolas Naofa	0.7
	Secondary Education	CE	Adjoining St. Kevin's Community College	2.3
Community	Community Building	CE	Action Area 1	0.7
Open space	Active Open Space	AOS	Dunlavin Upper	4.0
		AOS	Action Area 2	3
	AOS	Milltown Road	2	
	Equipped Play Spaces	CE	Action Area 1	0.2
		AOS	Action Area 2	1
		CE	Action Area 3	0.34
	Casual Play Space	OS	Former Dunlavin Rail Line	3.3
		OS	OS off Stephen's Street	0.55
	OS	Fair Green	0.5	

5.2 Community Infrastructure / Open Space Objectives

CD1 *To designate lands for the development of a comprehensive sporting complex (capable of accommodating a variety of uses) to the north of the plan area (adjacent to the existing GAA grounds) in accordance with the criteria set out for Action Area 2 as detailed in Section 8 of this plan.*

6.1 Service infrastructure

To ensure that Dunlavin can fulfill its role within the Wicklow Core Strategy, the adequate provision of services infrastructure is essential in order for the town to grow.

6.2 Water Services

Wastewater: The plan area is currently deficient in wastewater services with the existing wastewater treatment plant at capacity. The proposed new WWTP will have a PE of 2,400 (although it is to be of a modular design for eventual expansion up to 3,600). It is envisaged that the new WWTP will be completed and commissioned in the summer of 2015. This plant will be capable of meeting the requirements of the planned population up to 2022.

Water Supply: The plan area is currently deficient in water supply with the existing supply sourced from a well to the south of the town centre operating at capacity, with limited headroom to accommodate future development. As part of the Wicklow Water Supply Scheme plans had been developed to extend the Ballymore Eustace Supply Scheme to Dunlavin via a new reservoir; however funding for this scheme was not included in the most recent Water Services Investment Programme. Increased water supply is required in order to facilitate the future expansion of Dunlavin.

6.3 Transportation and movement

Public transport: Given Dunlavin's small size and rural location, there are no public transport facilities within the town. The closest Bus Eireann services run along the N81 to the east of the town and from the town of Kilcullen to the west. There is rural community bus service which links Dunlavin to a number of small towns and onto Naas but there is only one departure daily, in the morning - this service would not be suitable for those trying to access these locations quickly, or for work / school.

Walking & cycling: While the majority of the main routes in the town have footpaths, these are in need of enhancement to width and overall quality. A number of peripheral locations do not have a complete footpath route to the town centre. The vast majority of the town's roads are dedicated to the needs of motorists, in terms of width dedicated to the road carriageway and car parking. Therefore there is scope to carry out footpath widening and to provide cycleways in some locations. There are no pedestrian or cycle links to the closest public transport location, that is, Annalecky Cross on the N81.

Vehicular movement: The roads in Dunlavin are generally of good quality and reasonably wide, with no significant 'bottlenecks', thereby allowing vehicular traffic to move easily through the town. Speeds are generally low in the town centre due to road alignments but measures to further reduce speeds in the core area to make the area more attractive to pedestrians and cyclists will be promoted.

The main issue with respect to vehicular movement is the connectivity of the town to the national primary and secondary road network with existing links to the east (to the N81) and to the west (to the N9) generally being poor in width and alignment.

6.4 Service Infrastructure Objectives (see Map 3)

SI 1 *To facilitate the realignment of the Milltown Road and provide for a new link road to the L-4309 through the employment lands at Tornant Lower.*

SI 2 *To provide a continuous footpath from the town centre to the GAA club grounds along Sparrow Road and to restrict parking along this road in close proximity to the church grounds.*

SI 3 *To improve / provide new footpaths, cycleways and traffic calming on existing roads where required and to require the provision of new link roads, footpaths and cycleways as specified in this plan in 'Action Areas' and 'specific local objective' areas.*

7.1 Built & Natural Heritage

The town of Dunlavin is of historical and archaeological interest. The 18th century building stock of the town centre is identified as an 'Architectural Conservation Area' (ACA), while the ancient historic town core is identified as an 'Area of Archaeological Interest' and protected under the provisions of the National Monuments Acts. The disused Great Southern and Western Railway line, constructed in 1883 and officially closed in 1959, played a significant role in the development of the town. The reservation for the line and the former station house and associated built features are of historical interest and contribute greatly to the character of the local area.

