

SEP

# WICKLOW COUNTY COUNCIL



## COUNTY DEVELOPMENT PLAN

1989

PART 1

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## 1. INTRODUCTION

### 1.1. GENERAL

This Development Plan was made by the Council at its meeting held on 6th March, 1989. The Plan refers to the administrative area of the Council of the County of Wicklow and relates to the five-year period from its adoption by the Council. In accordance with the requirements of the Local Government (Planning and Development) Acts, 1963 and 1976, this County Development Plan has been prepared to replace the County Development Plan of 1970 which was reviewed in 1975, 1980 and 1988 (but not modified).

During the period which elapsed since the adoption of the last Plan on 7th September, 1970 (and subsequent reviews in 1975, 1980 and 1988) there have been major demographic and economic changes at National and Regional levels, as well as at County level. With increased incomes, demands for higher standards of living and greater ease of mobility, Wicklow has come under very considerable pressure for housing development within its boundaries from those working in the greater Dublin area. Similarly, the County aptly called "The Garden of Ireland", is the scene of many leisure-time, recreational and tourist pursuits, both active and passive in nature. The County's main attractions are mountains, coastal areas, lakes, historic buildings, archaeological remains and gardens. The County Council's role in preserving and enhancing the natural scenic and rural amenity of the landscape is very great. Although at times, it finds itself at variance with pressures for development, the preservation of the natural landscape must take precedence over other issues.

Goals and objectives for the proper planning and development of the County have been drawn up to act as a positive guideline for development and the exercise of development control. The growth trend is such that it is necessary to redirect development pressures to areas where growth is appropriate and to protect and conserve those areas where it is not.

### 1.2 CHANGE OF ADMINISTRATIVE BOUNDARY

Since the adoption of the previous Development Plan, the Council of the Urban District of Bray extended the boundaries of its administrative area. The boundary extension came into effect on the 1st January, 1979. This represents a reduction in the administrative area of Wicklow County Council of approximately 288 ha (712 acres). An estimated 4,000 persons who were previously listed as being in the Bray Environs area of County Wicklow are consequently now within Bray Urban District. Bray Urban District Council are now the Planning Authority for this area and accordingly are responsible for the administration of the Planning Acts, as from 1st January, 1979.

### 1.3 STRUCTURE OF COUNTY DEVELOPMENT PLAN

The Plan is divided into two parts. Part 1 refers to the administrative area of Wicklow County Council, excluding the Urban District Council areas of Bray, Wicklow and Arklow. The plans for the scheduled towns of Greystones/Delgany and Rathdrum make up Part 2 of the Plan.

Part 1 is divided into five chapters, chapter 1 being the introduction. Chapter 2 explains the development policy of the Council. Chapter 3 details the development control policy and standards required for new development. Chapter 4 describes the areas of special control in the County and the policy that operates in them. Chapter 5 details the objectives of the Council for preserving, improving, or extending amenities.

### 1.4 POPULATION AND EMPLOYMENT

#### 1.4.1. General

County Wicklow is the fourth fastest expanding County in the State, after Counties Dublin, Kildare and Meath. This increase in population has continued in the 1981 - 86 period, although at a lesser rate, than in the 1970's. The greater growth is concentrated in the north, nearest to the Dublin Metropolitan Area and has resulted in both rapid in-migration of population to North Wicklow and the equally rapid growth of commuting to the City. It is estimated that there were 9,000 commuters to the City in 1980.

#### 1.4.2. County Population

The slight changes in County population around 60,000 persons which characterised the County up to 1965, has been replaced in the last twenty years by rapid growth largely associated with the expansion of Dublin City (see Table 1).

Table 1 County Population 1966 - 1986.

Year	Population	Growth Per Annum (persons p.a.)	Average Net In-Migration per 1,000 of population
1966	60,428		
1971	66,295	1,173 (1966 - 71)	+ 7.5
1979	83,950	2,207 (1971 - 79)	+14.5
1981	87,449	1,750 (1979 - 81)	+ 5.6
1986	94,542	1,417 (1981 - 86)	+ 2.9

It is clear from Table 1, that the rate of population growth was greatest in the 1971 - 79 period with the County's population growing by 2,207 persons per annum on average. Since 1979, the rate of population growth has declined significantly.

The growth in population since 1966 is primarily due to in-migration to County Wicklow from the greater Dublin area (See Table 1). In the 1971 - 81 period, estimated net migration (i.e. inward less outward migration) accounted for 9,674 persons (i.e. 46%) of the total growth of 21,154 persons during this period. The rate of net in-migration was highest in the 1971 - 79 period at 14.5 persons/1,000, and has decreased to only 2.9 persons/1,000 in the 1981 - 86 period. Because of increased out-migration since 1986, it is possible that net in-migration may have now ceased.

The County's labour force increased by 36% in the 1971 to 1986 period. During this period, whilst agricultural employment fell, employment in industry grew. However, service employment increased due to significant growth in service sector employment in the Dublin area, as evidenced by commuter traffic from the County into Dublin City.

Table 2

County Wicklow Labour Force & Economic Activity 1971 - 1986

Economic Activity	Persons		
	1971	1981	1986
Agriculture, Forestry, Mining etc.	6,192	4,372	3,744
Industry	8,442	10,681	8,747
Services	8,355	12,564	15,288
<b>Total Work</b>	<b>22,989</b>	<b>27,617</b>	<b>27,779</b>
Unemployed	1,365	2,895	5,403
<b>Labour Force*</b>	<b>24,354</b>	<b>30,512</b>	<b>33,182</b>

\*Excluding Persons Looking for First Job.

Whilst manufacturing job losses are scattered throughout the County, new manufacturing and service employment is concentrated in towns, especially in the north of the County. It is estimated that approximately one third of those at work in County Wicklow in 1981 were employed in Dublin. In view of the forecasted increase in service employment in the Dublin area, this is likely to continue to be a determination of population growth in County Wicklow.

### 1.4.3. Employment

In the past and until recently the County has been dependant on agriculture with one-third of workers engaged in agriculture, forestry and fishing as late as 1960. Agricultural employment has declined faster in County Wicklow than in the rest of the Country and in the period from 1971 to 1981 it fell by 26% which was spread evenly throughout the County (See Table 2). However, 56% of the holdings are in excess of 56 acres in area compared to 47% nationally indicating the relative prosperity of farming in the County despite a falling workforce.

During the nineteen seventies there was an increase in manufacturing employment, which absorbed much of the loss in agricultural employment (See Table 2).

### 1.4.4. Urban Settlements

The growth of the major towns in Wicklow in the 1971 - 86 period is shown in Table 3. The population of these towns has increased from 30,000 persons (approx.) in 1971 to over 48,000 persons in 1986 i.e. an increase of 56% in this period. The bulk of this population increase occurred in the 1971 - 81 period with a much lesser growth occurring in the 1981 - 86 period.

Table 3

Growth Rates of Principle Urban Settlements in Wicklow 1971 - 1986

Settlement	Population			% Growth	
	1971	1981	1986	1971 - 81	1981 - 86
Bray and Environs	15,737	22,853	24,870	+47.1	+ 8.8
Greystones/ Delgany	4,496	7,929	9,505	+65.5	+19.9
Arklow	6,948	8,646	8,388	+24.4	- 3.0
Wicklow	3,786	5,178	5,304	+36.8	+ 2.4
<b>Total:</b>	<b>30,967</b>	<b>44,606</b>	<b>48,067</b>	<b>43.4</b>	<b>8.9</b>

The growth of towns in the County during the 1971 - 86 period has been directly related to distance from Dublin City. The towns with the greatest increases in population growth have been those closest to the Metropolitan area e.g. Bray, Greystones, Kilcoole, Newtownmountkennedy and to a lesser extent Blessington. The towns of Wicklow and Arklow have benefited from their location on the N11 route to population growth as a result of local industry. However in recent years the decline in these local industries has led to a lesser population growth rate in Wicklow Town and a decline in population in Arklow.

#### 1.4.5. Urbanisation

In 1981, County Wicklow was the most urbanised of the Counties surrounding Dublin County having 52.4% of its population living in towns with populations of 1,500 persons or more (See Table 4).

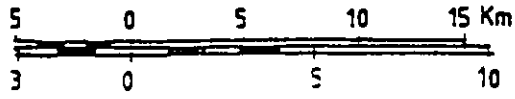
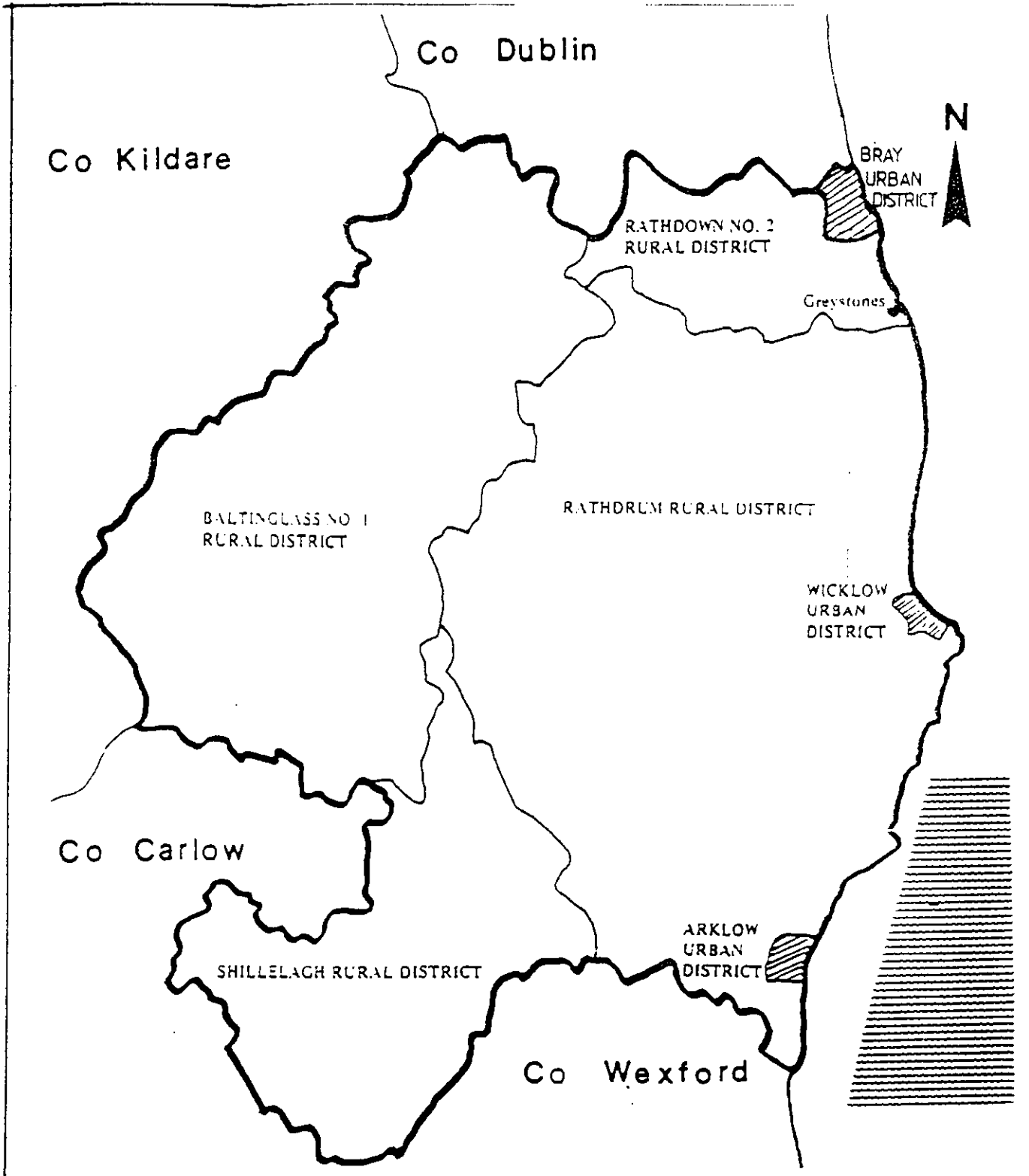
Table 4 Percentage of Population in Aggregate Town Areas

County	Percentage of Population in Aggregate Town Areas	
	1981	1986
Wicklow	52.4%	55.8%
Kildare	49.3%	53.5%
Meath	25.2%	29.7%

By 1986, the population living in these towns had increased to 55.9% of the County population. If all towns with populations of over 100 persons are considered, the percentage of the County population living in towns amounts to 69.9%.

#### 1.4.6. Rural Districts

There are four rural districts in the County (See Map No. 1). The growth rates of these rural districts excluding Bray, Wicklow and Arklow Urban Districts are set out in Table 5. It is apparent that Rathdown No. 2 R.D. which includes Greystones/Delgany and the Enniskerry area is the rural district undergoing the greatest growth.



**County Development  
Plan 1989**  
 Title Urban & Rural  
Districts Map No. 1



Table 5 Population Growth of Rural Districts 1971 - 86

Rural District	1971 - 81	1981 - 86	1986 Population
Rathdrum R.D.	26.3%	10.3%	24,254
Rathdown No 2 R.D.	50.4%	14.6%	13,613
Baltinglass No 1 R.D.	23.3%	10.8%	11,902
Shillelagh R.D.	2.6%	3.5%	6,395

This is due to its location close to Dublin and also because of pressure for house sites in the rural areas in the north of the County.

The Rathdrum and Baltinglass R.D.s stretch along the eastern and western sides of the County and urban expansion arising from Dublin, influences their growth. Both of these rural districts are growing at a modest rate.

The Shillelagh Rural District is in the extreme south west of the County. It has no large towns and is remote from the Dublin Metropolitan area. Population growth in Shillelagh rural district is very small, in relation to the rest of the County.

#### 1.4.7. Population Projections

An Foras Forbartha in November 1987 produced a series of population projections for County Wicklow for the 1986 to 2006 period. The projected population for the County in 2006, was in the range of 109,000 to 114,000, depending on whether migration would amount to net nil migration or whether it might approximate to out-migration of 750 persons per five year period. This level of growth would be at a substantially lower rate than that experienced during the 1966 - 86 period.

In the short term a population of 97,000 persons is projected for 1991.

Population growth is likely to continue in the County, but at a lower level than previously, for a number of reasons, namely:

- (1) The age structure of the County is relatively favourable as a result of the rapid growth of the north Co. Wicklow area in the 1970's and early 1980's. This means that a natural increase in population is still likely in the north of the County arising out of the younger age structure of that part of the County.

- (2) Some in-migration into the north of the County is still expected from the Metropolitan Dublin Area particularly because of the relatively cheap housing available for first time house purchasers.
- (3) There is a trend towards growth of smaller settlements outside of Dublin City. This, reinforced by better access to the County because of the DART service and a future Bray/Shankill by-pass, may lead to growth in towns in the north-east of the County.
- (4) There is a noticeable trend of in-migration of persons in the retirement age groups in the 1981 - 86 period. This is likely to continue.

1.4.8. Projected Population Changes in Younger Age Groups

The population in the 5 - 19 year age groups, as projected by An Foras Forbartha, are set out in Table 6. Population in the 5 - 9 cohort has already peaked and is likely to continue falling. The 10 - 14 and 15 - 19 cohorts are likely to peak at some point in the next twenty years and begin to fall.

Table 6 Population Changes (%) in 5 - 19 Age Groups

AGE	1986 - 1991	1986 - 2006
5 - 9	- 6 to - 7%	-14 to -15%
10 - 14	+1%	-16 to -18%
15 - 19	+10 to +12%	- 2 to - 4%

There is a momentum arising out of the steep rise in births and from in-migration in the 1970's, which is carried through into the 1980's, particularly in the 10 - 19 age group. This trend will be gradually overcome by the more recent migration trends, lower fertility rates and an increasingly older population in the County.

1.4.9. Policy Issues

Arising from existing trends in population and employment, and from An Foras Forbarthas' population projections, a number of policy issues arise.

- (a) The reduction or possible elimination of population growth in Dublin City and County will result in a lesser demand for housing in the North Wicklow area. However, greater accessibility to North Wicklow resulting from the DART rapid rail service to Bray and the Shankill/Bray By-Pass, will make the County more accessible for persons wishing to live in Wicklow and work in Dublin. The growth affects of the greater accessibility could include Newtownmountkennedy, Newcastle and Kilcoole and Blessington, as well as Bray and Greystones.
- (b) There may be increased pressure for more scattered rural housing in North Wicklow, particularly from higher income groups, for whom the cost of relatively long distance commuting is not a disincentive.
- (c) There is a real need for co-ordinated infrastructural planning especially in the North of the County, to ensure that urban infrastructure is provided in the towns which are likely to grow in the short to medium terms. A land use planning strategy is required for those towns to ensure that adequate public open spaces, retail areas, community facilities are reserved, prior to urban growth taking place.
- (d) In view of the likelihood of continued pressure for one off housing in rural areas of the north of the County, there is a continued need for effective planning control of sporadic housing. A strategy is needed to reconcile the competing uses of agriculture, scenic amenity, forestry and housing arising from those with a need to live in this rural area and from urban generated housing.
- (e) The growth of Wicklow and Arklow towns, is unlikely to be influenced by in-migration from the Dublin area. Urban growth in Arklow and Wicklow will be determined by their industrial performance and by performance of their services sectors, especially tourism related services.
- (f) The rural areas of the south and south-west of the County are likely to continue to have net out-migration and little, if any, population growth. The population trends in these rural areas will be influenced by the performance of towns in their vicinity.
- (g) There is a need to improve employment opportunities within the County, especially to provide for employment growth outside of the North East of the County. Whilst manufacturing employment will continue to be essential, most future employment growth is likely to come from the services sector. In this regard the County has opportunities to capitalise on its scenic beauty and natural and manmade facilities to generate much needed employment and revenue from tourist related development. In order to maximise this benefit, it is essential that the tourism product i.e. the scenic and natural beauty of the County be preserved. In order to preserve this resource it is necessary to restrict inappropriate development in amenity areas and to ensure orderly development of our towns and villages.

## 2. DEVELOPMENT POLICY

This chapter sets out the policy of the Council in relation to the planning and development of the County, including the preservation and improvement of its amenities.

### 2.1. SETTLEMENT STRATEGY POLICY

It is the policy of the Council that housing and other development will be encouraged to locate in existing towns and villages which have the basic social and infrastructural services and where these may be provided or expanded on an economical basis. Accordingly, allied to this, sporadic residential development in rural areas and especially in rural landscape areas will generally be discouraged.

This policy is expressly designed to enable the inhabitants of County Wicklow to establish homes and to find employment in close relation to each other rather than to be forced into a commuter role against their wishes. Some developments which are dependent on rural locations, e.g. ancillary to agriculture, will generally be accepted as exceptions to this policy provided they are sited near to the base of the existing major activity and do not infringe the amenity objectives of the Plan.

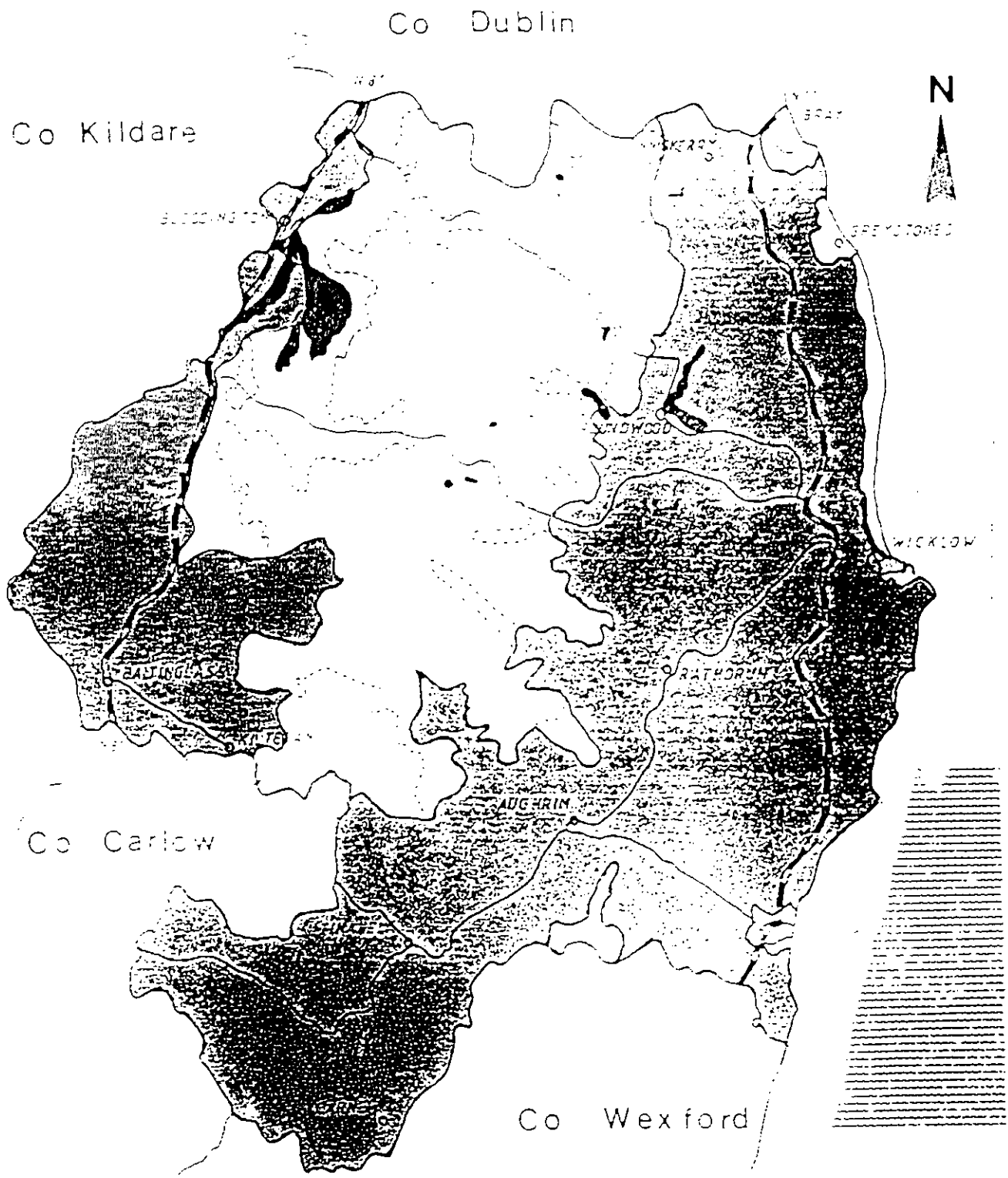
In support of this policy, it is an objective of the Council to acquire and develop sites for persons who wish to build their own houses, when the Council is satisfied that land availability for this purpose is not adequate in a town or village.


