

# Greystones/Delgany

## Local Area Plan

### 2006-2012



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Forward Planning

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# 1.0 INTRODUCTION

## **1.0 Introduction**

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## 1.0 INTRODUCTION

Greystones/Delgany is an attractively located coastal settlement in north County Wicklow, enclosed by higher ground to the north and west - to the north by the dramatic backdrop of Bray Head, to the northwest by the Little Sugar Loaf and to the west by the rolling wooded slopes of Bellevue Demesne and Kindlestown Wood. To the south of the settlement, the lands undulate towards Kilcoole and Kilquade.

The coastal zone from Bray Head to the harbour (North Beach) is a pebble and shingle beach with crumbling clay cliffs. The South Beach is a sandy pebble beach with a rugged rocky foreshore that begins at the railway station car park and extends southwards beyond the LAP boundary.

There are many fine groups of trees in the settlement. To the south of Delgany Village the steep wooded slopes of the Three Trout's Stream Valley run east-west forming a green corridor that links the Glen of the Downs to the coast. Apart from these natural or semi-natural amenity resources the town also has many man made amenity assets such as:

- Victorian Greystones, east of the railway, with its mature patina, the terraces at the harbour, Trafalgar Road, the railway, and the sea front.
- The harbour itself, which is currently the subject of proposals for redevelopment.
- Delgany Village, an attractive ensemble of buildings of varying styles, enclosing walls and landscaping, with views southwards towards the Three Trout's Stream Valley and Drummin Hill.
- Killincarrig Village, with its attractive wayside character.
- Blacklion, St. Killian's Church and nearby cottages.
- Church Road, Greystones, a tree-lined avenue with a number of fine individual buildings, including St. Patrick's Church and its grounds.
- The Burnaby with its many fine attractive houses in their mature generously spacious, sylvan residential setting.



Church Road



Delgany village

## 1.1 BRIEF HISTORY

Greystones (Na Clocha Liatha) gains its name from a large expanse of rocks extending into the sea. The first Ordnance Survey of the Greystones/Delgany district was made in 1838. Settlements at this time were dispersed and few. The most noted settlement areas were Blacklion, Windgates, Delgany, Greystones, Killincarrig and Farrankelly.

Prior to the arrival of the railway, Greystones was a small fishing village with a preventive water guard stationed at Blacklion. In 1835, a total of seven families, all employed in fishing, resided in the Greystones area. Over a century ago, a jetty was built at the north end of the Greystones to encourage the local fishing industry.

The recorded population of Greystones in 1851 was 93. The coming of the railway, between 1854 and 1856, placed Greystones within easy reach of Dublin City and so it developed as a fashionable resort and residential town, which had a distinct Victorian and Edwardian core.

Much of the development of Greystones and Delgany is attributable to the La Touche family, who in 1753 purchased the Ballydonagh Estate in Delgany and around 1790, purchased lands at Upper and Lower Rathdown. The La Touche Estate laid out the two main roads in the town - Trafalgar Road leading from the pier to the railway station and Church Road running northwest from the railway station to meet the old road from Blacklion to the harbour.

The Whitshed family also played an important role in the development of Greystones town. They developed The Burnaby, formerly known as 'Killincarrig Farm Lands', from which several streets evolved including St. Vincent Road, Whitshed Road, Burnaby Road and Portland Road. The construction of Mill Road provided a new link from Greystones to Killincarrig and Delgany.

Greystones Golf Club, founded in 1895 is one of Ireland's longest established courses. Delgany Golf Club was founded in 1908.

During the latter half of the 20th century, the railway continued to bring Greystones closer to Dublin. Its proximity specifically brought about a change in population numbers. To accommodate the growing population new residential estates were developed, particularly to the north and west, such as Rathdown Park, Redford, Hillside and Applewood Heights.