With respect to natural heritage, there are limited areas of European or national importance in terms of habitat and species in and around Dunlavin (such as SACs, SPAs, NHAs etc), with the Dunlavin Marshes being the only such site (a pNHA) in proximity to the town (outside the town boundaries to the north-west).

In formulating additional policies for the protection of natural heritage in the Dunlavin plan area, the Council will be required to give consideration to the potential impacts of development on all such sites, and the plan is accompanied by the required environmental assessments as separate documents.

The protection and enhancement of heritage assets through the plan will help to safeguard the local character and distinctiveness of Dunlavin and its surroundings, providing local economic, social and environmental benefits.

7.2 Heritage Objectives

H1 *In the interests of the protection and enhancement of biodiversity in Dunlavin, it is an objective of this plan to:*

- *Protect trees, hedgerows and wooded areas (particularly those containing indigenous species), watercourses and other features of the natural landscape - development that requires the felling of mature trees of conservation and/or amenity value, even though they may not be listed in the Development Plan, will be discouraged;*
- *Require the planting of indigenous plant and tree species in new developments and along new vehicular and pedestrian routes.*

H2 *To facilitate the appropriate refurbishment and renewal of architecturally significant buildings and to accommodate new uses in old buildings to ensure their continued use/preservation*

H3 *The Council shall seek to protect and enhance, where opportunities arise, the former Great Southern and Western Railway line and its related structures i.e. bridges, mounds, cuttings, old platforms and station buildings and facilitate the use of the former railway line in accordance with the provisions of objective T3 of this plan.*

H4 *In order to preserve the character of the Architectural Conservation Area (ACA) in accordance with the details set out in Appendix B of this plan, all development proposals within the designated ACA, including any change of use to existing buildings will be controlled.*

The repair and refurbishment of existing buildings within the ACA will be favoured over demolition/new build in so far as practicable.

8.1 Action Area Plans and Specific Local Objectives

8.2 Action Area 1

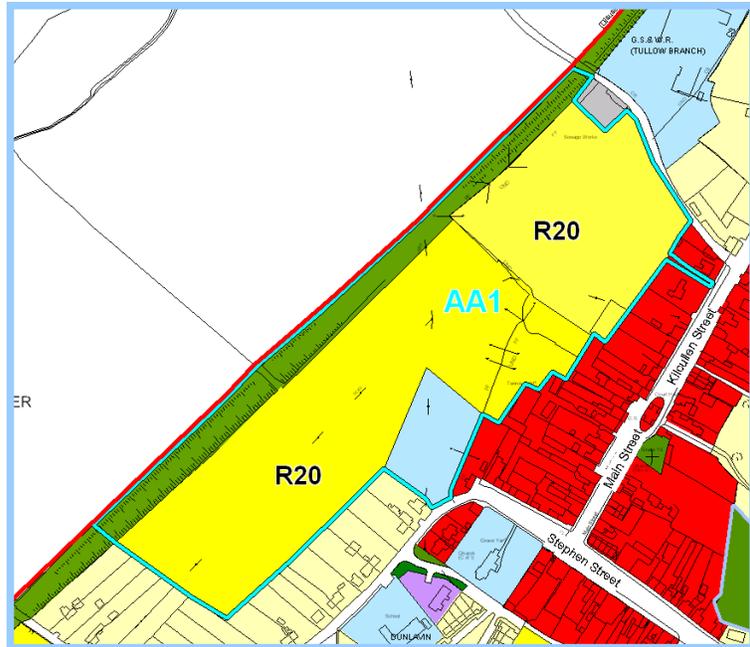
This action area is located on the north-west side of the town, to the west of Kilcullen Street and Market square and has connections to the Logatryna Road, Kilcullen Street and Stephen Street. It is bounded to the north-west by the disused railway line. This area measures c. 11.6 ha, as shown on Figure 8.1.