It is similarly an objective of the Council to ensure the development of adequate infrastructural facilities to serve urban settlements and so provide for industrial growth and the provision of housing.

It is an objective of the Council to encourage the growth of the south and west of the County, including the towns of Blessington, Baltinglass and Dunlavin to the west; Carnew, Tinahely and Shillelagh to the south, as well as smaller towns and villages in the sub-region. This policy is necessary to counteract the slow population growth in these areas for special and economic reasons. The increase in the size of these settlements will enable them to become more dynamic, self-contained and socially balanced.

### 2.2. RURAL AREAS POLICY

The policy of the Council is to generally discourage sporadic development in rural areas, especially in rural landscape areas. This policy is necessary to preserve scenic amenity, to protect high quality agricultural land (See Map No. 2) and to conserve the attractiveness of the County for the development of tourism and the creation of tourist related employment. It is an objective to preserve for farming purposes those areas of agricultural land containing very wide use-range soils coupled with low altitude and low rainfall and to prevent the encroachment of building development on those areas of potential high output.



**Legend**  
 High Quality Agricultural Land 

**County Development Plan 1989**

Title Land Quality Map No 2

It is recognised that County Wicklow has a wealth of beautiful scenery, which is the County's greatest attraction to tourists and daytrippers and is an essential residential amenity for residents of the County. It is therefore the policy of the Council that:-

- (a) physical developments should not detract from the scenery of mountain, moorland or coastal areas,
- (b) archaeological, historical and architectural features be preserved intact,
- (c) the abundance of hedgerow and woodland trees be retained and that planting be carried out to replace trees lost because of commercial demand, disease or age,
- (d) the rural scenery of the County should be preserved in support of the most attractive areas.

Modern farming trends are resulting in detrimental changes to the landscape of the County caused by the removal of hedgerows and the felling and clearance of trees and woodlands. The removal of these natural features can create large featureless tracts of land, without the traditional vegetation or field pattern. Accordingly, the Council will, through the use of Tree Preservation Orders, endeavour to retain the most important natural features and field patterns.

On the other hand, the open mountain areas are tending to be fenced-in under hill sheep farming and fencing schemes. This fencing is restricting access which was traditionally open to the public. It is an objective to preserve the open character of commons land and similar hill land and it is intended to secure access over paths and tracks particularly in mountain areas and to ensure public access and rights-of-way to beaches. It is an objective of this Plan that where permission is granted for any future fencing of these open spaces, provision to ensure adequate means of access for the public must be incorporated in such fences. The position and lines of the fence will also be the subject of rigid control to ensure that the scenic appearance of the areas will not be affected.

### 2.3. INFRASTRUCTURAL SERVICES POLICY

It is the Council's policy to improve and expand public water supply and mains drainage for the growth of towns and villages. The settlement strategy policy requires the provision of adequate infrastructural facilities especially water and sewerage services to accommodate growth in towns and villages. Priorities accorded to such works may be altered from time to time because of changing circumstances. The provision of these facilities is dependent upon the availability of public monies, from the E.E.C., Government sources and from the Local Authority itself.

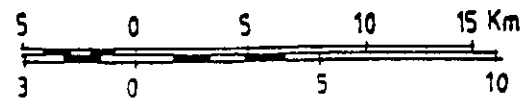
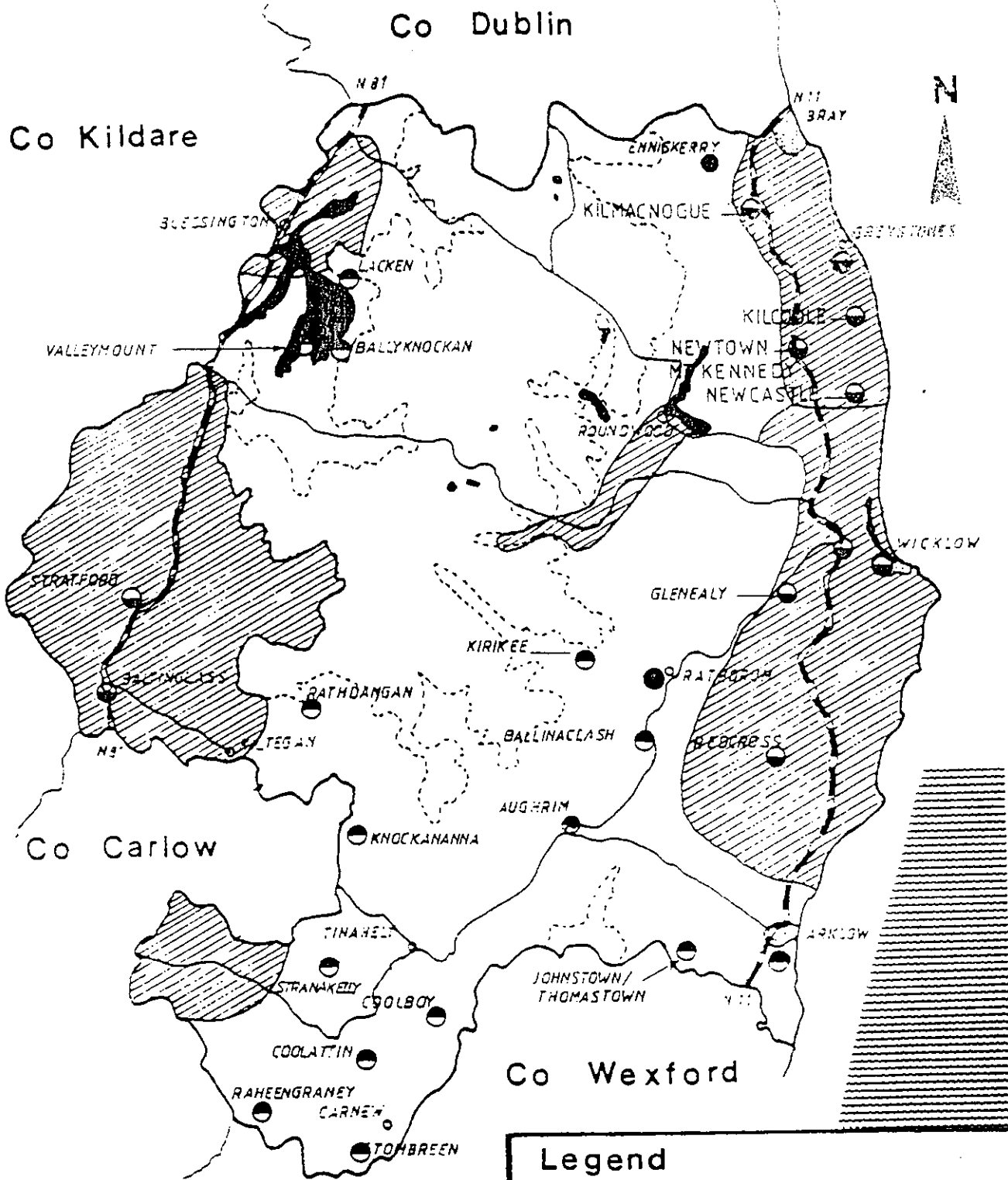
Further residential and other development will be encouraged to locate within towns and villages in order to ensure the full utilisation of public investment involved. Accordingly, it is an objective of the County Council to resist extensive growth outside the development areas indicated in this Plan. In smaller towns and villages where the installation of sewage disposal facilities is not anticipated, a certain amount of compact low-density and infill development may be permitted.

Areas where improvements and/or new water supply and sewerage schemes are proposed are listed in the following table and Map No. 3. The stage of the proposal is indicated as follows:





- A : Scheme under investigation
- B : Preliminary report being prepared
- C : Preliminary report awaiting Departmental Sanction
- D : Contract Documents being prepared
- E : Scheme under tender
- F : Scheme in progress
- G : Further improvements under investigation

TABLE 7(a) - WATER SUPPLY IMPROVEMENT OBJECTIVES

AREA	STAGE
Blessington Regional Water Supply Scheme	D
West Wicklow Regional Water Supply Scheme	D
South West Wicklow Regional Water Supply Scheme	D
Tinahely-Carnew - Shillelagh Water Supply Scheme	
a) Coolboy	A
b) Coolattin	B
c) Raheengraney	B
d) Stranakelly	B
e) Tombreen	B
Arklow Urban District Water Supply Scheme	D
Ballinaclash - Avoca Water Supply Scheme	G



**Legend**

-  Water
-  Sewerage
-  W & S
-  Regional Water Supply Schemes Proposed

**County Development Plan 1989**

Title Services Improvements Map No3



TABLE 7(a) CONTINUED

AREA	STAGE
East Wicklow Regional Water Supply Scheme	
Phase IV	E
Rathdrum Water Supply Scheme	G
Roundwood - Glendalough - Laragh Water Supply Scheme	C
North East Wicklow Regional Water Supply Scheme	E
Enniskerry Water Supply Scheme	G
Aughrim Water Supply Scheme	G
Kirikee Water Supply Scheme	G
Knockananna Water Supply Scheme	G
Johnstown - Thomastown Water Supply Scheme	G
Rathdangan Water Supply Scheme	G
Ballyknockan - Valleymount Water Supply Scheme	G
Lacken Water Supply Scheme	G

TABLE 7(b) - SEWERAGE DISPOSAL IMPROVEMENT OBJECTIVES

AREA	STAGE
Greystones Sewerage Scheme	
Stage 2 Phase 2 - South Beach	D
Wicklow Town Sewerage Scheme	E
Enniskerry Sewerage Scheme	E
Kilcoole Sewerage Scheme	E
Redcross Sewerage Scheme	D
Newtownmountkennedy Sewerage Scheme	C

TABLE 7(b) CONTINUED

AREA	STAGE
Baltinglass Sewerage Scheme	D
Newcastle Sewerage Scheme	C
Glenealy Sewerage Scheme	C
Rathdrum Sewerage Scheme	A
Kilmacanogue Sewerage Scheme	B
Stratford Sewerage Scheme	B
Rathnew Sewerage Scheme	A

2.4. HOUSING POLICY

It is the policy of the County Council to participate actively in the realisation of the housing programme, not only by providing Council houses, but also by assisting private development through the provision of loans to those who may be eligible under the prevailing statutory regulations and, in particular, by making sites available on an ongoing basis in existing towns or settlements where services exist or can be provided economically.

Traveller camping and trading beside the National Primary Road and beside some other main roads has become a major problem in recent years. Since travellers do not have satisfactory alternative sites available to them, the Council have found it extremely difficult to have the relevant legislation enforced. It is an objective to acquire sites which will provide for the needs of travellers and thus to eliminate the present road, health and amenity problems. Further, it is an objective to resettle travellers and to assist their integration into the community.

2.5. ROADS POLICY

It is an objective of the Council in line with Government Policy to bring National Primary and Secondary Roads up to the appropriate standards, to continue its work of improvement of the more important main and regional roads, and to develop the roads of the County generally to the best modern standards consistent with present and expected traffic flow and subject to the availability of finance. The large urban centres of the County should have good intercommunication between themselves and also with the surrounding smaller centres, especially those with export orientated industries which must have ready access to their market outlets. On a national basis, the road network will be required to link the County with other major population and industrial centres throughout the Country.

The National Primary and National Secondary road improvements are dictated more by National and regional considerations than by local one and major developments are subject to the National Road Plan 1985-95. The proposed improvements on the National Primary Route N.11 include the following:- (See Map Nos. 4 - 9)

- (a) Newtownmountkennedy By-Pass
- (b) Continuation of dual carriageway from Kilmacanogue to Glen of the Downs
- (c) Arklow By-Pass
- (d) Newtownmountkennedy to Ballinabarney
- (e) Bray to Shankill By-Pass (Map No. 8).

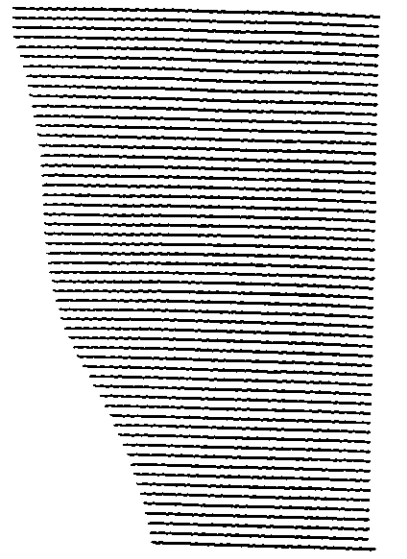
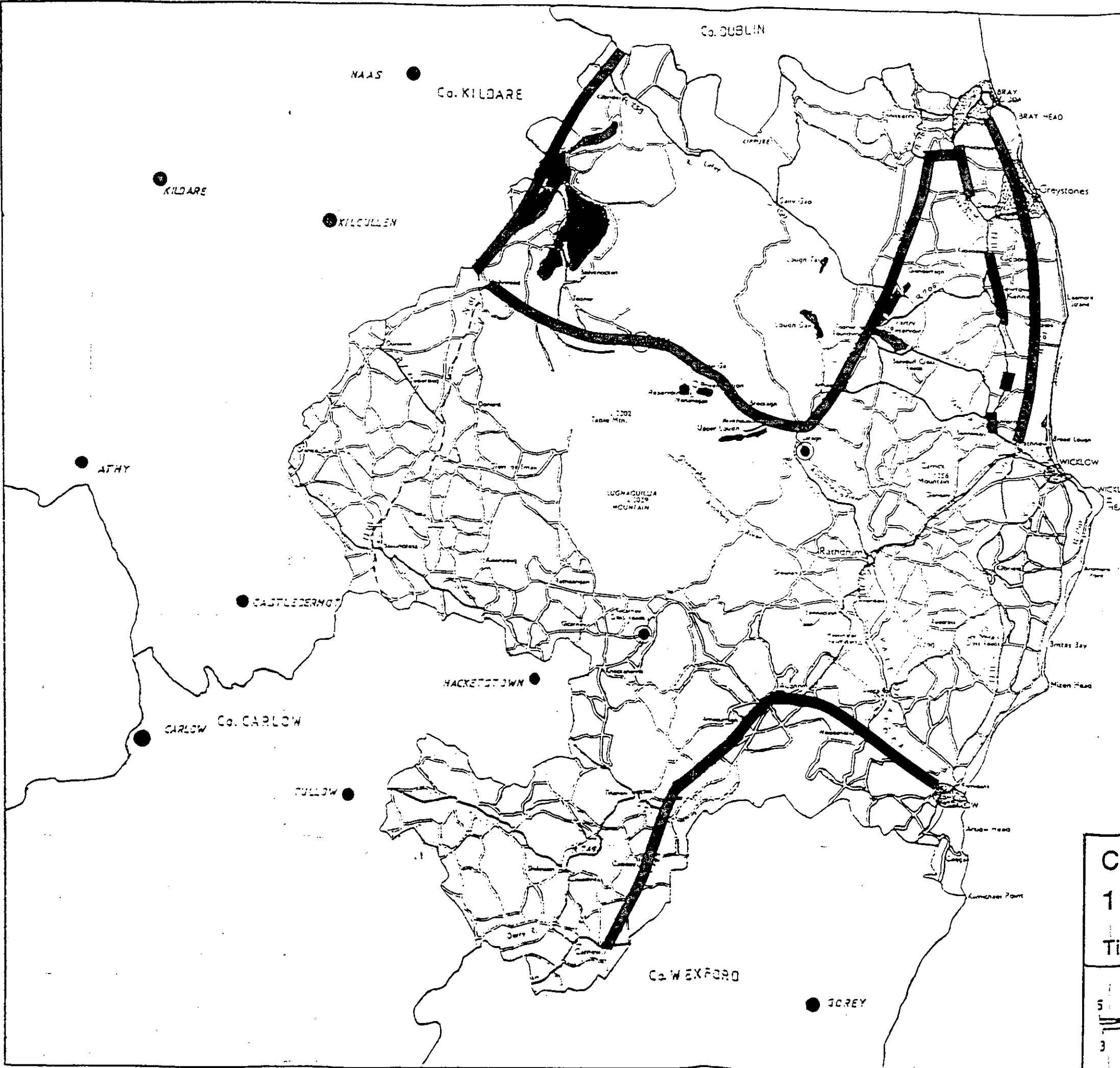
On the National Secondary Route N.81, the areas urgently needing improvement include:-

- (a) Blessington to Dublin County Boundary
- (b) Blessington southwards towards Hollywood.

The sequence and rate of improvements to these national routes will depend on the availability of the finance and the lands necessary to carry out works.


The principal main road and regional routes requiring improvement to accommodate heavy commuter traffic because they carry a large proportion of heavy vehicle traffic, because they are main tourist routes, or to eliminate particularly hazardous sections include:-


- (a) The coast road Bray-Greystones-Wicklow-Arklow
- (b) Arklow-Woodenbridge-Aughrim-Tinahely-Carnew
- (c) Kilcrouney Junction - Enniskerry Scalp
- (d) Kilmacanogue-Roundwood-Laragh
- (e) Rathdrum-Avoca
- (f) Wicklow Gap road from Hollywood Cross to Laragh
- (g) Carnew to Tullow
- (h) Hollywood Cross to Dunlavin
- (i) It is intended to provide a Southern Cross Route linking the Bray to Greystones (L.29) and Bray to National Primary Road (Killarney Road No. R.767 so as to provide a high quality road link from N.11 towards Greystones.



IRISH SEA

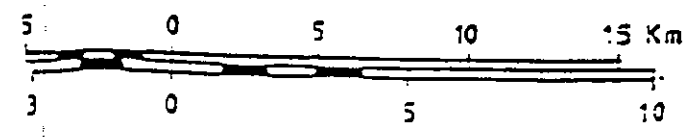
**Legend**

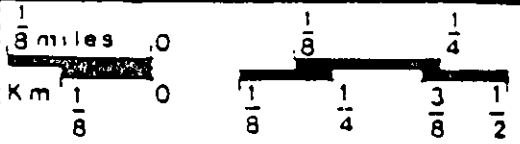
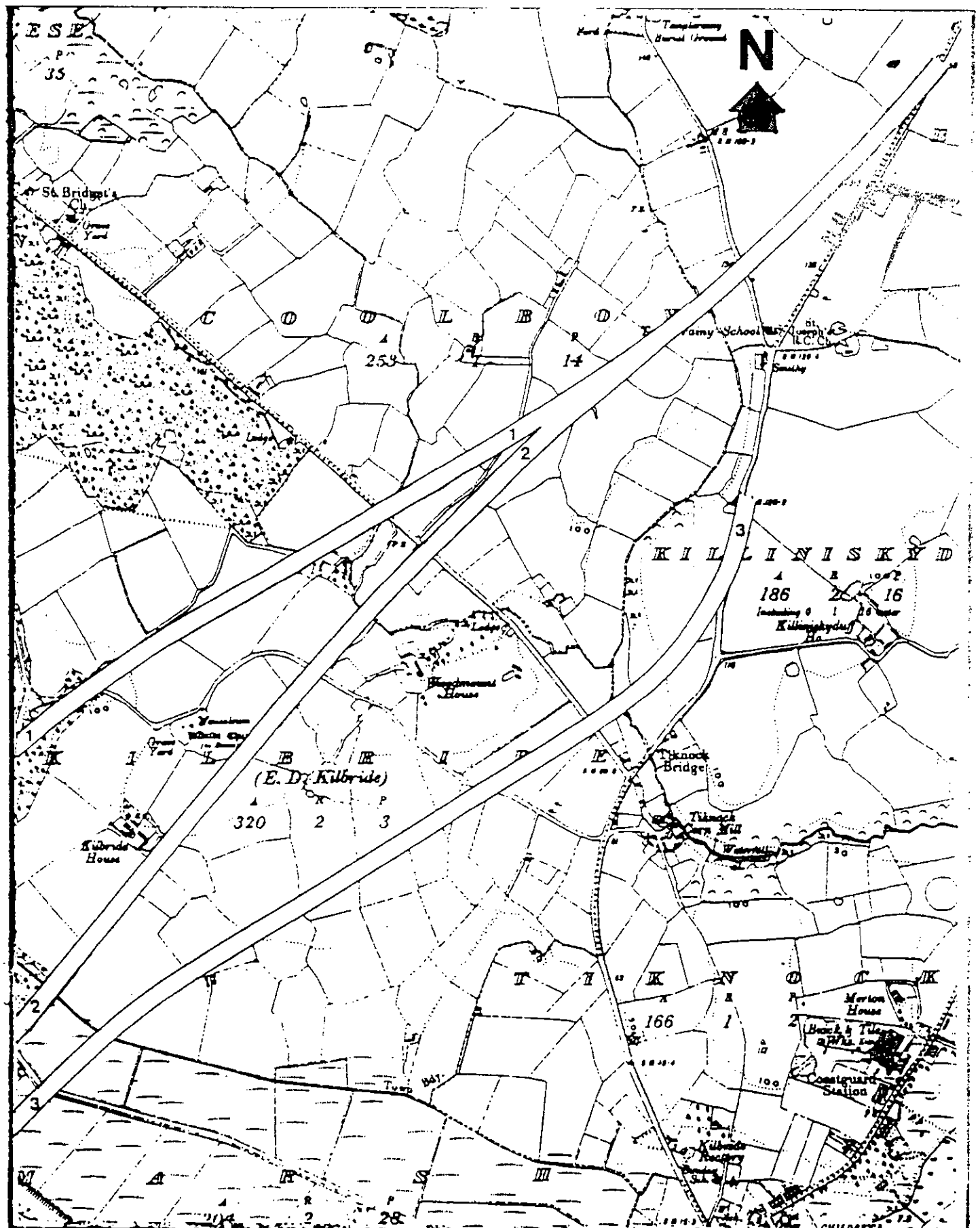
Road Improvements 