Delgany (Deilgne 'thorny place') predates Greystones as a village settlement. This is evident from many of the fine late 18th and early 19th century buildings in the village. Also, early naming of Greystones railway station as 'Delgany Station' demonstrates the prominence of Delgany at the time. In the early years of the 19th century, the population of Delgany was just over 200. The relative peripherality of Delgany from the train station and the coast limited the expansion of the settlement in comparison to Greystones.

### 1.1.1 Rathdown

Rathdown was the site of an historic medieval settlement. This settlement gave its name to the Barony of Rathdown which extended from near Kilcoole to Merrion Gates in Dublin. The Barony of Rathdown was divided into two on the formation of County Wicklow four hundred years ago; one half remained in Co. Wicklow and the other in Co. Dublin.

Archaeological evidence suggests there has been continuous settlement at Rathdown from at least the Early Neolithic, and through the Late Neolithic-Early Bronze Age-Iron Age and early through late Medieval periods.

At the time of the Norman invasion, Rathdown was the stronghold of Gaelic chieftain Donal Mac Gilla Mo-Cholmóc. Donal was ruler of the region known as Cuala, comprising territories in south Co. Dublin and north Wicklow. Henry II granted the Manor of Rathdown to Donal as tenant-in-chief.

Rathdown Castle was probably built soon after the Normans arrived. Rathdown Castle continued as a family seat at least until the 15th century. Associated with the castle was a village that would have been home to several hundred people with a mill and a church (St. Crispin's Cell).

Rathdown Castle and village survived to the early 1600's, and were the subject of occasional raids by Gaelic tribes. However, at the time of the Down Survey (1657) the Castle is recorded as being ruinous.

The lands at Rathdown changed hands several times. In 1771, 20 acres were acquired by Captain Charles Tarrant who constructed a dwelling on the site (Captain Tarrant's Farmhouse). Tarrant was a significant figure in modern Irish history, being involved in the construction of the Grand Canal and the Wide Streets Commission of Dublin.