This action area shall be developed as a residential and community zone in accordance with the following criteria:

- A minimum area of 0.7ha shall be reserved for community facilities, to be provided by the developer and made available for public use, as part of the phased roll out of the development. At a minimum a new community centre building and a range of playing pitches / Mixed Use Games Areas / playgrounds shall be provided. The size, design, location and future management structure of these facilities shall be agreed in advance with Wicklow County Council.
- A maximum of 9.2ha may be developed for residential use, including all services, open spaces, childcare facilities etc required for that quantum of development, separate from the 0.7ha to be reserved for community use.
- The development shall include the provision of an amenity walkway along the disused railway line and unless shown to be not feasible at any particularly location, shall follow the line of the old track.
- Vehicular access from the Logatryna Road (L-8403) shall be realigned through the site to form a new junction at Kilcullen Road, with the existing junction being decommissioned. No residential development shall commence in advance of the completion of these works.
- Pedestrian access shall be provided from Stephen Street which shall include a distinctive, suitably hard and soft landscaped civic space along the street, transitioning into the new development and linking the new community facilities to the town centre.
- The development shall be delivered in phases as follows:
 - Phase 1:** The first phase of development shall include the required works to the Logatryna Road, and not more than 25% of the residential units
 - Phase 2:** A further 50% of the total residential units may commence subject to commencement of works on the agreed community centre, playing pitches etc but no more 50% of these units may be occupied until the community facilities are complete.
 - Phase 3:** The remainder of the residential units

- The walkway along the disused railway line shall be provided in conjunction with each phase of development.
- The design and layout of the overall Action Area, in particular the residential element, shall address and provide for passive supervision of the proposed through road, railway walk and open space areas. At no point should the design or layout allow for housing backing onto the road network or community areas.
- The road layout of the southern part of the action area shall include an access road skirting along the rear boundaries of the existing properties to the south-east and south-west of the action area. This road shall be so designed so as to facilitate potential future development of the adjacent properties.
- Any development proposals shall have regard to the setting and curtilage of structures and sites of heritage value, and habitats of biodiversity value and appropriate buffer zone/mitigating measures shall be provided as required.

Figure 8.1 Action Area 1



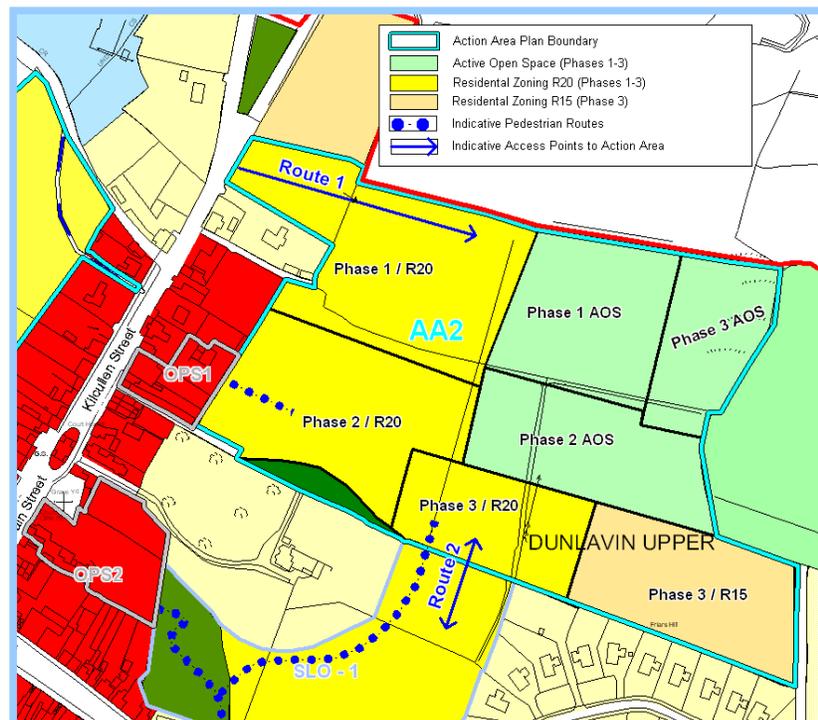
8.3 Action Area 2

This action area measures c. 11.5ha and is situated to the east of Stephen Street and north of Sparrow Road. The subject lands adjoin the demesne setting of the former rectory building and comprise of c. 0.2ha of open space adjoining the former rectory building, 5.7ha for new residential development, c. 1.6 ha for new medium density residential development and c. 4ha for new Active Open Space lands.