Bridge Improvements 

**County Development Plan  
1989**

Title Road Improvements Map No.4

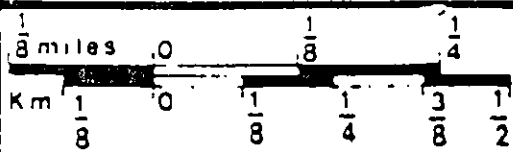
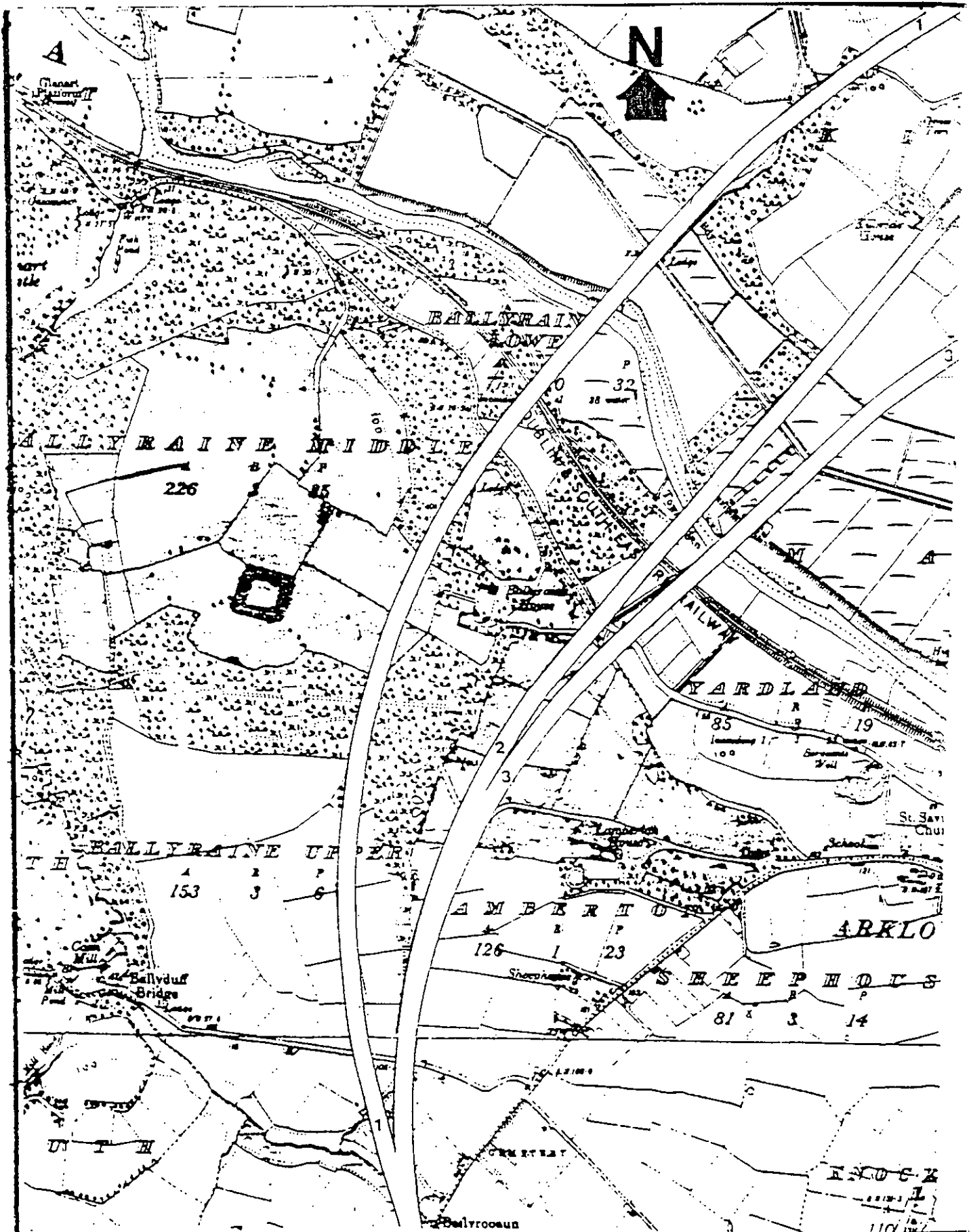




# County Development Plan 1989

Title Arklow By-Pass

Map No.5A

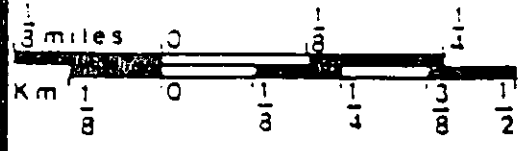
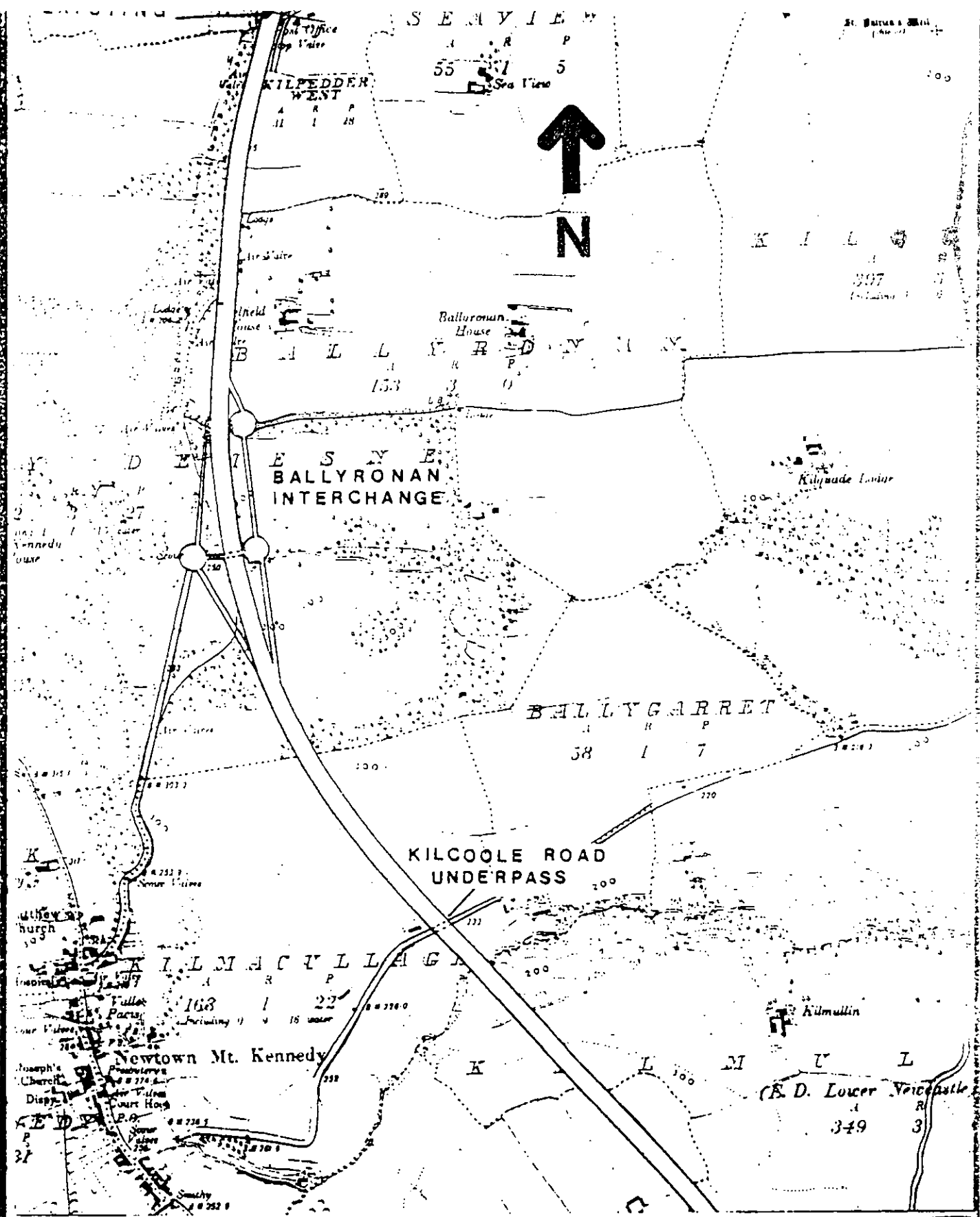


# County Development Plan 1989

Title Arklow By-Pass

Map No. 5 B

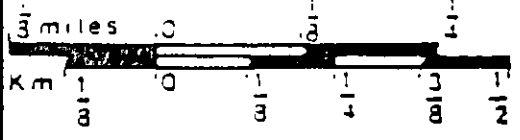
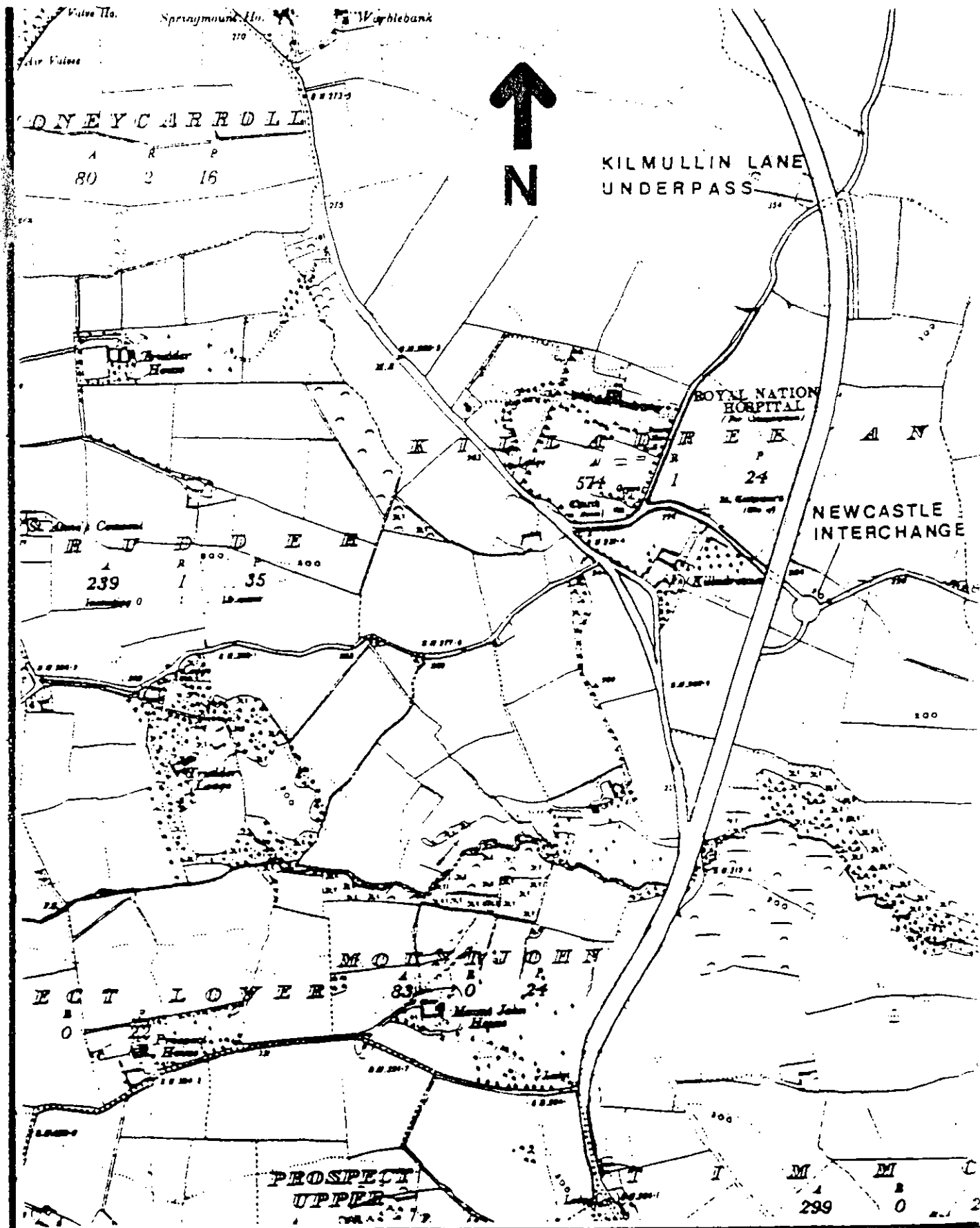




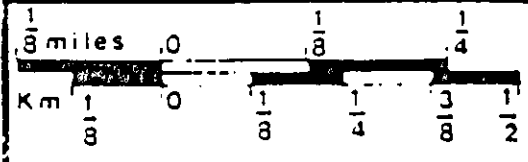
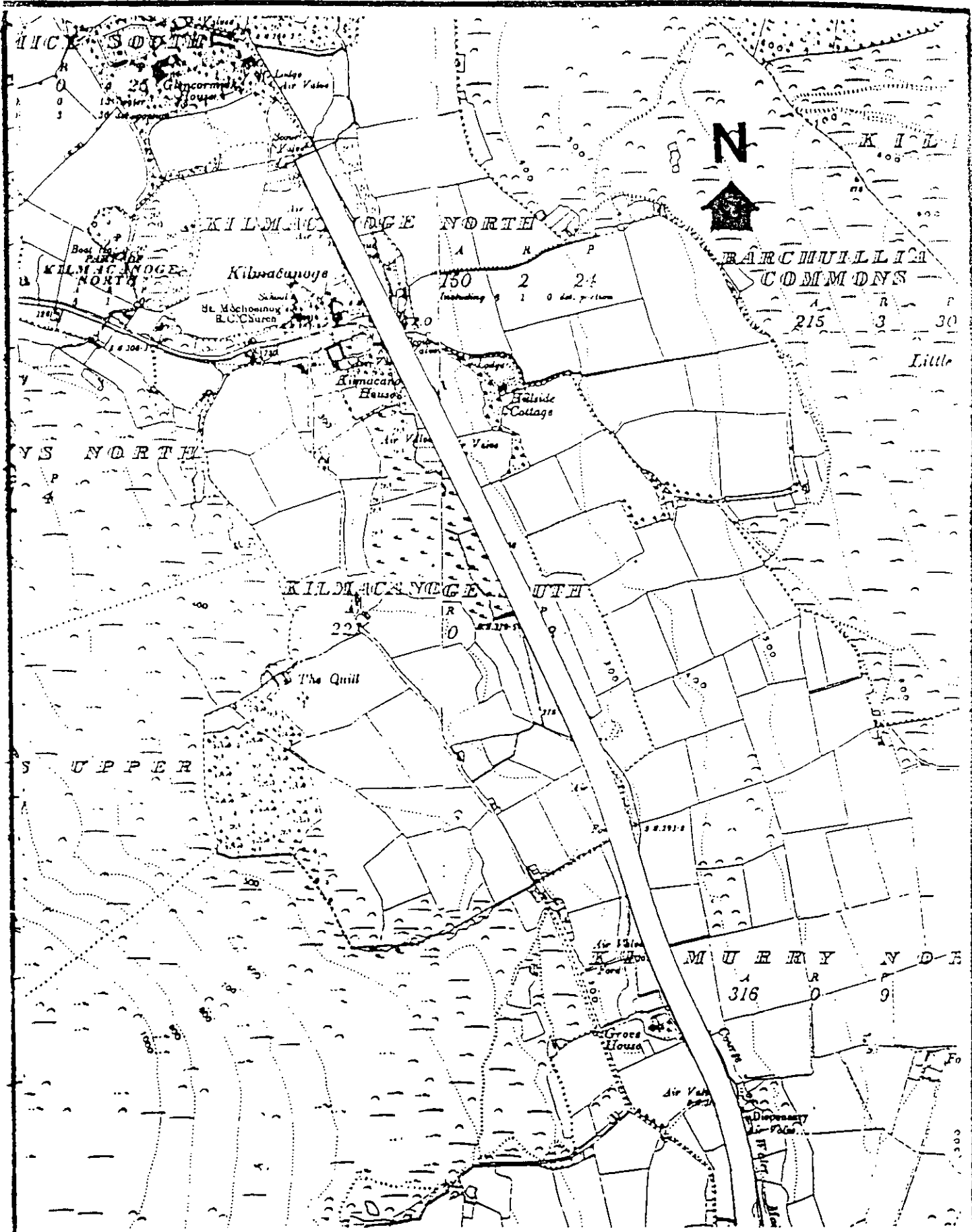
# County Development Plan 1989

Title **Newtownmountkennedy By-pass** Map No.6A





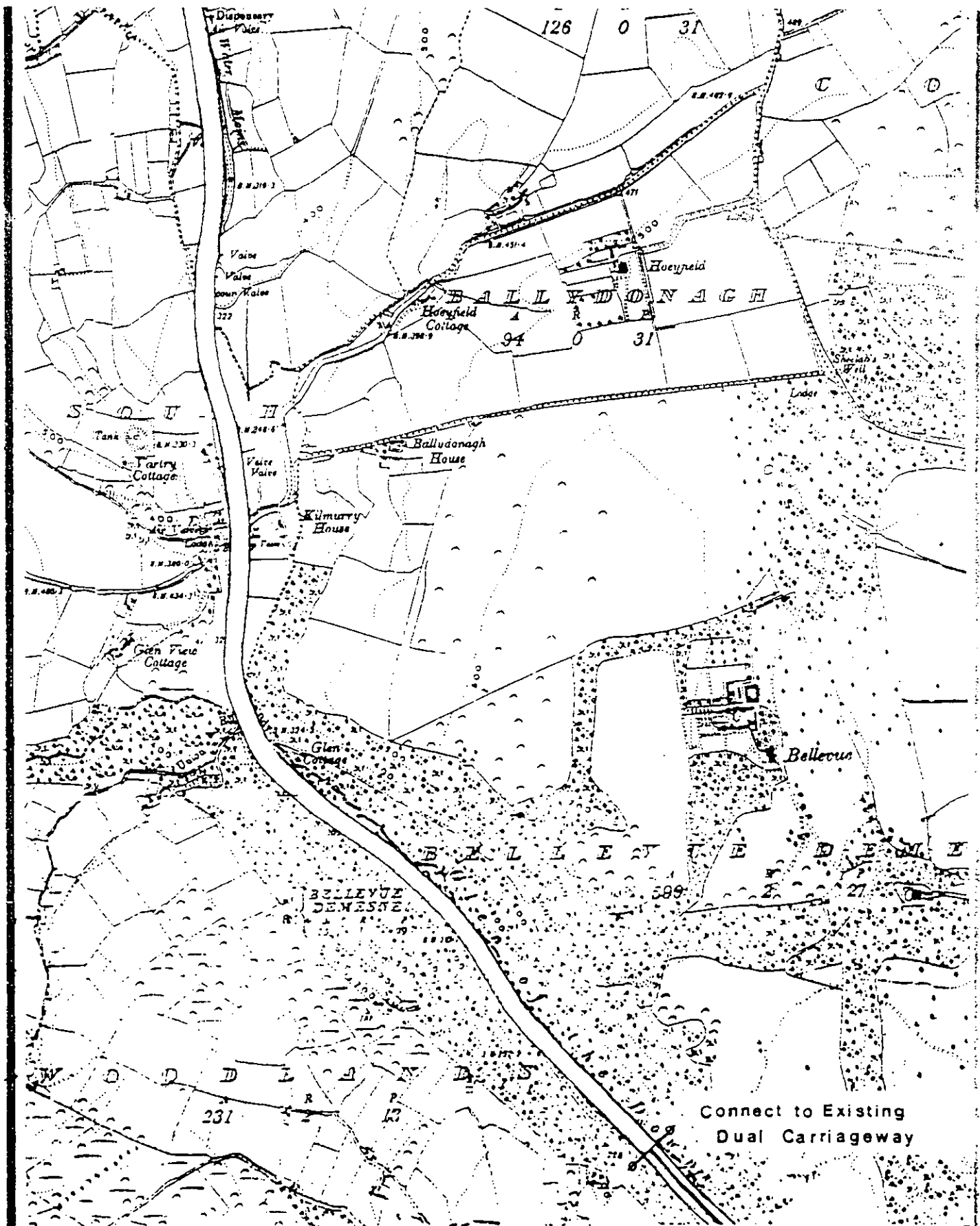
**County Development  
Plan 1989**  
 Newtownmountkenny  
 Title By-Pass Map No.6B



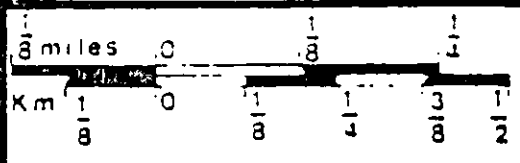
# County Development Plan 1989

Title Kilmacanoge - Glen of the Downs Improvement

Map No 7 A



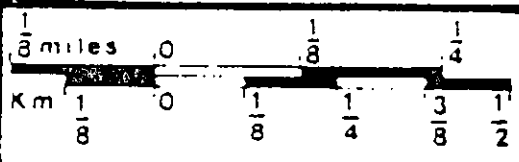
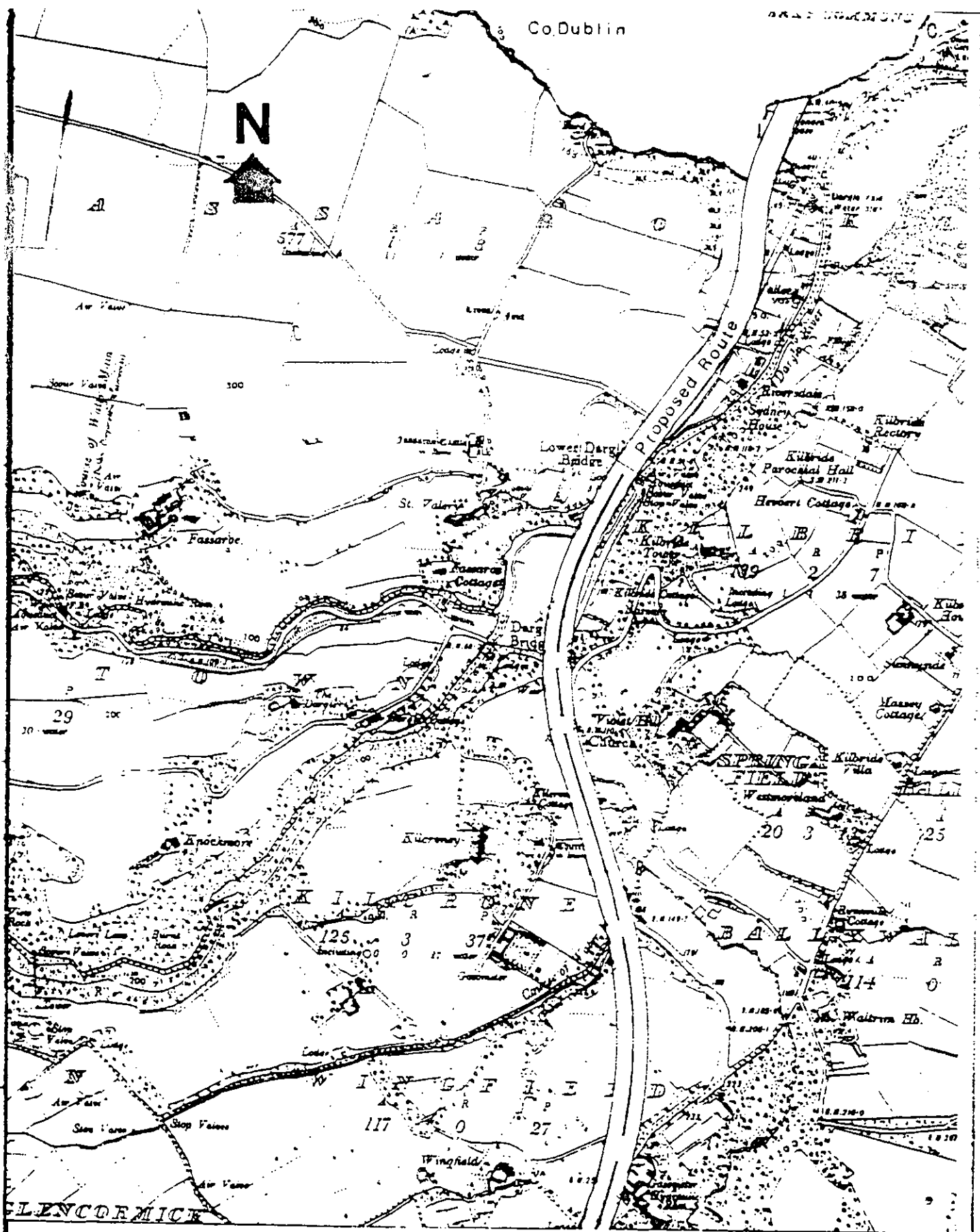
Connect to Existing  
Dual Carriageway