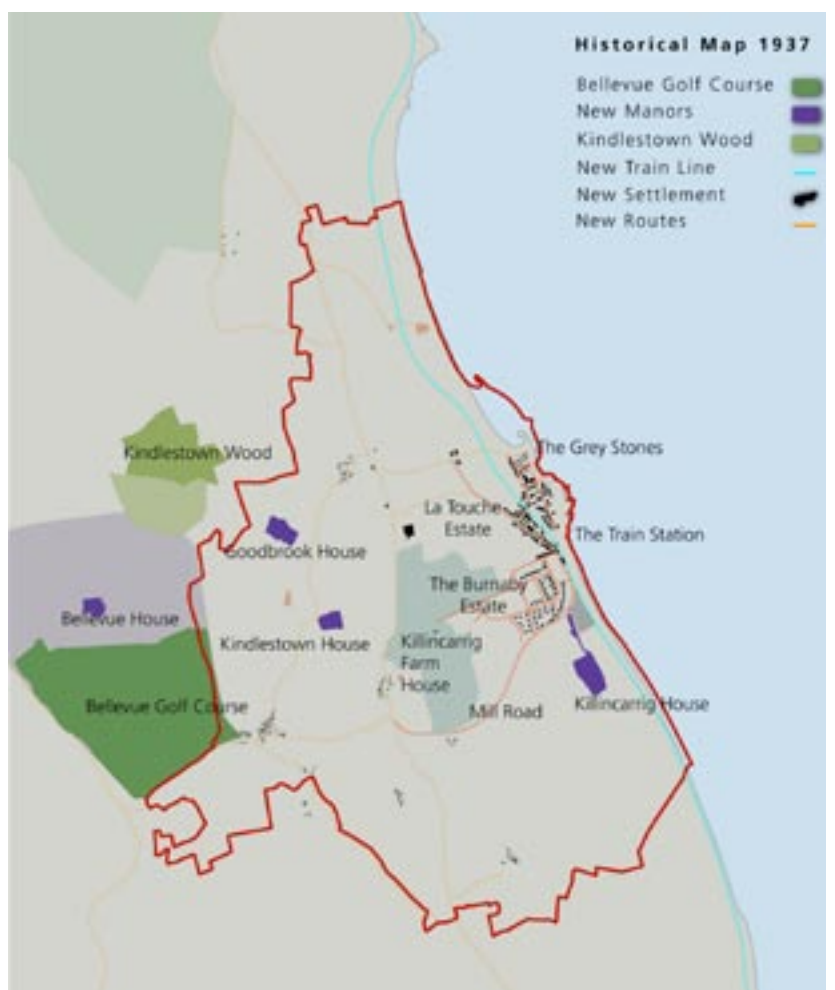


Fig. 1.1 Greystones History and Development

## 1.2 POLICY CONTEXT

### 1.2.1 National Spatial Strategy 2002-2020

The National Spatial Strategy (NSS) has positioned Greystones/Delgany and County Wicklow in the Dublin and Mid-East Region of the Country. Greystones is located on the National Transport Corridor (incorporating the N11 and rail-line) running south from Dublin along the east coast. The N11, also known as Euroroute 01, forms part of a motorway network, guided by the European Union, which links major commercial seaports at Larne, Belfast, Rosslare and Dublin. Set out in the European Transport Policy for 2010: Time to Decide (2001), EuroRoute 01 is one of 30 priority projects being delivered through the Trans European Networks (TENs), which facilitates the creation of an internal market and to promote economic and social cohesion within and between member states.

The NSS locates Greystones/Delgany within an area defined as containing Strategic Rural Assets within a Metropolitan Hinterland. Wicklow Town to the south is designated as a Primary Development Centre and County Town.

Greystones falls within the category of towns with a population greater than 5,000 persons. The National Spatial Strategy has identified this group of towns having an important role in energising their own catchments.

### 1.2.2 Regional Planning Guidelines 2004-2016

The Regional Planning Guidelines for the Greater Dublin Area 2004-2016 provide a long-term strategic planning framework for the development of that region up to 2016.

The Regional Planning Guidelines provide a county settlement hierarchy for each county and, in relation to County Wicklow, they designate Greystones/Delgany as a 'Large Growth Town II' within the Metropolitan area. The Guidelines envisage a 'Large Growth Town II' being economically self-sustaining, with a population, (including its catchment) which is capable of supporting educational, health and retail facilities. The Regional Planning Guidelines envisage such towns supporting a population in the order of 15,000 to 25,000 persons.



Fig. 1.2.1 Greystones/Delgany and the National Spatial Strategy

## 1.2 POLICY CONTEXT (contd.)

### 1.2.3 Wicklow County Development Plan 2004 – 2010

One of the primary aims of the County Settlement Strategy outlined in the County Development Plan 2004-2010 is to “locate population growth and channel development in line with the principles of the NSS and RPG’s”. The Settlement Strategy includes for the promotion of growth within the Metropolitan Settlement Area of Greystones/Delgany.

Greystones/Delgany is a settlement of considerable importance within County Wicklow, being the second largest settlement in the County with Bray being the largest (Bray recorded a population of 28,002 in the 2002 Census). Within the Hinterland Area, Wicklow town with a population of 10,796 (2002 Census) has been designated as the Primary Development Centre.

The development path set out in the Development Plan for the Metropolitan Area aims to;

- Consolidate development within this area
- Promote increased densities
- Facilitate a considerably enhanced public transport system, including the encouragement of a shift to public transport.

The Development Plan sets out an indicative 2010 population for the Greystones/Delgany area of 17,679 and a maximum population of 22,000 persons by 2016.

It is envisaged that growth of the Metropolitan Area Settlements of Bray and Greystones/Delgany will be balanced with Strategic Greenbelts between each other and the remainder of the Metropolitan Area.