- A minimum area of 4ha shall be reserved for active open space use, to be provided by the developer and made available for sports use, as part of the phased roll out of the development. The size, layout and future management structure of these facilities shall be agreed in advance of any development with Wicklow County Council.
- A maximum of 7.3ha may be developed for residential use, including all services, open spaces, childcare facilities etc required for that quantum of development, separate from the 4ha to be reserved for active open space use.
- The design and layout of the Action Area shall address and provide for passive supervision of the proposed Active Open Space areas.
- Pedestrian routes within the Action Area shall provide for ease of connectivity to adjoining lands and in particular shall provide for pedestrian accessibility to OP1 and lands within SLO1 as indicated in Figure 8.2 below.

- Any development proposals shall have regard to the setting and curtilage of structures and sites of heritage value, and habitats of biodiversity value and appropriate buffer zone/mitigating measures shall be provided as required.
- The Action Area shall be developed in 3 phases as follows:
 - Phase 1:** This phase of development shall provide for a new spine road off Kilcullen Street (Route 1 – see map below) alongside the delivery of 2.5ha of residential lands (c.50 units). The new spine road shall also provide direct access to the AOS lands to the east, with c. 1.5ha of these lands being laid out in a manner suitable for sporting activities. No development within Phase 2 can commence until the AOS lands have been developed to the satisfaction of the Planning Authority.
 - Phase 2:** This phase shall be accessed via Phase 1 and provide for a further 2ha of residential lands (c. 40 units), alongside the delivery of c. 1.5ha of AOS lands, to be laid out in a manner suitable for sporting activities. A pedestrian route shall be provided linking the site directly to Opportunity Site 1. No development within Phase 3 can commence until the AOS lands have been completed to the satisfaction of the Planning Authority.
 - Phase 3:** This phase shall provide for the remaining residential element of the action area comprising of 1.2ha of residential lands (c. 24 units) and 1.6ha of low density residential lands (c. 24 units), alongside the delivery of a further 1ha of AOS lands. The active open space element of this phase shall be completed prior to the first occupation of any dwelling within this phase.
- Vehicular access to Phase 3 shall preferably be provided via 'Specific Local Objective 1' (SLO1) (Route 2 – see map below) with only pedestrian access linking Phases 2 and 3 together. In the event that access via SLO1 is not achievable the R20 lands of this phase may be accessed via Phase 2, while the R15 lands to the east may be accessed via the existing entrance to the GAA lands or an alternative route to be agreed with the Planning Authority.

**Figure 8.2
Action Area 2**



8.4 Action Area 3

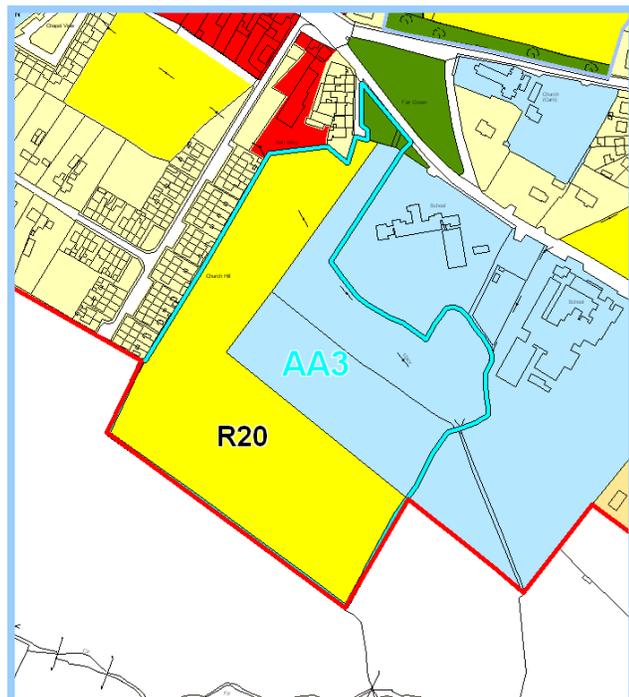
This action area measures c. 7ha and is situated to the south of 'Fair Green' adjoining the existing primary school Scoil Nioclais Naofa. The action area shall be developed as a residential and community zone in accordance with the following criteria:

- A minimum area of 0.4ha immediately south of Cow Green shall be reserved for community facilities, in the form of a park, playgrounds and Mixed Use Games Areas and a small car and bus park, with associated vehicle turning facilities, to be provided by the developer and made available for public use, as part of the phased roll out of the development. The size, design, location and future management structure of these facilities shall be agreed in advance of any development with the Community and Enterprise Section of Wicklow County Council.
- A further 2.4ha of land, adjoining the boundaries of Scoil Nioclais and St. Kevin's Community College, shall be reserved for community use, in particular for possible future expansion of the schools
- A maximum of 4.25ha may be developed for residential use, including all services, open spaces, childcare facilities etc required for that quantum of development, separate from the 0.4ha to be reserved for community use.
- The development shall be delivered in phases as follows:

Phase 1: The first phase of development shall include the construction of the access road serving the action area through 'Cow Green', the delivery of the required park / playground / MUGA and associated car parking and not more than 60 residential units.

Phase 2: The remainder of the residential units may only be developed once the specified community facilities to be developed in Phase 1 are complete and open to the public.

Figure 8.3 Action Area 3



8.5 Specific Local Objectives

SLO1: Lands to the north of Sparrow Road

The development of R20 lands zoned on Sparrow Road shall be contingent on the setting out and devotion to the public of a park on the adjoining lands zoned OS. The layout and future management structure of the park shall be agreed in advance of any development with Wicklow County Council. Any residential development on the R20 lands shall provide for through access to Phase 3 of AA2.

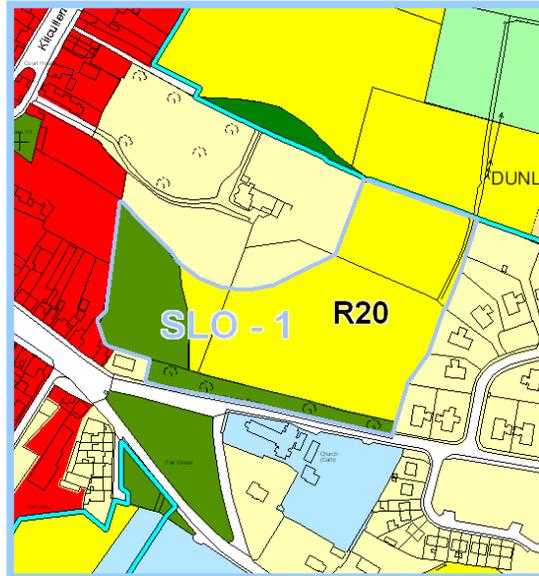


Figure 8.4 Specific Local Objective 1

SLO2: Lands to the east of the Milltown Road

The development of R20 lands zoned on the Milltown Road shall be contingent on the setting out, levelling and draining of the lands zoned AOS adjoining, such that the lands are rendered suitable for sports use. The layout and future management structure of the facilities shall be agreed in advance of any development with Wicklow County Council.

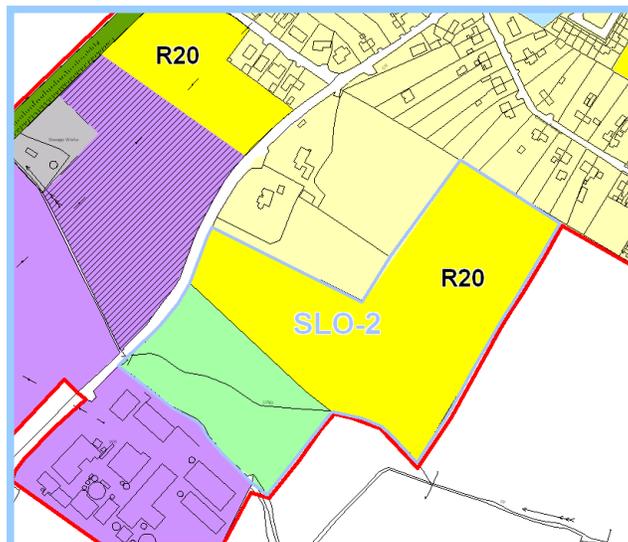


Figure 8.5 Specific Local Objective 2