# County Development Plan 1989

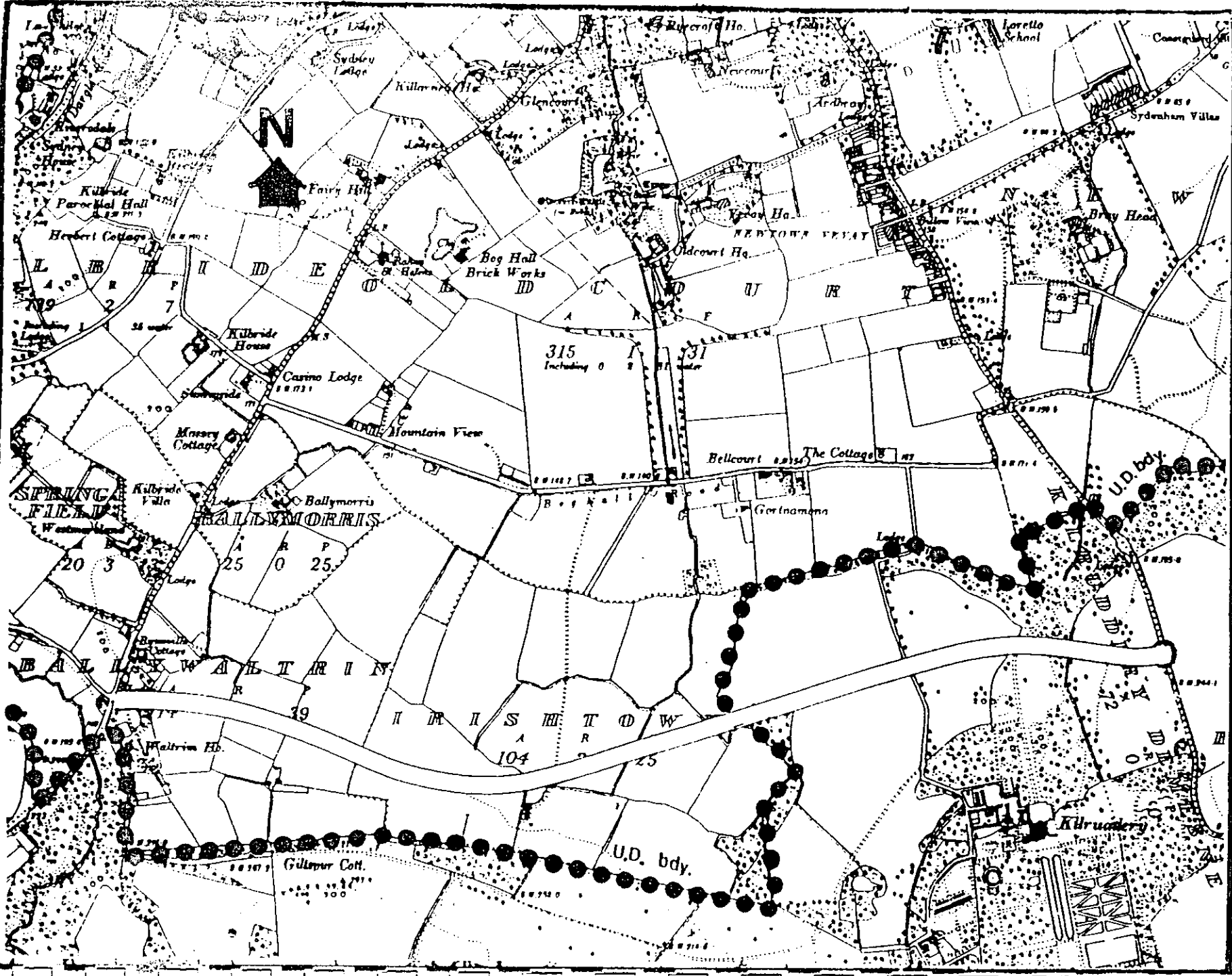
Title Kilmacanoge - Glen of the  
Downs Improvement

Map No 7 B



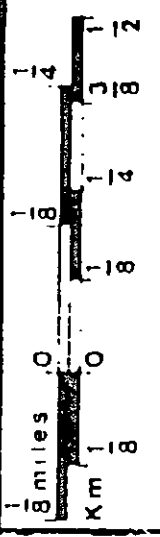
**County Development  
Plan 1989**

Title Bray to Shankill By-Pass Map No.8.



# County Development Plan 1989

Title Bray Southern Cross Route Map No. 9



The maximum weights of vehicles which may be used on public roads are set out in Regulations under the Road Traffic (Construction, Equipment and use of Vehicles) (Amendment) (No.2) Regulations, 1983. As the roads and bridges of the County are, in general, designed to support these maximum loadings any vehicles or loads which are in excess of these loadings are likely to cause damage to these roads and bridges. Accordingly, it is the policy of the Council as Roads Authority to prevent vehicles of weight in excess of the maximum permitted from using the roads of the County. However, on occasions it may be necessary to transport heavy loads which are not capable of being divided into units sufficiently small to comply with the above Regulations. In that event a Special Permit will be required. Where a Special Permit for the passage of extraordinary loads or vehicles is sought, the Roads Authority will require the applicant to pay the cost of the repair of roads and bridges in its charge or extraordinary expense arising from the passage of such vehicle or load. Prior to the granting of the Special Permit, the Roads Authority may require a deposit of money or other security sufficient to cover the likely cost of any repairs to any road or bridge affected by the transport of such extraordinary loads or vehicles.

Attention should be drawn to the fact that an authorised officer of the Roads Authority charged with the maintenance of the public road on which a vehicle or combination of vehicles is observed who suspects that its weight does not conform to the Regulations may require the vehicles to be weighed in his presence. It is the policy of the Council to take all possible legal proceedings against persons offending against these Regulations.

County Roads bearing similar traffic to that defined for main roads would include roads connecting the towns of Greystones/Delgany and Kilcoole and the tourist resort of Brittas Bay to the National Primary Route.

Schedule improvements of the main road and County road networks are an ongoing process and include the improvement of geometry of roads layouts, strengthening, surface dressing, improving width, sight distances, easing sharp bends and improving junctions.

Considering the importance of the road network in terms of tourist potential, attention will be given to such design features as car parks, viewing areas, picnic sites where appropriate. In association with the roads improvement works, a number of bridges in the County require either replacement or widening. It is an objective to replace the bridge at Ballard, Laragh.

## 2.6. TOURISM POLICY

### 2.6.1 The Economic Importance of Tourism

With the growth in affluence, mobility and leisure time tourism is one of the major growth areas of the national economy. With its wealth of beautiful scenery, that still remains largely unspoilt, and its close proximity to the Dublin Metropolitan Area which is the point of entry to the country for most foreign visitors, County Wicklow is particularly well placed to benefit economically from tourism.

It is estimated that in 1986 91,000 overseas tourists spent at least one night in County Wicklow and the revenue generated by these alone was approximately £11m. In all a total of 814,000 tourists (overseas plus domestic) visited the East Region in 1986 and total spending amounted to over £70m. County Wicklow's share of total revenue is likely to have been in the region of £20 - £25m. These figures do not take account of the substantial revenue generated in the County by day visitors and holiday home owners from the Dublin area.

As well as contributing to economic activity in the County generally tourism has a particularly important role to play in development and job creation in areas that lack opportunities for investment from other sectors. Tourism expenditure can contribute significantly to the economic viability of such areas and in the development of facilities both for the tourist and the local population.

### 2.6.2 The Tourist Market

Because of its close proximity to the Dublin metropolitan area there are a number of aspects of County Wicklow's tourist market that make it unique in the country. First, is the preponderance of daytripping or day visiting as a tourist activity in the County. Many tourists, both domestic and especially overseas visit Wicklow while being based in Dublin. This is one reason why the amount of tourist accommodation available in County Wicklow is relatively small when compared for example to the major tourist counties of the West. In addition, Wicklow, in particular its coastal and mountain areas is a major dayvisitor destination for the population of the metropolitan area.

The second unique aspect of the tourist market in the County is the number of holiday homes either in the form of houses or mobile homes/chalets. Although accurate information is lacking, it is likely that the majority of these holiday homes are owned by people living and working in Dublin.

Table 8 summarises the total amount of registered accommodation in County Wicklow and also indicates the relative importance of holiday homes. This analysis indicates that the tourism policy for County Wicklow must aim to secure the growth of a complex market and one which can give rise to conflicting demands because it must provide not only for the traditional tourist but also for the holiday home market and dayvisitors.

TABLE 8

TOURIST ACCOMMODATION IN COUNTY WICKLOW (1986)

	Type	No. Units	No. Rooms (Estimate)	No. Persons that can be accommodated (Estimate)
<u>Registered:</u>	Hotels Guesthouses	33	553	1,000
	Farmhouse Town & Country Homes	68	170	400
	Self-catering Houses, Cottages	43	118	200
	Caravan Parks	3 (parks)	224 (pitches)	3,200
<u>Other:</u> (mostly holiday homes)	Caravan Parks	17 (parks)	800 (pitches)	3,200
	Holiday Homes (Brittas Bay only)	140	420	800
		<b>TOTAL</b>	<b>2,285</b>	<b>8,800</b>



### 2.6.3. Tourist Resources

#### (i) Scenery

The natural scenery of County Wicklow, amongst the finest and most spectacular in the entire country, is the County's principle attraction and is the foundation of its tourist industry. The mountains, forests, woodlands, lakes, rivers, coastline and the largely unspoilt rural landscape offer the widest range of natural amenity and recreational pursuits for both the based holidaymaker and the short stay visitor. The protection of this unique natural environment, which is under threat from development pressure associated with the expansion of the Dublin Metropolitan Area as well as unsympathetic sporadic residential development, is fundamental to the development of the County's tourist industry.

#### (ii) The Mountain Areas

The mountain areas provide the most spectacular scenery in County Wicklow and are much used for activities such as touring, general sight-seeing, mountaineering, walking, pony trekking, all of which are growing in popularity. They are an extremely important dayvisitor destination both for the population of the Dublin Metropolitan Area and for tourists based in the city.

#### (iii) Forests

The Department of Forestry and Wildlife lists forty forests in County Wicklow that are open to the public. These range from well organised forest parks, such as Glendalough and Avondale, to those which may provide only for basic simple facilities such as parking and informal picnic areas. As well as providing opportunities for recreation, forests are a significant element in the visual landscape and their planting and exploitation should be carried out in a sympathetic manner that will not be injurious to the amenities of an area.

#### (iv) Rivers and Lakes

The rivers and lakes have traditionally been an important recreational resource, particularly for game fishing as well as boating and other activities especially on the Blessington Lakes.

#### (v) The Coastline

The principle tourist destinations along the County Wicklow coastline have traditionally been the resort towns of Bray and Greystones and the main beaches especially Brittas Bay. While the based holiday function of the resort towns has declined as they have developed as dormitory suburbs within the metropolitan area the role of the coast generally and of the beaches in particular as a dayvisitor destination has increased. Because of the concentration of activities in particular areas, congestion and coastal erosion are becoming serious problems.

The importance of Wicklow's coastline as a dayvisitor destination was highlighted in the National Coastline study which projected further dramatic increases in the numbers of dayvisitors. The National Coastline Study proposed a strategy for the future development of the coast based on maintaining and increasing its capacity to cater for dayvisitors while providing for based holidaymakers at specific locations only.

(vi) Cultural, Historic and Architectural Items

County Wicklow has a wide variety of historic, archaeological and architectural monuments. Their importance is growing as people generally are developing an interest in a wider range of cultural activities than hitherto. Their significance within the tourist industry is certain to increase and listings and policies elsewhere in the Development Plan underline the Council's committment to their conservation.

(vii) Towns and Villages

Towns and villages are an important tourist resource as they provide many essential services and accommodation which visitors require. It is also here where the financial return from tourism activities is specifically felt.

The significant aspects of towns are the intrinsic architectural environmental qualities of the settlements; their general presentation and appearance especially along the approach roads and in the centres; the level of services i.e. hotels, guesthouses, shops, restaurants, parking areas, public toilets etc.; the character of the old buildings; and quality of the new developments. In essence, the total quality presented by the overall appearance of the town and the level of services obtainable therein.

The towns and villages of County Wicklow have not reached their full potential as pleasant places in which to live and work or as tourist centres as witnessed, for example, by their performances in the Tidy Towns Competition. It is proposed that separate Development Plans should be drawn up for each settlement.

Tourist development in the form of accommodation can be a powerful force in the revitalisation of existing towns and villages where other forms of investment are unlikely to occur. For this reason, it is preferable that tourist related development should where possible locate in existing settlements.

(viii) Glendalough

Glendalough, including the lakes, historic monuments, mountains etc., constitutes perhaps the single most important tourist attraction in County Wicklow, in particular for the overseas visitor. It has been estimated that approximately 0.5m visitors come to Glendalough each year. Most are day visitors but Glendalough is also the main resource that attracts longer-stay visitors to County Wicklow. As such the importance of this area

to the tourist industry in County Wicklow cannot be overestimated. By virtue of its close proximity and the fact that the vast majority of visitors to Glendalough pass through it, the village of Laragh is of considerable importance. As the main approach to Glendalough there is considerable room for improvement in the general appearance of the village and the level of facilities provided. It is therefore proposed that a local Development Plan would be desirable for the whole Glendalough/Laragh Area.

(ix) Powerscourt

Powerscourt House, grounds, gardens and waterfall is another of the Countys major tourist destinations, attracting, it is estimated, between 100,000 and 150,000 visitors in 1986. It is very popular for dayvisitors from Dublin as well as visitors who are based in the capital city. Most visitors to Powerscourt pass through and may stop in the village of Enniskerry which is an important tourist centre. The wider area, corresponding roughly to the Rathdown No.2 rural district, contains some of the most beautiful scenery in the County and is also due to its proximity to the metropolitan area, under intense pressure for development. The unique circumstances of this area require that it should be the subject of a separate Development Plan as was the case in the previous County Development Plan.

(x) Russborough

Russborough House in recent years has become a significant attraction and is an important addition to the tourist resources of West Wicklow. In 1986 it attracted almost 28,000 visitors.

(xi) Mount Usher

The gardens at Mount Usher are a major attraction particularly for dayvisitors and touring groups. 28,000 people visited the gardens in 1986. The attractiveness of the gardens as a tourist destination could be enhanced by the improvement of the appearance of and the facilities in the village of Ashford.

(xii) Avondale Forest Park

Avondale Forest Park together with Avondale House (home of Charles Stewart Parnell) is another resource that has become important in recent years. In 1986 it attracted approximately 80,000 visitors.

(xiii) Brittas Bay

Brittas Bay is one of the most popular beaches on the east coast and is the subject of severe pressures arising from both dayvisitor demands and those of based holidaymakers, especially in the form of caravans and second homes. In recognition of the special circumstances that apply the Council will prepare a separate Development Plan for the area.

(xiv) Blessington Lakes

Blessington Lakes are an important resource on the western side of the county. The new developments to the west of Dublin City have brought increased pressure for recreation. There are problems of access to the lake, the provision of sufficient facilities for the traditional and new recreational activities without affecting the intrinsic qualities of the lakes and its basic function as a reservoir. Moreover, the scenic amenity of the area is being degraded by sporadic residential development along roads overlooking the lake.

2.6.4 Policy

The Council recognises the importance of the tourist industry to County Wicklow and the potential that exists within the County for the industry to expand further. The contribution that the industry can make to the less favoured areas of the County is especially realised. It is the policy of the Council to encourage the development of the tourist industry through the use of its statutory powers, where appropriate, and to promote County Wicklow as a tourist destination in co-operation with Bord Fáilte, the East Region Tourism Organisation and the Wicklow Tourism Authority. Resources permitting, it is the policy of the Council, to advance the development of tourism by extension of water and sewerage supplies, improvement of roads, provision of car parking spaces and public conveniences at resorts and the control of development likely to be injurious to amenity.

The Council recognises the unique complexity of the Wicklow tourist market, deriving primarily from its close proximity to the capital city and the potential that exists for conflict arising from the different demands placed upon the County's tourist resources. It is the Council's policy to foster the development of all aspects of the tourist market by encouraging the provision of a wide range of types of accommodation for the tourist and based holidaymaker, by providing for the development of holiday home accommodation at particular locations and by restricting development that would be likely to reduce the capacity of the resource including the coastline to cater for dayvisitors.

The Council recognises the outstanding natural beauty of County Wicklow as unique in the Country and that it is the basis of the tourist industry in the County. The Council wishes to emphasise the role that other policies and development control objectives outlined in this Plan particularly those related to the protection of Landscape Areas of special control and the restriction on development in rural areas, play in conserving the natural amenities of the County and therefore in the development of the tourist industry. It is the policy of the Council to continue to control development, including tourist related development, in such a manner as to conserve and enhance the natural environment and therefore to secure the future of the tourist industry in the County.

The Council recognises the special amenity value of the Central mountain area, its forestry, rivers, valleys and lakes. It is the policy of the Council to promote, in co-operation with the Department of Forestry and Wildlife and other interested organisations, the more extensive use of this area for such activities as touring, sight-seeing, mountaineering, walking, pony-trekking etc. The Council will seek through its statutory powers and where resources permit to keep open areas of commonage and to establish, in co-operation with local landowners, public rights-of-way in order to provide access to the natural attractions of the area.

The importance of the coast as a tourist and recreation resource is recognised and the desirability of developing the area more fully is accepted. The Council recognises the importance of the coast as a dayvisitor destination and that there is also a considerable demand for based holiday accommodation. It is the policy of the Council in planning the future development of the area to adopt the broad strategy outlined in the National Coastline study which is based on maintaining and increasing the capacity of the coast to cater for dayvisitors while providing for based holidaymakers at specific locations only.

The Council recognises the important role of towns and villages throughout the County as tourist centres and the facilities and services that they can provide for the tourist. It is the policy of the Council to seek to improve the overall appearance of the County's towns and villages through effective development control and enforcement and to improve the level of facilities and services provided. As the most effective means of achieving this, the Council will prepare Development Plans for the County's larger towns and villages. The Council sees a special role for tourist developments, especially the provision of accommodation (hotels, guesthouses, holiday homes etc.), in the revitalisation of towns and villages and shall seek to encourage the location of such developments in these existing centres. In order to preserve the scenic amenity and to develop the tourist facilities of the County it is the Council's objective to prepare local plans for (i) the Glendalough/Laragh Area, (ii) the Rathdown No. 2 Rural District of North-East Co. Wicklow, (iii) The Blessington Lakes Area and (iv) Brittas Bay.

## 2.7. INDUSTRIAL POLICY

One of the most important objectives of the Plan is the stimulation of and the increase in industrial development through out the County to meet, not only the requirements of the population increase, but also to offset the high rate of unemployment and to allow for a greater range of employment opportunities. New industrial enterprises will be encouraged to locate in centres where there are existing infrastructural facilities, services and good communications, or where they can be provided most economically. These centres will generally have already proved their ability to attract and sustain industrial growth.

It is the policy of the Council to assist in so far as it is empowered to do so, anyone who wishes to establish or expand Industrial or other undertakings which will provide increased employment in the County. The Council, through its Development Officer assists in the provision of sites and services and gives advice on setting up, labour and housing availability and other incentives available.

It is an objective of this plan to set aside or zone sufficient land for industrial purposes, not only to meet the short term requirements but to provide for the future long term needs.

It is intended that further land for industrial purposes will be purchased by the County Council as the opportunity arises and as finance becomes available. It is also intended that industry will be attracted to locations where it is most needed for economic and social reasons.

The special importance of the County's forest resources and the developing timber industry are recognised. It is an objective of the plan to seek the necessary improvement of roads to service this industry.

2.8.

#### COMMUNITY FACILITIES POLICY

In order to achieve the social objectives of the County Development Plan, it is the policy of the Council to assist in the provision of community facilities (e.g. schools, churches, health centres, community centres, playing fields etc.) by reserving suitably located sites both in existing and new areas, thereby meeting the needs of the projected population.

It is an objective of the Council to continue to improve the library service throughout the County and to improve library facilities where these are found to be inadequate. It is also an objective of the Council to encourage the provision of local museums reflecting items of specific interest in particular areas of the County. It is an objective of the Council to assist Community Associations in the provision and improvement of community centres and meeting halls where these will be of benefit to the community in which they are situated.