### 1.2.4 Greystones/Delgany Integrated Framework Plan

In 2004 Wicklow County Council and the Dublin Transportation Office (DTO) together commissioned Colin Buchanan and Partners to undertake a land-use and transportation planning study for the Greystones/Delgany area, entitled “Greystones/Delgany Integrated Framework Plan”. The purpose of the Integrated Framework Plan (IFP) was to review the planning, development and transportation context and provide detailed land-use and transportation proposals for the future development of Greystones/Delgany.

The Integrated Framework Plan was prepared as an advice and guidance document, to inform future Development and Transportation plans. In preparing the Greystones/Delgany Local Area Plan (LAP) regard has been had to the content of the IFP, its strategies, policies and detailed recommendations. Many of the strategies and policies of the IFP underpin those of the LAP and where appropriate, the detailed recommendations have been incorporated into this document.

### 1.2.5 National Sustainable Development Strategy

The Government published its National Sustainable Development Strategy in 1997. The aims were to apply considerations of sustainability more systematically to Irish economic policies and to integrate them into the associated decision making processes, within the context of identified threats to the quality of Ireland’s environment.

The Strategy emphasises the role of Local Authorities as environmental protection authorities and as agents for sustainable development.

### 1.2.6 National Heritage Plan

The National Heritage Plan 2002-2006 sets out a strategy and framework for the protection and management of heritage, with the principal objective of ensuring the protection of our heritage and to promote its enjoyment by all.

The Plan outlines the promotion of involvement in heritage at local level as a chief priority, thereby enabling everybody to become actively involved in preserving and enhancing something that belongs to us all. It is considered that local plans are ideal for promoting heritage conservation.

### 1.2.7 National Biodiversity Plan

The National Biodiversity Plan represents Ireland’s response to fulfilling its obligations under the Convention of Biological Diversity, of which Ireland became a signatory in 1992. Ireland undertook to promote conservation and sustainable use of biological diversity.

The Plan sets out a framework through which Ireland will provide for the conservation and sustainable use of biodiversity over a four year period (2002-2006). Local Authorities are seen as key implementors of the Plan.

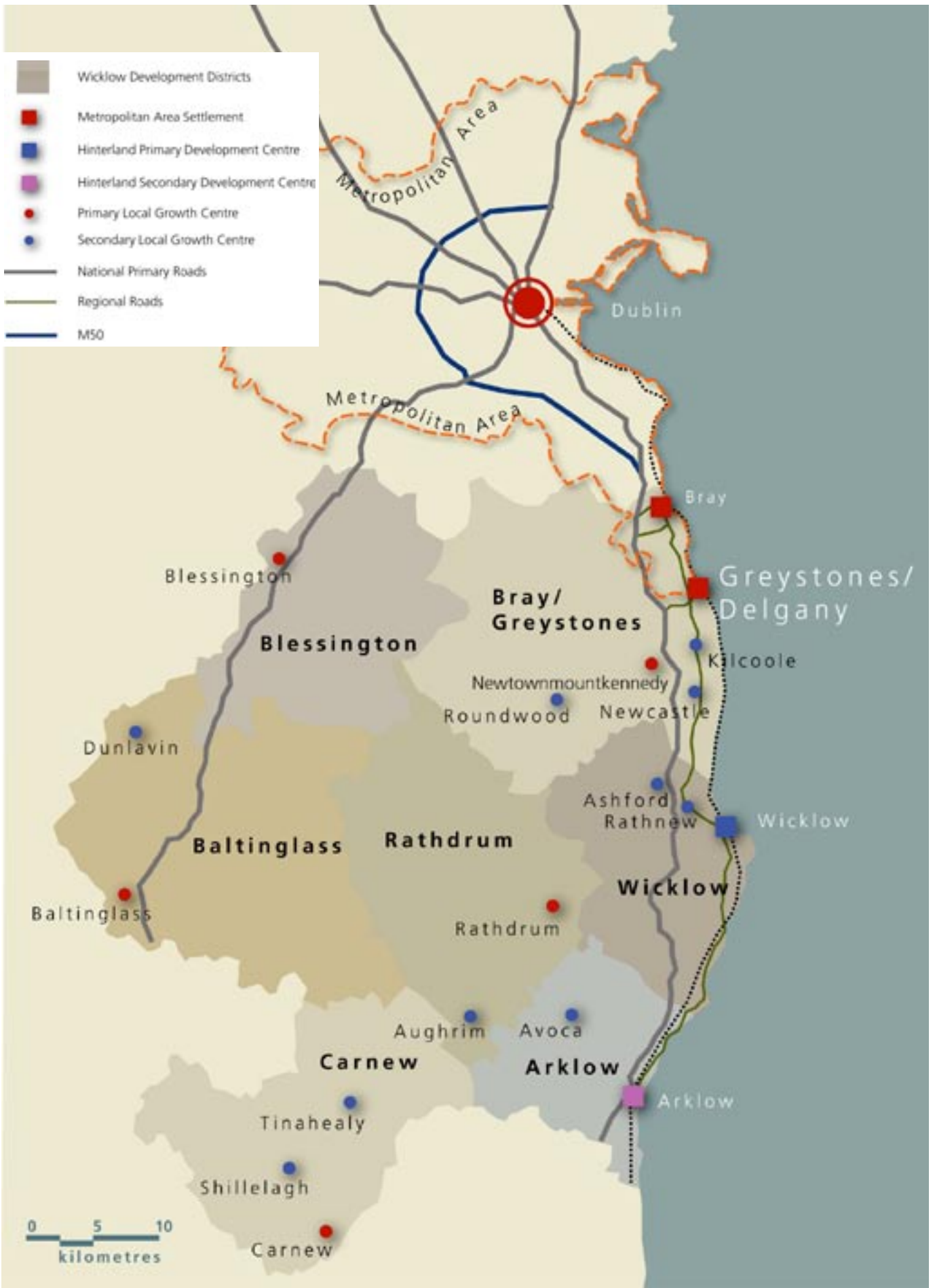


Fig. 1.2.4 Greystones and the Wicklow County Development Plan

### 1.3 WHAT IS A LOCAL AREA PLAN (LAP)?

The statutory context for Local Area Plans is set out under Sections 18, 19 & 20 of the Planning and Development Act, 2000, (as amended 2002). The 2000 Act provides for the making of a Local Area Plan in respect of an area which-

- (i) Is designated as a town in the most recent Census of Population, other than a town designated as a suburb or environs in that census
- (ii) Has a population in excess of 2,000, and
- (iii) Is situated within the functional area of a Planning Authority which is a County Council.

The primary purpose of this Local Area Plan is to guide the sustainable development and planning of the Greystones/Delgany area.

This Local Area Plan is being prepared by the Planning Authority (Wicklow County Council) and when adopted, will form the basis on which decisions for future development proposals are made. The Local Area Plan will consist of a written statement and a plan or plans indicating the objectives in such detail as may be required by the Planning Authorities for the proper planning and sustainable development of the area.

The LAP will replace the Development Plan prepared for Greystones/Delgany (1999) under the provisions of the 1963 Planning and Development Act, Section 20.

A Strategic Environmental Assessment (SEA) of the Local Area Plan is being carried out in accordance with EU Directive 2001/42/EC and the Planning and Development (Strategic Environmental Assessment) Regulations 2004 (S.I. 436 of 2004). A Strategic Environmental Assessment (SEA) Statement is incorporated as Appendix viii of the LAP.

A LAP shall be consistent with the objectives of the Wicklow County Development Plan 2004-2010. When making a planning decision, the Planning Authority and An Bórd Pleanála shall have regard to the provisions of the LAP for that area.