### 3. DEVELOPMENT CONTROL POLICY AND STANDARDS

#### 3.1 HOUSING IN RURAL AREAS

##### 3.1.1. General

The general pattern of settlement in the period from 1971 to 1986 shows that the greater part of the natural growth took place in existing settlements. The greater proportion of the new houses in the rural area, especially in the northern part of the County are occupied by in-migrants. This pattern is particularly noticeable in the areas of high scenic quality.

The large amount of scattered rural housing, so dependant upon the motor car for its inhabitants to carry on the daily activities of life, is contrary to the best national and local interests. Individual personal transport accounts for up to 80% of the total oil imports of the Country used for transport purposes. It also generates increased traffic on rural roads which were originally constructed to take slow speed horse-drawn traffic servicing the agricultural community. The alignment and width of many of these roads leaves much to be desired. Additional traffic then reduces the environmental quality of such roads and imposes demands on the Local Authority for road improvements, entirely as a result of new building.

Another economic disadvantage of this form of rural settlement is the uneconomic cost of servicing these houses with all the modern utilities that their inhabitants demand. In the past rural dwellers did not have a waste disposal problem because they had the experience and capabilities of disposing of waste without causing nuisance to others. Urban dwellers coming to live in rural areas do not have this experience and so demand a scavenging service, which is approximately three times more expensive for collection in such areas than it is in urban areas. Similarly, mains water and sewerage systems are considerably more expensive per unit served in rural than in urban areas.

Sporadic rural housing developments lead to the construction of overhead electricity and telephone lines which detract from the rural landscape. Considerable co-operation by the authorities concerned has helped to reduce this effect. However, in many areas where vegetation is lacking, it is not possible to screen the poles and wires. While such poles and wires are normally exempt from planning control, Article II of the 1977 Local Government (Planning and Development) Regulations, as amended, can restrict this exemption, especially where traffic hazard or restriction of view or prospects of amenity value apply. The Council will seek to restrict such development which may detract from scenic landscapes, or endanger public safety by causing traffic hazards.

##### 3.1.2. Policy in Rural Areas

It is the policy of the Council to conserve and enhance the scenic and recreational resources of the rural area and to encourage further growth in existing settlements. The non-availability of land, in or adjoining settlements has been one of the factors which has caused

inhabitants of towns and villages in the County to build in the countryside away from these centres. To overcome this problem, it is an objective of the Council to acquire land in and around the towns and villages of the County to provide sites for people wishing to build houses for themselves.

Ribbon development and urban sprawl are other uneconomic forms of development subject to the same objections stated in 3.1.1. Ribbon development means development along a public road, confined to the road frontage only, where there is no accompanying development of backland. It generally takes the form of a number of individual houses stretching along the approach roads to a town or village. Urban sprawl means the expansion of the built-up area beyond the boundaries of an existing town or village. Urban sprawl may originate from the building of only a single house near a built-up area. This straggling growth outside towns and villages causes further ribbon development and urban sprawl.

### 3.1.3. Special Cases

In view of the observations set out above on sporadic scattered rural development, it is considered by the Planning Authority that the proper planning and development of the rural areas and the preservation of the amenities of those areas requires that building development outside existing settlements and nuclei of development should be discouraged except in special cases. In this regard, only those who do not have a choice of location, for example, members of the farming community will be permitted to build dwellings in the rural area, subject to the design and location of buildings being satisfactory from an amenity point of view. Special consideration will also be given to an application by a native resident for permission to build a house for his own family and not as a speculation. A farm dwelling to replace an existing farm dwelling or a dwelling to meet the needs of the farm household will be permitted. In all such exceptional cases, conditions may be imposed regarding siting, design of the dwelling and tree planting.

### 3.1.4. Rathdown (No 2) Rural District

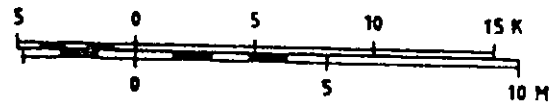
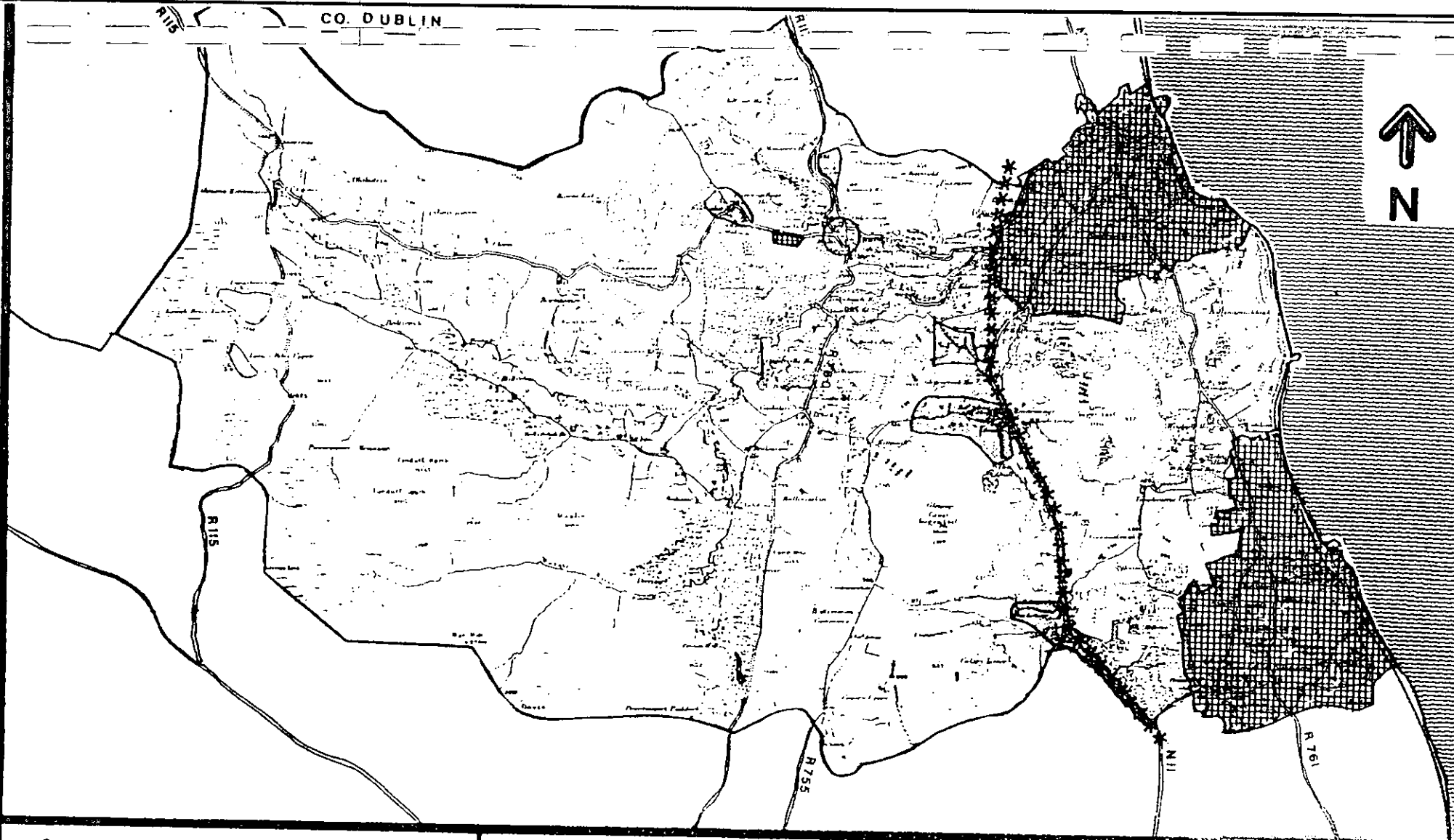
The Rathdown (No. 2) District, excluding the Bray Urban Area and the Greystones/Delgany area, is an area of outstanding natural beauty, and a Class A Landscape Area of Special Control. This area is also under intense pressure for development arising out of its close proximity to the Dublin Metropolitan Area.

In order to control development in this area to conserve its scenic and recreational resources and to ensure that the tourist has a true impression of the beauty of the County on his first entry, the following planning control policies will specifically apply:-

- (1) It is intended to maintain the lands within 150 yards (137m) of the arterial road (N11) free from development (from the Dublin Boundary to the Glen of the Downs) except as indicated on map No. 10.




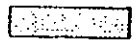
CO. DUBLIN




# County Development Plan 1989

Title Rathdown (no. 2 District) Map No 10

DEVELOPED AREAS 

CONSOLIDATED AREAS 

ENNISKERRY 

AREA OF SPECIAL CONTROL  
ALONG NATIONAL PRIMARY ROAD 

- (2) In order to minimise the erosion of scenic and recreational values, where residential development is permitted, the site curtilage generally required will be one acre or more, or alternatively the use of land in the vicinity will be regulated to control density.
- (3) Where there is an existing nucleus of development as at Kilmacanogue, Glencormac North, Monastery, Kilgarron, Kilmolin, Willow Grove, a small amount of individual residential development which would serve to consolidate existing development may be permitted within the limits indicated on the map.

### 3.1.5. Development Close to Towns

It is a particular objective to protect the area between expanding urban areas which are in close proximity, e.g. Rathnew and Wicklow and Bray and Greystones. Development will be prevented outside the belt of trees that forms a natural southern boundary to the urban area of Bray.

It is intended to preserve the distinction between urban and rural areas, and to protect the approaches to towns and to major amenity areas from haphazard development.

### 3.1.6. Development on the Sea-Side Roads

Development will not be permitted on the sea side of the road where it would be injurious to the amenities of beaches or injurious to tourism, or where it would be visible between the road and the sea, except where settlements already exist.

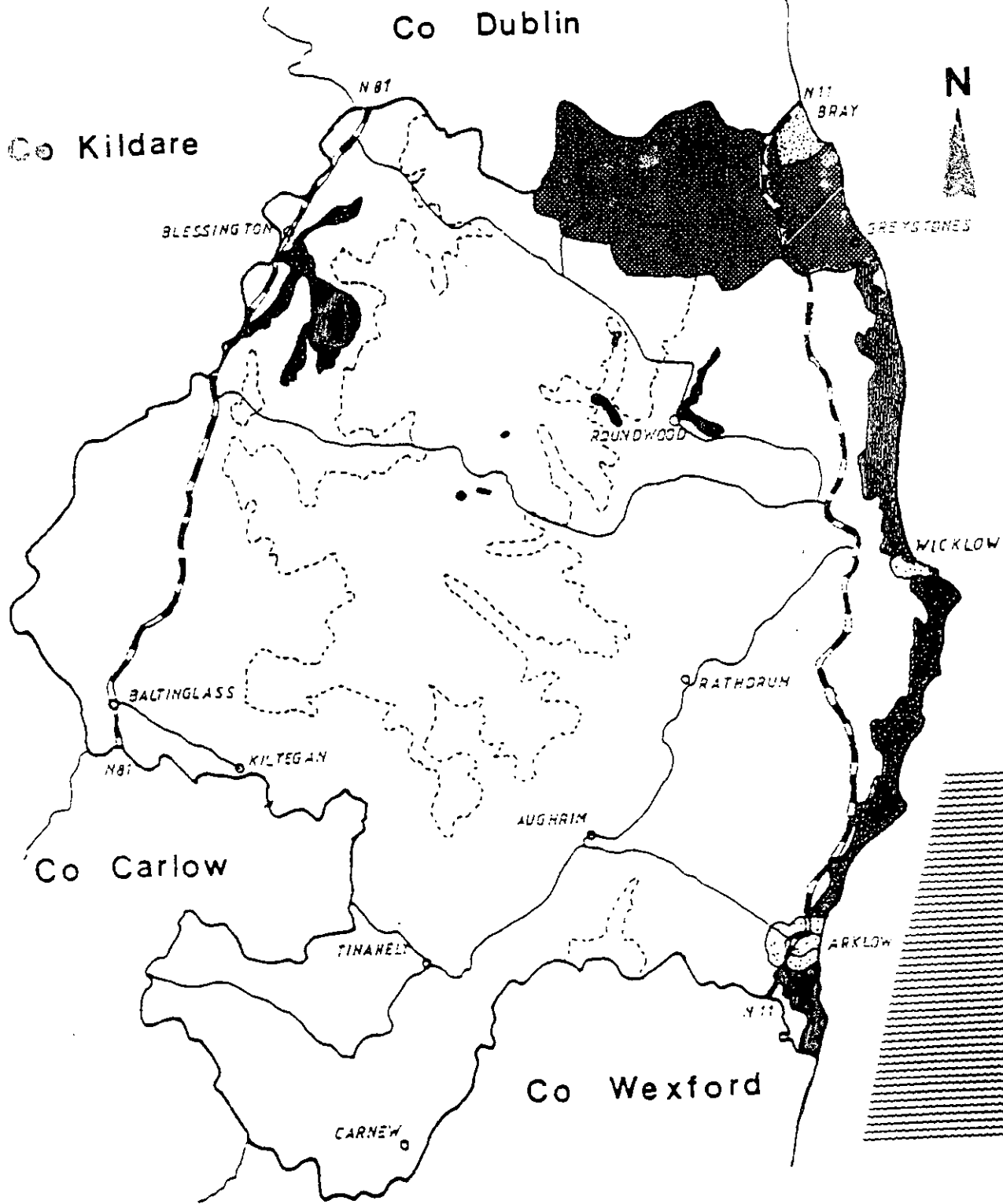
## 3.2. BUILDING CONTROL AND ENFORCEMENT



### 3.2.1. Building Control Policy

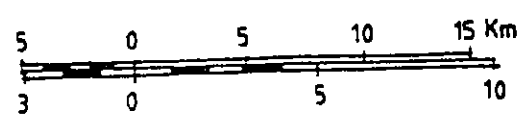
It is an objective of the Council to generally oversee the development of those services in housing development which the Council may, at a later stage, be required to take in charge for maintenance purposes, to ensure that the infrastructural services are of adequate standard to protect the Council against expenditure which might be required to remedy any defects.

The Planning Act does not in itself convey power to the Planning Authority to control the standard of construction of buildings. These matters are presently controlled under the Building Bye-Laws which have been adopted for certain parts of the County, viz, Rathdown No. 2 Rural District and the townlands contiguous to the coastline (Map No.10). Building Bye-Laws have not been adopted in respect of the remainder of the County and cannot now be made.

"The Proposed Building Regulations" to be made by the Minister for the Environment have been published. However, these have not as yet come into force. Pending the making of those Regulations, the Planning Authority recommends that persons carrying out building development in these areas not already controlled by Bye-Laws should construct their



<b>Legend</b>	
RATHDOWN No 2 RURAL DISTRICT	
COASTAL TOWNLANDS	
<b>County Development Plan 1989</b>	
Title BYE-LAW AREAS Map No 11	



buildings in accordance with the standards indicated in the "Draft Building Regulations". When those regulations become obligatory, existing buildings may be required to comply with the regulations.

### 3.2.2. Enforcement

Where developers are carrying out works, which either do not conform with their own planning proposals as may be amended by the conditions of their permissions or, who do not have any permission at all, it is the policy of the Council to take legal action to ensure that such illegal works would cease immediately and that all necessary corrective measures be taken to rectify the situation.

## 3.3. BUILDING DESIGN

### 3.3.1. General

Planning is concerned with the environment in which people live, work and play and this necessarily entails consideration of the aesthetic qualities of buildings and their surroundings as well as the question of practical convenience, health and safety. The design of any dwelling and the choice of material shall be in character as far as reasonable with other structures in the area in which it is situated. In rural areas where development is permitted, the development will be required to contribute to amenity by good siting and layout, proper architectural treatment of structures and landscape treatment in character with the area. Hedgerows should be retained, wherever possible.

### 3.3.2. Policy

It is one of the main objectives of development control to ensure that the environment is visually pleasing by preventing bad design and encouraging that which is good.

### 3.3.3. Height of Buildings

The heights of buildings should be such that they accord with those of their surroundings. Generally dwellings should not exceed two-storeys in built-up areas and should be single or two storey in rural areas, depending on siting and location.

## 3.4. HOUSING ESTATE DEVELOPMENT STANDARDS

### 3.4.1. Density

The maximum gross density which will generally be permitted for housing development of conventional design and layout in areas serviced by public sewerage systems will be twenty semi-detached or detached

dwellings per hectare (approx. 8 Ho./acre) or twenty-five terraced dwellings per hectare (approx. 10 Ho./acre). This maximum density will apply to those areas for which densities have not been specifically defined elsewhere in this Plan.

Where the estate layout and the design of the building adequately provide for privacy of the inhabitants within the houses and provide adequate standards of private open space attached to each dwelling this density may be increased. It will be dependant also on the capability of the main water and sewerage systems in the area accommodating the increased numbers. The onus of demonstrating that these systems can accommodate the change without loss elsewhere will rest with the applicant seeking such increase. The front building line requirement shown in paragraph 3.10.6. may be waived in such housing layouts but adequate standards of daylighting, sunlighting, ventilation, car parking, storage and public amenity areas will be required with a flexibility in the design of a proportion of houses to allow expansion whilst still retaining adequate private open space.

In areas not serviced by public sewerage systems, the maximum density applicable will be that required under the standards recommended in Appendix B of the I.I.R.S. Publication "Recommendations for Septic Tank Drainage Systems suitable for single houses" Ref. S.R.6. 1975.

#### 3.4.2. Roads and Footpaths

In general, the standards of development required for new areas will be in accordance with those set out in "Recommendations for Site Development Works for Housing Areas" published by An Foras Forbartha. However, the turning circle is favoured instead of the hammer-head at the end of roadways and flexible construction instead of concrete for carraigeways. Kerbs in all cases should be precast with specials at curves, instead of cast in-situ kerbing. Where roads are carrying through traffic or are leading to housing areas which have more than 200 houses they should have a carraigeway width of at least 7.3 metres and should not have frontage development. Special conditions may be imposed for the treatment of the rear of houses looking onto such roads. Minor roads leading on to these spine or through roads should have 6 metre wide carraigeways. In short, cul-de-sacs serving up to 20 houses, a carraigeway width of at least 5.0 metres may be accepted.

Crossroads will not be permitted. Where staggered T-junctions are provided instead of cross-roads, they should have a right-left stagger and be offset by at least 40 metres. Roads should be designed in accordance with "Geometric Design Guidelines" published by An Foras Forbartha. However, in residential areas the road layout should ensure that vehicle speeds well below the permitted maximum of 30 m.p.h. (48 k.p.h.) will prevail. Maximum speeds in the order of 20 m.p.h. (30 k.p.h.) would be appropriate. This will allow curves of smaller radius than required in the above publication. Access for scavenging vehicles and for emergency services such as ambulances and fire fighting appliances will govern the minimum radii permitted. Footpaths should be 2 metres in width along both sides of all roads and a grass margin of 1.5 metres width will also be required along both sides of urban connector or distributor roads.

### 3.4.3. Daylight and Sunlight

These should be provided in accordance with the guidelines set out in the publication by the British Ministry for Housing and Local Government - Planning Bulletin No. 5, entitled "Planning for Daylight and Sunlight". The orientation of dwellings should, where possible, allow for sunlight to enter living rooms in the afternoon and kitchens and bedrooms in the morning for at least one hour a day over ten months of the year.

### 3.4.4. Ventilation

Sufficient space should be provided around dwellings to ensure adequate circulation of air about the buildings themselves and to the inhabitants within.

### 3.4.5. Car Parking

Car parking provision should at least comply with the standards set out in Paragraph 3.12 - Parking. Parking should be provided for each dwelling. Whilst garages and car-ports can provide the necessary parking, it is usually desirable to have a hard-standing area also within the dwelling curtilage. This arises because frequently inadequate storage space is provided with the contemporary dwelling house and the garage is converted to habitable uses and so is no longer available for its original purpose. Visitor parking should also be provided in conveniently located groups. Such group parking schemes must be adequately landscaped or differentiated to minimise the visual impact of extensive paved areas. As a norm one car space per dwelling unit, plus one visitor's car parking space at the rate of one space for every four dwellings will be required.

### 3.4.6. Private Open Space

Each dwelling should have provision for clothes drying, children's play, storage, waste bins and sitting out space and should be screened from public areas and other houses.

### 3.4.7. Privacy

The dwellings should be so constructed and orientated as to ensure adequate privacy for the occupants from public areas and also from other houses. Generally, the distances between opposing windows should be 21 metres (70 ft.) or more. Windows of living rooms should be so positioned that people in public areas cannot approach right up to them. Generally, windows in side elevations will not be permitted especially at first floor level. Windows to bathrooms, halls, stairs and landings which can be fitted with obscure glass, without adversely affecting the living standards of the occupants, may however be permitted. The private open areas should have screen walls or other visual barriers erected between such areas and public areas as well as

visual barriers erected between such areas and public areas as well as between each other. These barriers should extend at least 1.8 metres (6 ft.) from the rear walls of dwellings where they are in rows. Where the screen forms the boundaries between rear gardens and public areas, they should extend the full length of the rear gardens.

#### 3.4.8. Rear Gardens

The normal depth of rear gardens required is 10.7 metres (35 ft.) and should extend across the full width of the house at an average of this depth but should not be less than 5 metres in any event where corner sites etc. are involved.

#### 3.4.9. Open Plan Layout

Where estates are designed on the open plan layout, particular attention will have to be given by the designer to the landscaping of the front garden areas. The developer and/or builder will be required to have legal contracts incorporated in the title deeds of each house in the estate which will ensure that no walls or fences of timber, stone, concrete etc. will be built to enclose those open areas.

#### 3.4.10. Horses and Livestock in Housing Areas

The keeping of horses in the grounds of individual houses will not be permitted. Stables for horses are not to be regarded in the same category as outhouses, garages or sheds. They are not exempted development and must be the subject of separate planning permission.

#### 3.4.11. Vandalism

Vandalism generally occurs in those areas where lack of maintenance combined with lack of public appreciation is at its highest. However, much of the damage in housing estates is usually the result of childrens' usual activities and untidy or thoughtless behaviour rather than deliberate vandalism. Much can be done to limit the need for maintenance and repair by ensuring that furniture in public areas and boundary fences etc. are constructed of robust materials. Planting of vegetation, levelling and grassing of open spaces, provision of play areas must be carried out before residents move in. Trees and shrubs must be supported, protected and/or fenced until established. Trees and shrubs will stand a much better chance of survival if, instead of being planted singly, they are planted in groups and clumps. Other features are less prone to damage if placed in full view from houses where they induce a surveillance from the occupants.