### 1.4 SUSTAINABLE DEVELOPMENT

At the 1992 Rio De Janeiro Earth Summit, Ireland endorsed Agenda 21, a policy for how the nations of the world will work towards sustainable development. The Brundtland Report of 1987 defined sustainable development as *“Development that meets the needs of the present without compromising the ability of future generations to meet their own needs”*. While the conservation of the natural and built environment is fundamental to sustainability, the principle is much wider in recognising that in future the quality of life will be directly dependant on the health and integrity of the environment.

The Planning and Development Act, 2000 requires each Planning Authority to include the establishment of sustainable development objectives in their Development Plans, based on the following principles;

- Precautionary - dealing with the causes rather than the results of environmental problems;
- Integration - of environmental issues into all policies, ensuring consistency across a range of policies;
- Polluter Pays – the economic cost of actions with environmental consequences;
- Shared Responsibility – for environmental actions and policies by public bodies, private enterprise and the general public;
- Consultation and Reporting Mechanism - including support for non-governmental organisations and local agenda measures.

A key objective of sustainable development is the participation of local communities in environmental sustainability issues and decisions.

It is the policy of Wicklow County Council to apply the principles of sustainable development to the future planning and development of the Greystones/Delgany. The policies, objectives and controls of the Local Area Plan are constructed on these principles.

Key principles for a sustainable urban settlement to be applied are outlined further in Chapter 3.0 of this document.

## 1.5 STRUCTURE OF THE LAP

The LAP written statement is structured into a series of chapters, each chapter addresses one of the key themes of the Local Area Plan:

- Population
- Urban Design and Spatial Strategy
- Housing
- Tourism, Retail and Employment
- Community and Recreation
- Energy, Infrastructure and Transportation
- Heritage and Landscape

Relevant policies and objectives are described under each chapter. In addition the context and strategy for each theme will be described within the chapter.

At times objectives and policies relevant to an issue or project may be contained in more than one chapter. To assist with interpretation, related sets of policies and objectives are cross referenced and an index is provided in the appendix section of this document. A complete list of abbreviations used in this documents is also provided in the appendix.

## 1.6 WHAT IS A STRATEGIC ENVIRONMENTAL ASSESSMENT (SEA)?

Strategic Environmental Assessment (SEA) requires the carrying out of an environmental assessment of plans and programmes which are likely to have significant environmental effects.

EU Directive 2001/42/EC and the Planning and Development (Strategic Environmental Assessment) Regulations 2004 (S.I. 436 of 2004) makes provision for the carrying out of an SEA where the population of an area is greater than 10,000 persons. The population of the Greystones/Delgany LAP area is above the population threshold of 10,000 persons and therefore the undertaking of SEA is required.

Strategic Environmental Assessment is undertaken simultaneous to preparing the Local Area Plan. The information gathered and assessed in undertaking the SEA is fed back into the plan-making process, thereby allowing for environmental issues to be identified at an early stage and potential negative impacts avoided and/or ameliorated.

An Environmental Report describing the outcome of the SEA process accompanied the Draft Local Area Plan (May 2006) documents.

In addition the Proposed Amendments Report (September 2006) was accompanied by an Environmental Report, describing the Strategic Environmental Impacts of the amendments proposed.

An SEA Statement is included as Appendix viii of this document.



Killincarrig



The Burnaby



Blacklion

## 1.7 PUBLIC CONSULTATION

The Planning and Development Act 2000 encourages public participation and consultation. Section 20 of the Act sets out the statutory context for consultation in relation to Local Area Plans. Encompassed in the spirit of the Act is the importance of public consultation at all stages of the plan process in order to address issues and concerns, which relate to the new Plan and ensuring that the final Plan reflects public aspirations as well as Government Policies, Strategies and Guidelines.

In line with best practice, three methods of engaging the public in the LAP were incorporated into the LAP process - Local Stakeholder Meetings, an Open Public Consultation Meeting and Written Submissions.

### 1.7.1 Local Stakeholder Meetings

A series of Local Stakeholder Meetings were hosted in Greystones. These were designed to bring together a series of key individuals and groups within the community who have common and shared interests. The meetings were aimed at ascertaining views on issues effecting the LAP area and future aspirations of the various groups. The Local Stakeholders meetings were as follows;

- Community groups, residents groups and Gardai
- Health care, religious and heritage interests
- Sports clubs and schools
- Business and tourism interests

In total 71 invitations were issued to individual groups and 37 persons attended. Local Stakeholders shared their ideas, aspirations, suggestions and local expertise with the Plan Team.

Principal issues raised at Local Stakeholder Meetings include the following;

#### 1. Community Groups

- Importance of preserving local identity
- Benefits of improving and enhancing tourism in the area
- Increasing social services in Charlesland
- Concern over zoning of additional land for development

#### 2. Health, Religion and Heritage

- Perceived lack of facilities for the elderly
- Perceived lack of locally based healthcare services and facilities
- Suggested zoning of lands to accommodate religious facilities
- Heritage issues; perceived importance of adopting an SAAO for Bray Head
- Need for walking trails and recycling facilities

#### 3. Sports and Education

- Need for public swimming pool
- Need for athletics and running tracks

- Need for more soccer, GAA pitches and associated facilities
- Perception that relocation of schools would be beneficial
- Concerns raised over secondary school students commuting to schools outside the settlement

#### 4. Business and Tourism

- Car-parking is an issue in the area
- Retail facilities; inadequate choice and imbalance between Greystones and Delgany
- Need for local enterprise centre
- Need for Litter and Traffic Wardens
- Suggestion that a local craft centre would be an asset to the area
- Perception that Greystones / Delgany has much summertime potential with regard to community activities, events and tourism infrastructure

### 1.7.2 Public Consultation Meeting

The Public Consultation Meeting was held on Tuesday 15<sup>th</sup> November 2005 at 7.00pm in Greystones Rugby Club. In total 189 people attended. Upon arrival at the meeting each attendee was issued with a questionnaire inviting personal suggestions, comments, aspirations and views on the LAP; 104 of the questionnaires were completed. A copy of the questionnaire can be found in the Appendix.

The Public Consultation Meeting was divided into three parts, Introduction, Open Forum and Informal Forum. During the Introduction the Plan Team introduced to those in attendance the LAP process, the stages involved and set out the objectives of Public Consultation. During the open forum the following themes were discussed in 20 minute segments;

- Connections and Movements
- Environment
- Lifestyle
- Social Infrastructure

For the informal forum attendees were invited to discuss issues individually with Plan Team Members. A series of display boards of the various themes discussed on the night had been prepared and were utilised during the informal forum.

Written submissions were invited from the public up to the closing date of the 9<sup>th</sup> December 2005 at 5.00pm (for a list of submissions received, see appendix section of this document).

#### *Headline issues*

A summary of the main issues raised during the Public Consultation Meeting and in the questionnaires include;

1. Connections and Movements
- Congestion on local level and for the commuting population
- Inadequate frequency and capacity of rail services



- Poor connectivity to the N11 and DART
  - The harbour; congestion, transport and safety during construction phases.
  - Safety of roads noted as an issue in relation to children, pedestrians and cyclists
2. Environment
- Concerns over impacts of future development on beaches
  - Development pressures highlighted, namely the Harbour and Charlesland Developments
  - Open Space; lack of public open space, green belts and the potential of the Three Trout's Stream.
3. Lifestyle
- Lack of local employment opportunities
  - Perceived lack of social infrastructure
  - Concern at zoning of additional lands for development
  - Concerns over control and nature of residential development
  - Community issues with regard to facilities; perceived lack of youth and sport facilities
4. Social Infrastructure
- Concerns raised over access to Charlesland recreational facilities
  - Schools; issues of relocating existing schools to greenfield sites and need for improved facilities
  - Inadequate childcare facilities available locally
  - Perception that the population targets for 2012 have been exceeded
  - Need for a community centre



Jones' Hill



Greystones Harbour Area



Charlesland