#### 3.4.12. Noise

The chief generators of noise in housing areas are motor vehicles and children playing. Where the numbers and speeds of motor vehicles are kept to a minimum, little disturbance is experienced from this source, and so, the design of housing areas should, where possible, attempt to achieve low speeds and should discharge through-traffic from residential areas. Children playing outdoors in large numbers need not be a source of complaint if the large paved area is isolated by distance across the parkland area of an open space from the houses. Small landscaped areas incorporating childrens play features, as distinct from playgrounds, are less likely to be objectionable from this aspect of noise.

#### 3.4.13. Wired Services

Electrical, telephone and television services shall be placed underground in housing areas. In the case of services which are attached to buildings, this will apply at the points where the services cross roads or open spaces. In the construction of housing estates, developers will be required to provide the necessary underground ducts to bring the services into each dwelling.

In the case of television, if there is not a communal service in the area already capable of providing a service to the particular development, provision of a suitable site for communal aerial may be a prerequisite to the granting of permission.

#### 3.4.14. Access to Community Facilities and Amenities

The layout of residential areas should take account of the need to provide easy access to amenities and community facilities so that the function of the house is linked to that of the town. Footpaths should lead directly from houses to schools, shops, churches, health centres etc. and should form a spine around which the open space system should be established.

#### 3.4.15. Naming of Roads

It may be a condition of the planning permission for new housing schemes that the developer will submit a scheme for the naming and numbering of the estate and avenues within three months of the completion of the development. On approval of the naming of the scheme which will have to be done in consultation with the residents, the developer shall be required to provide the name plates and numbers at his expense, as required by the Council. Indicator plates will also be required to be erected to show the positions of water pipe fittings, hydrants etc.



### 3.4.16. Open Space Standards

New residential development will require communal open space provision at the rate of 1.67 ha (4.13 acres) per 1,000 population, for recreation of the residents as well as play areas for the children. This rate of provision is subject to a minimum of 10% of the overall site area. In calculating the area of open space the area of roads, footpaths and grass margins will not be taken into account. To determine the number of people for whom provision is to be made, an assumed occupancy rate for the proposed houses will be taken as four persons per house or one person per habitable room in the case of multiple dwellings. The land thus provided must be laid out in a manner which clearly defines the following uses and in the following order of priority (See Table 9).

- (a) Small intimate areas for young children under seven years of age, together with seating accommodation for parents to supervise them.
- (b) Larger areas slightly removed from dwellings for noisy and space demanding activities.
- (c) Space for rest and relaxation especially for senior citizens.
- (d) Decorative areas combined with (a), (b), (c).
- (e) Large areas for formal games.

Table 9 Communal Open Space Standards

Use	Rate of Provision Per 1,000 Population		Desirable Size of Unit	Desirable Distance From House
	Hectares	Acres		
(a) Playlots	0.12	0.30	200-400 sq.m.	100-200m max. (110 - 220 yds.)
(b) Active Recreation	0.4	1.0	0.8ha (2ac) up	.75km (1/2 mile)
(c) Parkland & seating, grass & planted areas	0.4	1.0	0.8ha (2ac)	.75km (1/2 mile)
(d) Football pitches tennis courts etc.	0.75	1.85	4-12ha (10-30ac)	1 1/2km (1.0mile)

These various uses may be provided individually or combined in larger units whilst complying with the criteria for the desirable optimum distances from the dwellings to be served and the cost of optimum sizes for a maximum maintenance cost. Where two or more housing developments are occurring in an area, the open spaces should be combined to provide the largest possible units, particularly for uses (b) and (c) inclusive.

#### 3.4.17 Design of Communal Open Space

It is vital that these recreational and social facilities should be provided simultaneously with the houses whose occupants they are to serve if damage and anti-social behaviour is to be avoided. They should form an integral part of the layout and should be given at least as much care in design as the other elements of the housing estate.

Playlots and relaxation areas should be sheltered from wind and reached by the sun. They must also be free from vehicular traffic while being in the main-stream of activity, e.g. straddling a main pedestrian route or at the point of convergence of a number of pedestrian routes. If such a pedestrian system had not previously been proposed, it would be necessary to ascertain the desire lines for the maximum number of people in the estate who would, given a satisfactory facility walk to the shops, schools, churches and other community activities. The footpath system should then be provided on the principle desired lines. The open space provision should then be laid out in conjunction with this system.

The layout of the open space will vary with the size and topography of the site. The specific activities desired should be fitted into the site so as to ensure maximum preservation of natural features such as trees, interesting ground forms and slopes, rock outcrops and streams. Excavation works and grading of such areas should be kept to a minimum consistent with the specific activity needs. Where possible natural features, such as changes of level, hedges, etc. should be used to demarcate or to segregate the different activities - play areas, rest areas, ball areas etc. Playlots should be located close to the dwelling and should be overlooked by as many of them as possible. Playlots should especially be accessible to children without them having to cross dangerous roads. The equipment should be designed to provide the greatest possible safety for children.

#### 3.4.18. Tree and Shrub Planting

Most estates are bleak and exposed during the first few years of existence and in many for a much longer period depending on the ability and conscientiousness of the designer and the developer. Effective planting should be used to achieve the objectives of sheltering, screening, defining space and reinforcing and focussing views as appropriate to each particular area. Where a proposed site

contains trees or hedges which are in sound condition, every effort should be made in the design of the layout and during the course of construction works to preserve and protect these items and to incorporate them in the attractive features of the estate. During the course of construction, these should be fenced off instead of being used as the site office storage or dump area. It is an objective of this plan to require tree planting in all housing estates. An appropriate rate of tree and shrub planting in the public areas of an estate would be at least one tree and two shrubs per dwelling.

Species of trees and shrubs selected should be appropriate to the scale of the area for which they are chosen. While exotic varieties are attractive, it will be found that the existing vegetation which is flourishing in an area can, when properly cultivated, be equally attractive and is more likely to flourish in its native area than the foreign species. As the trends in agriculture and forestry in the County are leading to a loss of the broadleaved tree varieties in favour of the coniferous varieties, the provision of open space in housing estates presents an opportunity to preserve broadleaved varieties for the enjoyment of both the present and future generations. Planting of trees and shrubs will suffer less interference and breakage if planted in groups and clumps rather than the more vulnerable individual specimens. Where a plant is likely to suffer damage in a particular position either a thorny variety can be used or else a variety which thrives on hard pruning.

#### 3.4.19 Pathways

Pathways through open spaces should primarily be along the desired lines where the greater number of people wish to go. They should also provide a network for recreation and leisure walking. The surface of walks should be stable and firm, relatively smooth in texture and have a non-slip quality and should require minimal maintenance work. Gradients should generally be in the order of 3%. Where ramps in excess of 5% are required, they should be as short as possible. Public lighting must be provided to these pathways and adequate drainage also provided. Occasional rest areas off the travelled path should be provided and should have seats and planting or banking to provide a suitable sitting environment. The rest areas should also have sufficient paved surface to accommodate prams, etc.

#### 3.4.20 Securing Open Space for Public Use.

Applicants for permission for housing development will be required to designate and design communal open spaces in accordance with the above guidelines. Security for the carrying out of the works of provision and layout of the open spaces and provision of ancillary fittings and vegetation will be a condition of any permission granted. Where these works are not being carried out, the Council will use the powers conferred on it by the Local Government (Planning and Development) Act, 1963 and 1976, to secure these objectives. The Council will not accept "backlands" nor incidental open spaces to roads to be public open space unless of adequate size.

In addition to the provision of 1.67 ha of communal open space per 1,000 population necessary for the immediate needs of residential areas, the Council recognises the necessity for the provision of formal games areas for the general public, for private clubs and for schools. These latter spaces should ideally be provided on unserviced land so that expensive infrastructural services will not be wasted by the extremely low demands placed on them.

Where it would not be in the interests of the proper planning and development of an area to require all or part of the open space requirements, as set out above, to be provided on site by a developer, the Planning Authority may require the applicants plan to be amended or may by condition require the developer to pay a stated sum of money towards the cost of providing open spaces elsewhere in lieu of those omitted.

Further, it is an objective of the Plan to examine existing concentrations of house developments to ascertain their need for public open space and to provide playing fields and recreation areas where a need exists.

### 3.5 SEWAGE DISPOSAL IN UNSERVICED AREAS

#### 3.5.1. Septic Tanks

Where it is proposed to build a new house in an area which is not serviced by a public sewer, but which is otherwise acceptable, a septic tank system of drainage which conforms with the guidelines set out in "Recommendations for Septic Tank Drainage System suitable for Single Houses" as published by the Institute for Industrial Research and Standards - Ref. S.R.6 1975, may be used. The system uses a percolation area for the disposal of the effluent instead of soakpits. This percolation area is considered to be the most important part of the septic tank system. This system is suitable for a single house only. Where a group of houses is proposed, each is required to have an individual septic tank with a percolation area and a reserve percolation area. Also, the septic tank system provides for the treatment and disposal of all domestic water waste but not for disposal of rainwater, surface water or farmyard washings. Instead, separate disposal arrangements must be made for these latter items.

As the effluent from the percolation area diffuses into the ground water, the percolation media should at all times be above the level of ground water table so that bacterial action can improve the quality of the effluent before it reaches the ground water. Assessment of the direction of the flow of the ground water is also important to ensure that the effluent will not pollute any well or borehole. The isolation of the water supply source from the percolation area is of primary importance since contamination from the percolation area can be carried for considerable distances particularly in sandy soils, gravels and fissured rock. The chemical and bacteriological quality of the water supply should be tested regularly where the household is dependant on a private system.

The minimum site areas defined in Appendix B of the afore-mentioned I.I.R.S. publication will be required for all new houses dependent on a septic tank drainage system.

### 3.5.2. Sewage Treatment Plants

Sewage treatment for small communities presents many problems. Small isolated sewage treatment plants typically present design and operational problems of a sort not encountered with a large scale public urban works even though the processes employed for treatment may be basically the same in both situations. Many of the problems relate directly to the fact that small plants can normally be given very little supervision or maintenance. Privately owned plants connected to small house groups are especially liable to serious neglect. Partial malfunction or even complete breakdown of plant operation may continue for long periods before being noticed and frequently for even longer periods before remedied. Meanwhile, significant pollution of the surrounding area and even water courses may have occurred. Accordingly, such systems will generally not be permitted except to serve existing communities of appreciable size.

### 3.6. TEMPORARY DWELLINGS

It is an objective of the County Development Plan to prohibit the use of temporary dwellings, defined for the purpose of this Plan as including caravans, chalets, mobile homes and huts, for permanent residential purposes as they are considered to be generally unsuitable for all-the-year round human habitation. However, exception will be made in the case of acute housing need. Such temporary dwellings should not be obtrusively sited. Any permissions granted shall be for limited periods only. Where siting is otherwise acceptable, the Planning Authority would prefer to see permanent houses as an aesthetically more satisfactory alternative to temporary dwellings.

### 3.7. SELF-CATERING TOURIST ACCOMMODATION

#### 3.7.1. General

The current trend of greater numbers of people using self-catering holiday accommodation, whether permanent or mobile has created increased demand for caravan parks, chalet and holiday home developments and camping sites in the County. Self-catering tourist accommodation is estimated to amount to at least 1,200 units of which 140 are holiday chalets, approximately 40 are self-catering houses or cottages and the balance are caravan/camping parks. The twenty caravan parks in the County provide approximately 1,024 pitches. Only three of the caravan parks are registered with Bord Failte. In view of the increasingly complex demand for self-catering accommodation in the County, a policy covering all forms of self-catering accommodation is required.

### 3.7.2. Problems with Caravan Park Development

There are a number of particular problems associated with caravan park development. First and foremost is the visual impact of such developments on the rural landscape. ~~From an aesthetic point of view caravans are an intrinsically unsatisfactory form of development. Unlike a house they are not designed to suit any particular site nor location and the materials from which they are manufactured are not easily assimilated into the landscape.~~

The standards of caravan parks both in terms of layout, engineering services and site location as well as in terms of the level of facilities provided for the visitor, the degree of maintenance and on-going investment vary considerably.

### 3.7.3. Classification of Existing Caravan Parks in Co. Wicklow

In recent years there has been a huge increase in the variety of types of caravan parks being developed and in the forms of accommodation being provided. The traditional caravan park, catering primarily for the touring visitor, has evolved into the mobile home park that caters primarily for based holidaymakers. In its built form the former characterised by the provision of pitches or hard stands and few if any permanent structures while the latter is comprised of mobile homes or chalets fully serviced and remaining in position all year round.

Table 10 provides a classification of caravan parks derived from observation of existing caravan parks in County Wicklow. Although 4 categories of park are identified the most important distinction is that between those parks that cater primarily for tourist (categories A & B) and those parks that cater primarily for based holidaymakers (categories C & D). Of 22 caravan parks in County Wicklow only 3 or 4 cater primarily for tourists. Only 3 parks are registered with Bord Fáilte as it is only caravan parks that cater primarily for tourists that are accepted for registration.

There is a fundamental difference between those caravan parks that cater primarily for tourists and those that cater primarily for based-holidaymakers. The tourist caravan park provides a particular kind of holiday incorporating relatively cheap accommodation (caravans, tents etc.) and maximum flexibility (travel, choice of place to stay etc.). There is no other form of accommodation that can provide this type of holiday. These parks will generally be located over a wide area (travelling from one place to another being one of the attractions of the holiday) and therefore their physical impact on any one area need not be significant. The caravan park for the based holidaymaker essentially fulfils the same function as permanent dwellings built as holiday homes whether they are in the form of houses, bungalows, apartments, Irish cottages etc. In other words there are alternative forms of development that can be provided to cater for this kind of holiday. ~~In addition, these parks tend to be concentrated at particular locations (coastal areas of Brittas Bay and Arklow especially) and therefore their visual impact in these areas is considerable and can lead to a significant deterioration in the local environment.~~

TABLE 10 CLASSIFICATION OF CARAVAN PARKS (INCL. CHALETS)

USE CONSIDERATIONS		PHYSICAL DEVELOPMENT CONSIDERATIONS				
NATURE OF USE	CLIENT GROUP	OCCUPANCY	NATURE OF DEVELOPMENT	VISUAL IMPACT	TRAFFIC MOVEMENT	
<b>1. Tourist</b>						
<b>A. TOURING</b>	Client hires or drives caravan or camper from one park to another.	Likely to be touring or based touring group.	Likely to be relatively short stay.	Standard caravans or camper on hand stands, separate toilet block provided. Likely to include provision for tents.	No caravans in place during off season so that visual amenity is least impaired.	Necessitates movement of cars and caravans into and out of the park on a regular basis during the season so that there are implications for road widths etc.
<b>B. STATIC CARAVANS-TOURING</b>						
Client travels by car only and rents fixed caravans at different parks.	As A above.	As A above.	Caravans/mobile homes permanently on hard stands anchored to concrete pads or blocks and fully plumbed into site sewerage and water supply network. Separate toilet block provided likely to include provision for tents.	Caravans/mobile homes remain in place all year round so that the visual impact of the development is maximised.	Motor vehicular traffic only. Caravan/mobile homes are not moved into and out of the park on a regular basis.	
<b>2. Based Holiday Maker</b>						
<b>C. STATIC CARAVANS-NON-TOURING</b>	Caravan is owner-occupied and client pays annual rent for pitch and services. Client arrives and departs by car.	Likely to be based holiday group.	Likely to be relatively long stay or frequent (especially weekend) visits by owner over a short season.	As B above. Extra development also likely to occur-verandahs, patios etc. - in the vicinity of each caravan or mobile home resulting in very much larger and increasingly permanent structures. Probably won't provide for tents, at least not formally.	As B above. Extra As B above. development increase visual obtrusiveness of development.	
<b>D. CHALET</b>	Chalet owner-occupied and client pays service charges, management fees etc. Client arrives and departs by car.	As C above.	As C above.	As B & C above. Structure itself may be larger still (possibly as large as a permanent house), with or without a pitched roof. Will probably require assembly on site and forms a more or less permanent structure.	As B & C above. May be constructed from a wider range of materials and therefore can be made to assimilate more satisfactorily into the landscape.	

#### 3.7.4. Policy

##### (i) Caravan Parks catering primarily for Tourists

In line with the increasing demand for self-catering holidays there is likely to be a continued demand for this type of caravan park. The Planning Authority recognises the contribution that these facilities make to the development of the County's tourist industry.

~~It is the policy of the Planning Authority to secure a reasonable distribution of such caravan parks throughout the County while avoiding a concentration in any one area.~~ Caravan parks are often located at a particular amenity resource (lake, beach etc.). While recognising the need for these facilities to locate in such areas it is the policy of the Planning Authority that caravan parks should be located at some distance from the primary attracting feature of an area so as to ensure ease of access to and enjoyment of the amenity for the maximum number of visitors.

In relation to caravan parks catering primarily for tourists it is the policy of the Planning Authority that they should provide for a mix, both touring and pitches and static caravans. They should also provide for camping facilities.

##### (ii) Accommodation for Based Holiday Makers

(1) It is the policy of the Planning Authority to encourage the provision of permanent holiday homes (single houses, holiday cottages etc.) as a more satisfactory alternative to caravans, mobile homes or pre-fabricated chalets where it is the intention of the developer to cater primarily for based holidaymakers. Such developments shall be encouraged to locate within existing towns and villages where there are existing facilities including services and where they may contribute to village renewal and development. In other areas they shall be permitted only on sites that afford a satisfactory level of natural screening and where the design and layout is of a high standard.

(2) Where chalets, mobile homes or caravans are proposed it is the policy of the Planning Authority where such development is permissible to favour the provision of chalets instead of caravans or mobile homes. This is because chalets may be constructed of a greater range of materials as well as of more durable materials and designed to suit a particular site so as to be more easily assimilated into the landscape.

(3) Parks that cater primarily for based-holidaymakers are mainly concentrated in the coastal areas of Brittas Bay and Arklow. Their further proliferation in these areas will be closely controlled so as to maintain the recreational capacity of the coastline and to preserve scenic amenities.



### 3.7.5. Development Control Standards

#### General

In making an application to develop a caravan park the applicant will be required to specify the precise nature of the park that is proposed. Specifically this shall include details of the following:

- (a) The type of client or user that the park is to be designed to attract i.e. touring holidaymakers or based-holidaymakers.
- (b) The number and type of pitches to be provided i.e. the number of touring pitches, the number of static caravans, the extent of provision for camping.
- (c) The type of structures (plans, elevations, sections) to be provided i.e. - caravans, mobile homes, chalets etc.

In general permission for caravan and camping sites development will be granted for periods of limited duration only. Where a site is registered with Bord Failte a permanent permission may be granted. The minimum standard of development of a caravan park shall be in accordance with the "Model Standards for Camping Sites" issued by the Department of the Environment, 1980.

The period of occupation of any site will be limited by planning condition. Occupation will normally be restricted to the period within 1 March to 31 October in any one year.

A grant of permission for a caravan site will not imply, unless stated in the permission, a grant of permission for additional facilities such as a shop, cafe, restaurant or building for other commercial purposes.

All caravan sites are required to be licensed on an annual basis under the Local Government (Sanitary Services) Act, 1948. The conditions stipulated in the licence in so far as they relate to the layout of the site and the engineering services to be provided shall have regard to the terms of the planning permission.

#### Location Criteria

Caravan sites should be located in reasonable proximity to existing settlements so as to ensure access to basic services including social and shopping facilities. They should not be located immediately adjacent to residential development or in an area where they are overlooked by a residential area.

They should be sited adjacent to public roads of adequate width and capacity. In the case of caravan sites catering primarily for tourists such roads should not be less than 5m in carriageway in width and have a good standard of visibility to ensure easy and safe movement of caravan traffic. Direct access onto either National Primary or National Secondary roads will not normally be permitted.

Caravan parks should be developed on sites which are screened naturally from any road, right-of-way or hillside. They will not be permitted on sites where there is no existing natural screening. In all cases the Planning Authority shall require a comprehensive planting scheme to be carried out as an integral part of the site development. This shall include planting both on the periphery of the site and within the site. The aim of such a scheme will be to screen the caravan site from all roads, right-of-ways and vantage points and to assimilate the site into the landscape.

#### Services

All sites must have adequate water, sewerage, scavenging and electricity services. Connection of sites to public water and sewerage mains will be required wherever possible. Alternatively, private supplies and treatment works may be accepted where local ground conditions are favourable.

Sanitary blocks shall be provided to serve the needs of both static (where necessary) and transit caravans. They shall be permanent structures and located so as to take advantage of site topography and any existing natural screening. Semi-permanent structures serving individual caravans shall not be permitted.

#### Site layout and design

In relation to layout and design of caravan parks, prospective applicants for permission to develop sites are referred to the following publications:

"Model Standards for Caravan Sites", Department of Environment (1980); and Bord Failtes "Guidelines for Development of Caravan and Camping Sites" (1982). In addition prospective applicants should consult with the Planning Authority prior to making a formal application."

### 3.8. EXTRACTIVE INDUSTRIES

#### 3.8.1. General

County Wicklow has long been a source of mineral wealth in Ireland. Approximately 2% of those gainfully employed in the County are engaged in mining (i.e. mining, quarrying and turf production). The 1981 Census shows that 1,345 persons were engaged in the transport industry. Whilst the Census return does not draw a distinction between the various sectors of the transport industry, it is reasonable to assume that a considerable proportion of those persons employed in the transport industry are actually engaged in the transport of the County's mineral output. The sand and gravel won in the County is a basic material for the building and construction industry. The increased production of precast concrete goods and the dressing and sculpting of granite are activities in which employment could be increased so as to derive greater benefit from the County.

Processing licences for virtually all the mountain area of County Wicklow have been sought in recent years. In view of the past mining history of County Wicklow, it is likely that modern prospecting techniques will locate further deposits of mineral of sufficient grade and in sufficient quantity as to render its extraction economically viable. Metals which are positively known to have been worked are Antimony, Copper, Iron, Lead, Silver, Manganese, Zinc and Gold. Other materials such as granite, slate, quartz, sulphur and rock, stone gravel and sand aggregates have and are being extracted.

### 3.8.2. Policy

Because of these operations in the past there are a number of areas of unsightly and sterile landscape with ruined structures, unstable and possibly dangerous slopes causing run off water which contains toxic matter e.g. in the Wicklow Gap and Avoca Valley areas. Current extraction operations are still, despite increasing awareness of the problem, creating desolate areas and nuisance to the surrounding countryside from noise, dust and traffic generation on roads.

It is an objective of this Plan:-

- (a) To have areas which were rendered derelict in the past restored to beneficial use and landscaped to conform to the surrounding areas.
- (b) To exhort existing operators, who are not controlled at present, to so order the work of extraction and/or deposition of waste so that final reinstatement and restoration to a beneficial use can be achieved with the minimum of effort and expenditure.
- (c) To ensure that new workings will cause the least possible disturbance to the neighbourhood during the working period and that they will be reinstated to some beneficial use when returned, in a manner consistent with the appearance of the surrounding landscape.

### 3.8.3. Development Standards

Planning applications for new quarrying or mining operations must indicate the minerals which it is proposed to extract, clearly delineate the extent of workings proposed, the annual rate of extraction, the locations of soil heaps or tailings and the phasing of various stages of working. They should also indicate details of likely nuisances which might be created and the applicants proposals for the suppression of those nuisances. Particular attention will be given to possible emissions of noise, vibration, smell, fumes, smoke, soot, ash, dust, grit, radioactivity and the discharge of any effluents (including run-off water) which might contain polluting or toxic materials in solution or suspension. Information will also be required on the volume of traffic generated; types of vehicles used; routes; method of cleaning vehicles leaving the workings and prevention of spillage on the public roads.

Where the minerals to be extracted might, during or after the extraction operation, cause detrimental effects on the environment or ecology of an area, baseline surveys shall be carried out of the existing situation in that area and a record submitted to the Council. It will thus be possible to monitor the effects of such development on the area and to take action when necessary to preserve the amenities of the area.

The Council will require that quarrying or mining operations cause the least possible impact on the appearance of the landscape during the course of extraction and will not be injurious to the amenity of the area, either during or after the carrying out of operations. The direction of opencast working, must be such that the cut face will be hidden from public view as much as possible and if necessary boundaries of working areas adjusted to preserve trees and hedgerows. Low embankments and earth moulding should be used where necessary to screen working areas which are in views or prospects of amenity value. Top soil and/or overburden should be stored in such a position that it will not cause injury to the amenities of the area. Run-off of ground and/or storm water from worked areas shall be controlled and rendered innocuous.

Transportation of minerals on public roads must be done in such a manner as not to cause nuisance to other road users. If the public roads serving the proposed development are considered by the County Council to be inadequate in width, alignment or structure to carry the size and weight of loads proposed, it may by condition require a contribution towards the improvement of such roads as are necessary to accommodate such traffic.

#### 3.8.4. Rehabilitation and Reinstatement

Where mineral workings are permitted, it will be a condition of the grant of permission that, within a period specified after the completion of extraction, all machinery, buildings or other ancillary structures will be removed and the land reinstated to a standard which will enable viable agricultural, forestry or other approved use to be carried out on the land thereafter. All materials will have to be graded off to slopes which are stable for the particular material and if possible, to gradients which can be worked by standard agricultural machinery, i.e. in the order of 1:4 side slopes.

Bonds or levys may be required by the Council as a condition of any planning permission granted to ensure satisfactory reinstatement on completion of extraction.

#### 3.8.5. Archaeological Remains

Any archaeological remains in the area to be worked shall be fully explored and recorded before excavation. Any unknown archaeological features discovered on the site during excavation shall be brought to the attention of the Council and the National Monuments Branch of the Office of Public Works.

### 3.9. ADVERTISING

#### 3.9.1. General

Advertising signs frequently cause injury to amenity, are out of character and scale with their surroundings, or clutter and dominate the environment. Advertising signs will be permitted in commercial, business, industrial and entertainment areas provided they are in character, scale and harmony with their surroundings. Interference with the architectural appearance of buildings would be greatly reduced if provision was made in new buildings for any signs likely to be required.

#### 3.9.2. Control of Advertising

Advertising signs and hoardings will not normally be permitted along rural roads or in residential areas of towns. In such areas signs will be restricted to the necessary direction and information signs relating to local facilities. Advertising signs and hoardings will be prohibited along the National Primary and Secondary routes and will not be permitted in any case where they may interfere with the safety and/or free flow of traffic.

Advertising hoardings will only be permitted if they improve the neighbourhood by screening some unsightly feature pending the rehabilitation of the affected area. Where such signs or hoardings are permitted they must be of good design and durable construction, harmonising in scale and colour with their surroundings. Permission for advertisements will only be granted for limited periods up to a maximum of five years.

#### 3.9.3. Advertising in Areas of Special Control

Some areas must be preserved unspoilt because they constitute special civic assets. Such areas include landscape areas of special control as defined in this Plan and in the vicinity of monuments and buildings of artistic or archaeological interest.

#### 3.9.4. Advertising in Rural Areas

Only local advertising will be permitted in rural areas. Local advertising means advertising that is related to a premises in the rural area within 10km (6.2 miles) of the advertisement. This advertising must comply with the following:- (a) It must be for the purpose of identification of a premises or direction to a premises, (b) it must not contain any trade name or brand name, (c) it must not exceed 1.4m<sup>2</sup> (15 sq. ft.) in area. Preference will normally be given to the provision of suitable finger post signs as described in paragraph 3.9.6.

### 3.9.5. Advertising in Built Up Areas

In built up areas, advertising signs will generally be permitted subject to the following provisions. (a) Advertising signs will not be permitted in purely residential areas. (b) The size and scale of the advertising signs shall not be in serious conflict with those of their surroundings. Advertising panels exceeding 16 sheets size i.e. 1.93m x 3.30m (6'8" x 10'10") shall generally be regarded as out of scale in small towns. (c) Advertising signs will not be permitted where they interfere unduly with the features of a building or where they project above the skyline. (d) Advertising signs will not be permitted where they compete with traffic signs, interfere with sight lines or distract attention at a junction so as to create a traffic hazard.

In certain cases finger post signs may be required as an alternative to advertising signs particularly where such signs may detract from amenity or create a traffic hazard.

### 3.9.6. Sign Posting

It is an objective of the County Development Plan to improve signposting generally around the County. The Department of the Environment has recently issued a circular recommending a new system of signs for tourist attractions and accommodations, consistent with signposting trends in Europe and Great Britain.

The policy of the Council is to licence the erection of standardised fingerpost signs on roadside margins, in accordance with the Councils specifications. Other forms of signs including advance directional signs and on site signs will be considered on their merits.

The use of such fingerposting will be restricted to giving advance notice of tourist attractions and accommodation and other suitable business uses. Signs will only be licenced where premises are located away from main traffic routes in rural areas. Signs will only be licenced within 10km (6.2 miles) of the premises and should if possible be located at the nearest junction.

Fingerpost signs will not be permitted where they give rise to confusion for road users nor if they endanger traffic safety. Signs will not be permitted also where they detract from areas of high amenity or interfere with views and prospects. A condition of licencing fingerpost signs will be, that any unauthorised advertising signs shall be removed.

The message on licenced signs will be restricted to the name of the particular establishment or tourist attraction, directional information, distance and Bord Failte grade if relevant. The signs shall not be used for product advertising.

### 3.10. ROADSIDE DEVELOPMENT

#### 3.10.1. General Policy

In order to ensure the safety and free flow of traffic, to maintain traffic capacity, to minimise traffic hazard and to protect public investment, it is necessary that future isolated sporadic development including residential and other accesses be restricted along all main roads in rural areas.

In accordance with a direction from the Minister for the Environment, the Council requires that as a general policy, the locating of a new means of access to the National Primary Roads and National Secondary Roads for residential, commercial, industrial or other development dependent on such means of access will not be permitted except in areas where a speed limit of 50 to 60 k.p.h. (30 to 40 m.p.h.) applies, or in the case of infilling in existing built-up areas. Members of the farming community wishing to build houses for their own occupation on their land may sometimes have to be treated exceptionally but it is in the interest of safety of these persons and their families that permission should not be granted for provision of access to the National Primary or Secondary Road if an alternative is possible.

Also, where a National Primary or Secondary Route passes through a town or village and the opportunity arises for re-development, even of a minor nature, either by the Local Authority or by private developers, it is an objective to secure that under the re-development the number of points of access is limited as far as possible.

#### 3.10.2. Sight Lines and Visibility Standards

The availability of adequate sight distances along the major road from an access point or junction is the most critical requirement for road safety. On a level road, the distances should be equal to or greater than those set out on Table 11.

Table 11 Sight Distances for Level Roads

Road Design Speed	km/h	40	60	80	100
	m.p.h.	25	37	50	62
Minimum Sight Distance (metres)		40	80	130	190

The sight distance is measured using a height of viewers eye of 1.05 metres and an object height of 1.15 metres. Appropriate allowances should be made for increasing or decreasing the minimum sight distance for downhill and uphill gradients respectively. The allowances are calculated on the basis of 2% increase in distance for each 1% of grade on steep down-grades and vice versa for up-grades. The viewer must be back clear of the road carriage way a minimum distance of 3.0m (10 ft.) when measuring the sight distance available.

### 3.10.3. Junction Design

Access points or junctions which form a cross road with another will not be permitted. At all times an access point must form a T-junction only. Where another junction is almost opposite, a stagger distance similar to the sight distances tabled above will be required. A right/left stagger is a safer layout than a left/right stagger. The frequency of junctions or access points has a relationship to the number of accidents occurring on a road and also reduces the traffic carrying capacity of the road. Wherever possible, new developments will be required to use or to combine with existing junctions. Whenever the option exists a new development will be required to have its access from the lesser of two roads.

### 3.10.4. Entrance Design

All entrances will be required to have adequate radius of curvature to enable vehicles to enter and to leave the roadway in one simple manoeuvre. A radius of not less than 10 metres will achieve this. Entrance gates should be set back a sufficient distance from the road edge to enable the normal size vehicle entering that particular entrance to halt clear of the carriage way while waiting for the gate to be opened. For motor car traffic a set back of 4 metres will normally achieve this. Where the roadside drainage is interfered with in making a road entrance, provision will have to be included in the design to pipe the drain across the opening and also to trap water within the site to prevent it discharging onto the public roadway.

### 3.10.5. Road Improvement Lines

To facilitate road improvement works and to reduce cost to the community of unnecessary compensation, alternative road improvement routes have been prepared. It is an objective to preserve all of the alternative lines free of development until such time as a final decision on the preferred route has been made.



### 3.10.6. Building Lines

Because the space requirements of a National Primary Road are large and because a considerable amount of traffic noise is generated when such a route is in full operation, no development will be permitted within 100 metres of the edge of the National Primary Route except in the case of existing groups of buildings.

Other roads in rural areas will generally be required to have a building line set back of 15 metres for single storey dwellings and 20 metres for larger dwellings. Large commercial, industrial and agricultural buildings will be required to have a building line set back of at least 30 metres and preferably greater.

In the towns and villages, a general building line of not less than 6 metres will be required for dwellinghouses and 10 metres for large commercial or industrial buildings in new development areas. In street situations, the existing building line will be adhered to, unless specific road widening requires a further set back.

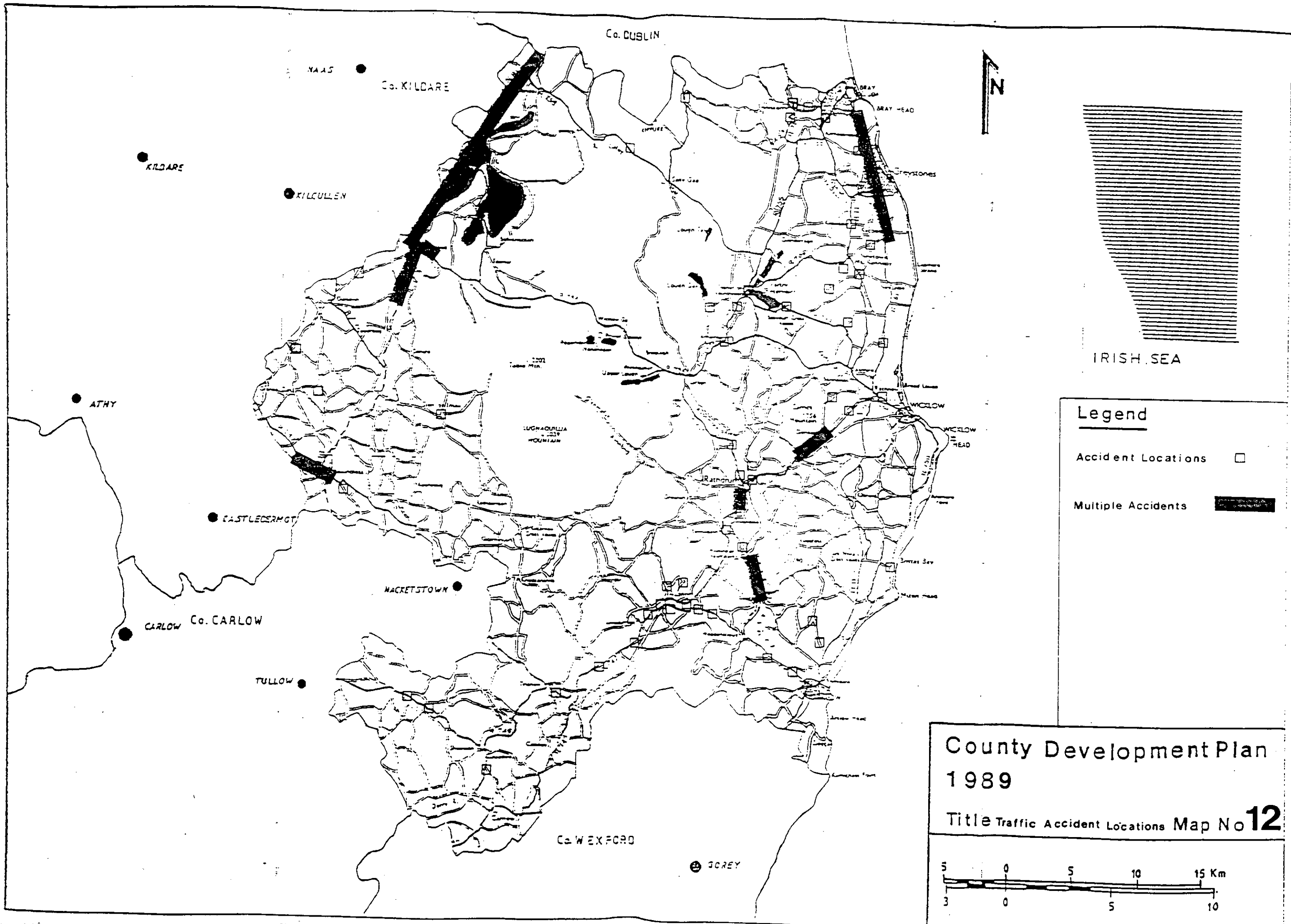
### 3.10.7. Accident Black Spots

A study of the reports on road traffic accidents has shown those areas where more than one accident has occurred. Whilst it is not known whether each of the various accidents were the result of driving errors or of inadequacies of the road at the particular location, it is assumed that where more than one accident occurred, during the period studied, inadequacies of the road were a contributory factor. Accordingly, pending further study and improvement of the road sections thus identified, any proposals to open new entrances to these locations or proposals to carry out material changes in land use which will increase traffic generation of existing entrances, will not generally be permitted. These areas are indicated on Map No. 11.

## 3.11. PETROL FILLING AND SERVICE STATIONS

### 3.11.1. Material Considerations

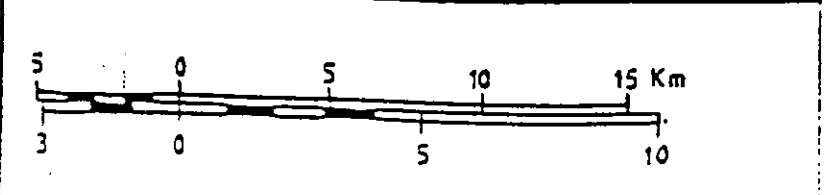
Petrol filling stations and other commercial developments will not normally be permitted outside urban centres. This is because vehicles slowing down and turning into the site or emerging onto or waiting on the roadway interfere with the free flow and safety of traffic on the road. Kerbside pumps will be prohibited, and all servicing must be carried out within the service station area, clear of the road. Apart from any traffic safety considerations, petrol filling and service stations will not be permitted on locations where, by reason of appearance, noise or fumes, they would be injurious to the amenity of the area, e.g. being sited between dwellings or in a location where they would intrude upon the visual character of the area. Any grant of permission for petrol filling and service stations will be conditional upon satisfactory planting and landscaping schemes and the restriction of advertising.



**Legend**

- Accident Locations
- Multiple Accidents

County Development Plan  
 1989  
 Title Traffic Accident Locations Map No **12**



### 3.11.2. Standard Requirements

New petrol filling stations will not be permitted unless they comply with the following criteria:-

- (a) Sight distances equal to or greater than those specified under Paragraph 3.10.2.
- (b) A minimum frontage width to the public road of 46 metres (150 ft.) should be provided where a station is located outside a 40 m.p.h. (55 k.p.h.) speed limit zone. In zones of 40 m.p.h. and lower and in the urban areas for which Town Plans are included as part of this document the length of frontage may be reduced to 30m (100 ft.).
- (c) The activities of the filling station should be carried on entirely within the curtilage of the site and clear of the public road. Accordingly, vehicles, while being serviced or waiting to be serviced, should not obstruct either the road carriageway or footpath, and the filling station should have adequate service area to accomplish this. A minimum depth of 25m (92 ft.) will be required within the site. No building or obstruction, other than the pump island, shall be sited within 15m (50ft.) of the roadside boundary. Pump islands should not be located less than 6m (20 ft.) from the roadside boundary.
- (d) The limit of the filling station site to the public road should be clearly demarcated with the entrance and exit driveways clearly defined. A low wall or fence of substantial construction of between 0.5 and 0.75 metres in height should be erected along the line of demarcation and having access points well separated near each end of the front boundary.
- (e) The access driveway, limited to two in number on any road frontage, should each be at least 6 metres and not more than 9 metres in width. The gradient should be as flat as possible but must be 2 1/2% or less for the first 6 metres back from the edge of the carriageway and a maximum limit of 12% thereafter. The minimum radius of curvature of the kerb line to the entrance should be not less than 10 metres where the maximum speed limit applies and 6 metres where limits of 40 m.p.h. apply.
- (f) Where a filling station is to be provided on a road where the maximum speed limit applies and which is subject to heavy volumes of traffic travelling at or near the speed limit, acceleration and deceleration splays of 60 metres in length by 3 metres in width shall be provided. Where a hard shoulder does not exist on the edge of the carriageway the boundary wall and island formed between the entrance and exit points shall be set back at least 2.5 metres from the edge of the carriageway.

- (g) All surface water from the service and wash areas must be collected within the site and passed through a petrol interceptor trap before being discharged to a disposal system whether public sewer, soakpit, watercourse etc. The petrol interceptor trap shall consist of a multi-compartment chamber, the compartments being in series and having their outlets below top water level so that petrol and oils are trapped. The compartments must be fitted with air tight covers to prevent risk of ignition, with the lower ends carried down to near the surface of the water and the upper ends turned horizontally in opposite directions so as to take maximum advantage of the wind. Access must be provided for the removal of heavy oil and silt when necessary.
- (h) Arrangements must be made with the Council or other agent for the reception and recovery of waste oil products arising from the operations. Under no circumstances must waste oils be discharged onto the ground or any waste dump because of the likelihood of polluting watercourses or ground water in the area, nor may it be discharged into public sewers.
- (i) Advertisements and similar obstructions which could interfere with drivers' vision will be prohibited from forecourt areas. Spot floodlights and illuminated signs which might cause glare, hazard or confusion to public road users will also be prohibited. Attention is drawn to the requirements of Section 95, Sub-section 14, of the Road Traffic Act, 1961, in this regard.
- (j) Where servicing and maintenance operations are to be carried out, adequate space screened from public view will be required for parking vehicles to be serviced. The above standards will apply immediately to all new stations. It is an objective to ensure that all existing stations will be required to be brought up to the same standard as the opportunity presents itself during the forthcoming period of the Plan. Attention is also drawn to the provision of the 1979 Dangerous Substances (Retail and Private Petroleum Stores) Regulations, which apply to existing and new petrol service stations.

### 3.12. PARKING

#### 3.12.1. General

Because of the scattered nature and low density of the population of County Wicklow, it is not possible to have an economic and adequate system of public transport to serve its inhabitants. This results in a very high dependence on private transport. The 1971 Census has shown that the car ownership ratio is considerably higher (18%) in the rural districts than it is in the urban districts. Therefore, a greater provision needs to be made in rural towns for car parking than in more urbanised areas.

### 3.12.2. Parking Standards

When developments and redevelopments are taking place including material changes of use, adequate provision for car parking will be essential. The standard requirements are set out in Table 12 and give the anticipated parking demand of various road users. A certain proportion of the parking demand for operational and overnight garaging purposes must be provided by the individual developer. The remainder, which is principally short term parking, can with benefit be shared on a communal basis and a contribution may be sought in lieu of developers providing the full amount set out in the table. Where a development contains a number of different use categories the total amount of parking required will be the aggregate of amounts attributable to each category.

### 3.12.3. Required Dimensions

- |                    |  |
|--------------------|--|
| Car Parking Bay    | - 5m x 2.5m (16 feet x 8 feet)(end-on parking)   |
|                    | - 6m x 2.5m (20 feet x 8 feet)(parallel to kerb) |
| Loading Bay        | - 6m x 3m (20 feet x 10 feet)                    |
| Circulation Aisles | - 6m in width (20 feet)                          |

### 3.12.4. Other Requirements

Where the provision of car parking is required it may be met by providing the required spaces within the development, or where the Council requires, by a financial contribution to assist the Council in providing car parking elsewhere.

In implementing the standards set out in Table 12, however, the Council will reserve the right to alter the requirements having regard to each particular development.

Where car parking bays are being provided by the developer it will be necessary for the bays and aisles to be marked out with lines 100mm (4") wide in a durable material and to the required dimensions as stated in RT 181 published by An Foras Forbartha. It will be necessary to provide all car parks with durable permanent surface.

### 3.12.5. Operational Parking Space

Operational parking space is the space required for cars or other vehicles necessarily involved in the operation of the business or particular building, e.g. delivery and collection of goods; the carrying out of repair and maintenance services, etc. It does not include space for storing vehicles except where this is necessary as part of the business being carried on in the building. (See Table 13)

ANNEX 12  
CAR PARKING STANDARDS

Land Use	Unit	Parking Spaces Per Unit
Auditorium, Theatre, Cinema Stadium.	Seat	0.33
Church	Seat	0.33
Bank	100m <sup>2</sup> (1,000 sq ft) gross area.	6.00
Library	100m <sup>2</sup> (1,000 sq ft) floor area.	3.00
Offices	100m <sup>2</sup> (1,000 sq ft) gross floor area.	4.00
Shopping Centres, Retail Stores.	100m <sup>2</sup> (1,000 sq ft) floor area.	8.00
Individual Shops	25m <sup>2</sup> (250 sq ft)	2.00
College, Vocational School	Student Seats	0.50
Schools	Per Classroom	1.00
Dwelling House	Dwelling	1.00
Flat	Dwelling	1.25
Hospital	Per Bed	1.50
Hotel, Motel, Motor Inn, etc. (excluding function rooms, bars, etc.)	Bedroom	1.00
Manufacturing	100m <sup>2</sup> (100 sq ft) gross floor area	3.00
Warehousing	100m <sup>2</sup> (1,000 sq ft) gross floor area	1.00
Ballroom, Private Dance Clubs	100m <sup>2</sup> (1,000 sq ft) dance floor and sitting out space	3.00
Restaurant and Cafes	10m <sup>2</sup> (100 sq ft) Diningroom	2.00
Take-Away Foods	Unit	3.00
Bars, Lounges, Function Rooms	8m <sup>2</sup> (80 sq ft) net public space	3.00
Clinics and Group Medical Practices	Consulting Rooms	2.00
Nursing Homes	Per Bed	0.33

Table 13 Standards for the Provision of Operational Parking Space Inclusive of Loading and Unloading Facilities

Offices:	1 parking space per 372 sq. metres (4,000 sq. ft.) of gross floor area
Commerce:	1 parking space per 557 sq. metres (6,000 sq. ft.) of gross floor area. (Commerce includes showrooms, restaurants, hotels, licenced premises)
Industry:	1 parking space per 465 sq. metres (5,000 sq. ft.) of gross floor area
Retail:	For shopping centres & retail stores - 2 parking spaces per 100m <sup>2</sup> (1,000 sq. ft.) gross floor area

### 3.12.6. Loading Bays

Each new premises proposed for office, commercial or industrial use must include within the curtilage of the building one or more loading bays of a size adequate to cater for its specific needs and the requirements of the type of vehicle serving the premises. The location of these loading bays must be such as not to obstruct the circulation of vehicles on the site involved or other required parking spaces.

### 3.13. THE NATURAL GAS PIPELINE

The Natural Gas Pipeline runs through a small area close to the Western boundaries of the County. The following procedure will be applied to planning applications near the pipeline:

- (a) For those within the same 14 metre strip, the applicant cannot carry out any development because of a wayleave agreement with Bord Gais Eireann.
- (b) For those within the 200 metre zone, the Bord will be consulted and invited to submit their observations.

### 3.14. WATER, AIR AND NOISE POLLUTION

#### 3.14.1. Water Pollution Control Policy

It is an objective that rivers, lakes and sea should be protected from pollution by agricultural, urban and industrial wastes or other obnoxious matter including oil. Sewage treatment works will be provided and improved by the authorities concerned, to ensure that raw sewage and industrial effluent do not discharge directly into the sea or rivers. New industrial and agricultural projects must be adequately designed to eliminate the deleterious effects of waste products upon air or water.

### 3.14.2. Local Government (Water Pollution) Act, 1977

Under the Local Government (Water Pollution) Act, 1977, the County Council has become the Licensing Authority for discharges to water in its functional area and for discharges to sewers in the County area exclusive of urban districts. To ensure a uniform system of control on the nature, composition, temperature, volume, rate, location, period and time of discharge of licensable capacities to the various parties who may require licences, the Council will consider the making of water quality management plans for each of the river catchments in its area and will co-ordinate such plans with those of the various adjoining authorities in relation to the respective rivers in each of their areas. It will be essential to ensure that the amount of polluting matter in any waters will be kept below acceptable maximum limits. The Council will use the powers conferred on it under the Local Government (Water Pollution) Act, 1977, to prevent and, in any existing case, to abate pollution of the waters in the County.

Where licensable effluent discharges constitute an integral part of any planning proposal submitted to the Planning Authority, applicants will be required to submit particulars of such discharges and their proposed system of treatment in the supporting information of any such application. However, the grant of a planning permission will not obviate the necessity of such applicants obtaining a licence under the Local Government (Water Pollution) Act, 1977, to discharge effluent to the water or sewers for which the County Council is Licensing Authority.

### 3.14.3. Catchment Areas for Public Water Supplies

The Council is becoming more and more dependent on rivers and streams as sources of public water supplies. These must be protected against contamination as a first stage of purification of drinking water supply, and accordingly, it is an objective of this plan to protect water supply sources from pollution.

The water gathering grounds for public supplies are in special need of protection against pollution from private sewerage disposal systems such as septic tanks. Tests to ensure that the sub-soil has good soakage characteristics and low water table will be required especially in such areas. For all proposals for septic tanks in the Upper Liffey Catchment basin, applicants will be required to demonstrate the subsoil conditions by having trial holes at least 2 metres (6<sup>1</sup>/<sub>2</sub> ft.) deep opened for inspection by the Council at the location of the proposed percolation areas of the septic tanks. In other areas, where there is any doubt as to the suitability of the soil for purifying the septic effluent trial holes will likewise be required. Where it appears to the Council that there would be an excessive concentration of septic tanks in a particular area, further new developments, which would aggravate the situation, will be prohibited. Developments which are likely to cause pollution of water catchment basins used as gathering grounds for public drinking water will be controlled to prevent pollution at the intake point to such supply systems.



#### 3.14.4. Aquaculture

A number of the rivers of Wicklow are used to provide water for commercial fish farming activities. It is an objective of the Council to ensure that these rivers are protected so that they may provide water of adequate quality for these activities and on the other hand to protect those rivers from pollution by the aquacultural developments themselves.

It is an objective to provide improved sewage treatment to the town systems discharging into the Vartry River/Broad Lough Leitrim River system from Roundwood, Ashford, Rathnew and Wicklow, and to provide a sea outfall from the sewage treatment works serving Newtownmountkennedy.

#### 3.14.5. Inland Fisheries

It is an objective of the Council to protect the water quality of rivers in general in order to support inland fisheries. It is also an objective to protect the water quality of the Rivers Dargle, Vartry, Slaney (including Derry, Dereen and Little Slaney) in accordance with E.E.C. Directive No 78/659 which lists these rivers as salmonoid rivers.

#### 3.14.6. Coastal Waters

The Council will protect the quality of coastal waters for recreational uses, including water sports and boating. Also a number of the rivers and natural inlets from the sea are the breeding grounds for salmon and white trout and provide a basis for the commercial fishing of Arklow and Wicklow ports especially. These rivers and inlets require protection against pollutants.

#### 3.14.7. Air Pollution

Generally, air pollution problems are caused by energy production. Smoke and sulphur dioxide gas are the most prevalent kinds of air pollution. Because of its proximity to the sea, its large uninhabited mountain area and its relatively low density of population and industry, air pollution is not a problem in County Wicklow. However, precautions must be taken, particularly with new industries, to ensure that air quality remains satisfactory. In this regard the Council enforce the provisions of the 1987 Air Pollution Act, in order to control industrial and other emissions.

#### 3.14.8. Noise and Vibration

The intrusion of noise or vibration into a persons living environment can not alone cause momentary annoyance but can even cause injury to the health and/or hearing of those exposed to loud noise. Section 51

of the 1963 Planning Act proscribed noise or vibration which would give reasonable cause for annoyance to persons in any premises in the neighbourhood or to persons lawfully using any public place. Penalties may be imposed on persons found guilty of breaching this Section.

Section 39 of the 1976 Act enables the imposition of conditions on a planning permission requiring the taking of measures to reduce or prevent the emission or intrusion of any noise or vibration which might give reasonable cause for annoyance to persons lawfully occupying any such structure authorised by the permission or to persons in any premises in the neighbourhood of the development or to any persons lawfully using any public place in that neighbourhood.

"Acceptable" noise levels can vary with time of day and also with locations. Levels that are acceptable during the daytime would not be acceptable at night. Levels that are acceptable in an industrial area would not be acceptable in a rural or in a residential, school or hospital area.

Applicants for industrial developments, where noise is likely to be a significant factor, will be required to submit details of expected noise levels and will also be required to submit records of surveys of the pre-existing ambient noise level in the area of the proposals.

#### 4. POLICY IN AREAS OF SPECIAL CONTROL

##### 4.1. GENERAL POLICY FOR AREAS OF SPECIAL AMENITY OR INTEREST

This policy refers to areas of landscape, recreational, educational, scientific, architectural or historical value in the County. The 1979 European Conservation Conference of the Council of Europe drew up guidelines for a European policy for the management and improvement of the environment. These guidelines are particularly relevant to the high amenity areas of County Wicklow for which special controls are required, viz:-

- (a) Draw up long term plans for the rational use and management of land, including measures to secure the reconstruction, improvement and conservation of the environment in rural areas as well as in transition zones between towns and country.
- (b) Take all practical steps for the reclamation and re-use of derelict and waste land, particularly for recreation and the conservation of wildlife.
- (c) Safeguard, immediately, unspoilt areas of coastline and lake shore and ensure free access to them - subject to management provisions for their conservation.
- (d) Identify and safeguard areas especially suited for national parks, for animal and plant reserves, and sites of scientific historic, educational scenic interest.
- (e) Provide well-designed leisure facilities in the countryside near towns.
- (f) Identify and take special care of areas of remoteness and solitude which can be destroyed by even small developments.
- (g) Make the submission and approval of landscape plans a prerequisite for developments which may effect the countryside.
- (h) Allocate, by priority, land with high yield potential to intensive agriculture.
- (i) Evaluate marginal land for use for suitable purposes, with special regard to the importance of wet-land conservation, in particular for wildlife.

The Council will have regard to these general guidelines in considering applications for development to which they are appropriate.

## 4.2. DESCRIPTION OF AREAS OF SPECIAL CONTROL

The areas of special control are shown on Map No. 12. They consist of (a) landscape areas, (b) villages or towns of high visual quality and civic design, (c) the vicinity of buildings and monuments listed for preservation or protection in the plan and (d) roads of importance.

### 4.2.1. Landscape Areas

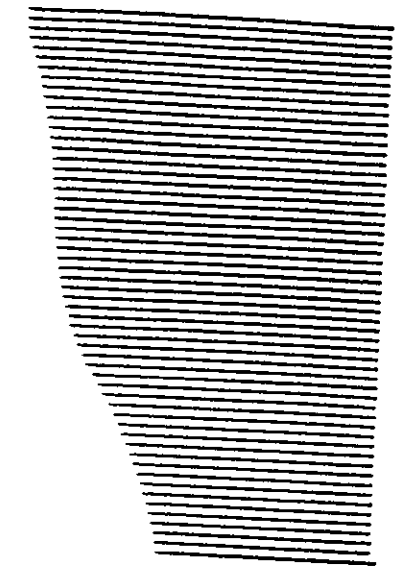
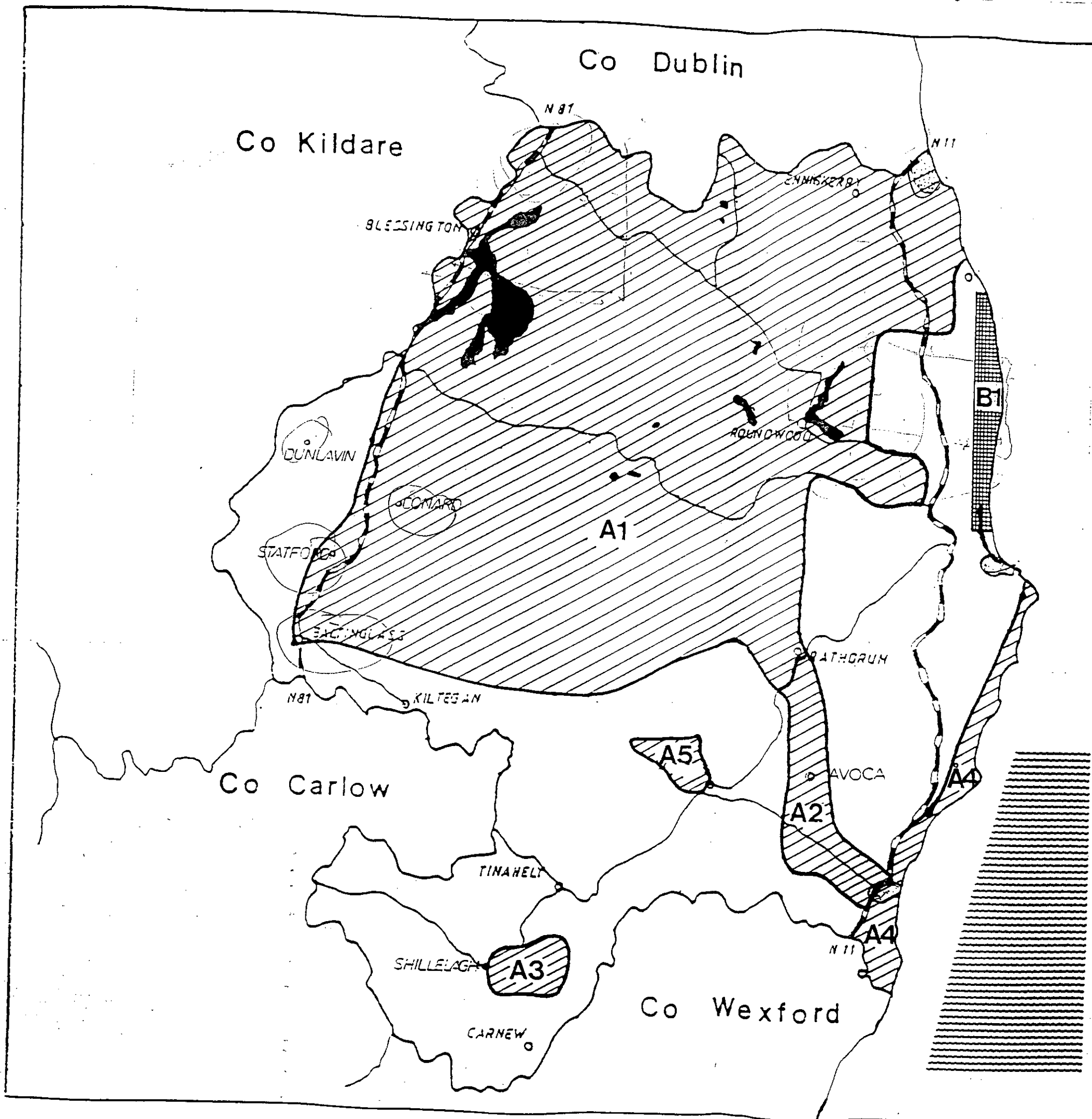
Landscape areas are grouped in three classes, in descending order of importance (See Table 14). Class A are "Areas of Outstanding Natural Beauty". Appropriate areas within the A.O.N.B.s are to be considered for the making of Special Amenity Area Orders, e.g. Glendalough, Glencree and Dargle Valley. Class B refers to "Areas of Scenic Importance" i.e. the coastal area between Greystones and Wicklow. Class C refers to other rural mountain areas of amenity value, e.g. Carrick Mountain area or Grangecon/Stratford area.

### 4.2.2. Villages and Towns

Villages and towns of high visual quality, having good architectural or civic design are regarded as areas of special control in order to preserve their visual qualities and amenity. These towns are Carnew, Enniskerry, Shillelagh, Tinahely, Baltinglass, Blessington, Dunlavin, Kiltegan, Rathdrum, Avoca, Donard, Roundwood and Stratford-on-Slaney.

### 4.2.3. Vicinity of Buildings and Monuments listed for Protection in the Plan

This refers to the area in the vicinity of structures or buildings of artistic merit or in the vicinity of archaeological features or monuments, which provides a natural or appropriate setting for the item. This is an area of special control to ensure that development in this area does not detract from nor intrude on the setting of the structure, building, monument or feature. These items are listed in Tables 19 and 20.



IRISH SEA

**Legend**

- Area of Outstanding Natural Beauty A
- Area of Scenic Importance B
- Towns & Villages of High Visual Quality:  
Avoca  
 Refer to Table 14

**County Development Plan  
1989**

Title AREAS OF SPECIAL CONTROL Map No.13




Table 14 Landscape Areas of Special Control

Class A	Areas of Outstanding Natural Beauty (as classified by An Foras Fobairtha 1977)
A1 Wicklow Mountains	This area extends from Bray Head to Blessington and from Rathdrum to Baltinglass. The landscape of this area is rounded hill land, with some incised river valleys, natural lakes and reservoirs. It is an area of ecological, botanical, zoological and ornithological interest.
A2 Vale Of Avoca	This area extends from Rathdrum to Arklow. It is a well wooded river valley with semi-natural woodlands and conifer plantations. It is of ecological interest.
A3 Coolattin Park	This area extends between Shillelagh, Coolattin Village and Coolboy. It consists of wooded hills with both deciduous and coniferous timber, two river valleys and pasture land.
A4 Coastline South of Wicklow Town	This area extends from Wicklow Head to Kilmichael Point. It consists of sandy coastline with three rocky headlands with good bathing beaches. Cliffs of glacial drift or sand dunes behind the beaches.
A5 The Ow River Valley	This area extends from Aughrim to Coolgarrow. It is a wooded river valley with conifer and deciduous plantations.

Class B

Area of Scenic Importance

B1 North-East Coastal Area	This area extends between Greystones and Wicklow Town. It consists of the Murrough and adjacent grasslands. The Murrough is a shingle ridge, that has ponded the drainage water of much of the Calary Plateau, creating extensive lagoonal marshes and Broad Lough Lake. It is of ecological, botanical and ornithological interest.
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Table 14 (Contd.)

Class C	Areas of Rural Amenity
C1	Other rural and mountain areas of amenity value.

## 4.2.4. Roads of Importance

The roads listed in table 15 are regarded as requiring special control because of their current and expected traffic flows. In order to ensure the free flow and safety of traffic, to minimise traffic hazard and to protect public investment it is necessary to restrict development on these roads (See 3.10). The roads are grouped into these classes, in descending order of importance. Class A is the National Primary Road. Class B contains the National Secondary from the Dublin Boundary to Baltinglass, the Wicklow to Rathnew Regional Road and the Greystones to Bray Regional Road. Class C contains other main tourist routes.

In landscape areas of special control, the visual impact of new roads or road improvement schemes will be taken into account, and suitable provision will be made for boundary treatments, landscaping and tree or shrub planting where appropriate.

Table 15 Roads of Importance

Class	Reference	Description
A. National Primary	N.11	Dublin boundary - Wexford boundary
B. Main Roads	N.81 R.761 R.750	Dublin boundary - Baltinglass Greystones/Delgany boundary to Bray U.D. boundary Rathnew to Wicklow U.D. boundary
C. Main Tourist Roads	R.752 R.755 R.756 R.750 R.747 R.759	Rathnew to Arklow Rocky Valley - Glendalough - Rathdrum Hollywood - Glendalough - Laragh Military Rd. Dublin boundary - Aughavannagh Coast Road Wicklow - Arklow Woodenbridge - Aughrim Kilbride - Sallygap - Baltinglass - Rathdangan - Aughavannagh

#### 4.3 POLICY IN AREAS OF SPECIAL CONTROL

##### 4.3.1. Landscape Areas of Special Control

Development will be controlled in landscape areas to maintain scenic values, recreational utility, and existing character. In any landscape area or other rural area development which requires the destruction of trees or woodlands which are part of the general scene or which contribute to the amenity of the locality will generally not be permitted. In any landscape area or other rural area, development which is obtrusive because of its isolation from other existing development or lacking in natural screening or prominent against a skyline will not be permitted. Special consideration will be given to an application by a native resident for permission to build a house for his own family and not as a speculation.

##### 4.3.2. Farm Dwellings in Areas of Special Control

In any area of special control, (except along the National Primary and Secondary roads, where a new access would be required), a farm dwelling to replace an existing farm dwelling, or a dwelling to meet the needs of the farm household will be permitted. Conditions may be imposed in such cases regarding siting and design of the dwelling and tree planting.

##### 4.3.3. Roads of Importance

Development along the National Primary and Secondary roads and main tourist roads will be restricted to maintain traffic capacity and to minimise traffic hazard. The National Primary road is the most important tourist route in County Wicklow. It is intended to protect the National Primary and Secondary roads from commercial exploitation and other development in the vicinity of the road. This policy will be implemented not only in the interests of safety and of maintaining traffic capacity, but also to ensure that the tourist be given a true impression of the beauty of the County.

In the Rathdown No. 2 Rural District (see map no. 10), the Council's policy is to maintain lands within 137 metres (150 yards) of the National Primary Road (N11) free from development. East of the Sugarloaf Mountain in the vicinity of Kilmacanogue existing development tends to ribbon along the road forming suburban sprawl. It is intended to limit any development which might extend or consolidate this tendency.

##### 4.3.4. Vicinity of Buildings, Structures, Features listed for Preservation or Protection

Development permitted in the vicinity of National Monuments, buildings or monuments listed in the Plan, will be subject to conditions to ensure



by protecting their setting including open spaces, trees, views and other aspects which go to make up the character of the area. It is an objective to enhance the area about such features by seeking the removal of over-head wires, advertising signs and other eyesores which impinge in views of such structures.

The area around sites and features of archaeological importance is frequently unexplored and unrecorded. Where proposals for development on, or adjacent to, these sites are received by the Planning Authority it will notify the National Monuments Advisory Council. The Council may also require the carrying out of exploratory digging on the site by a qualified archaeologist prior to making a decision on the application.

Where the features are part of a built-up scene, new developments will be required to maintain the quality and to respect the integrity of the historic setting. The architectural style of the new building should not be a copy of the style existing as it would tend to devalue the merits of the existing genuine buildings. In such situations the materials to be used shall be appropriate to the area and sympathetic with the listed feature. The mass of the proposed building shall be in scale and harmony with the existing structure.

## 5. AMENITY OBJECTIVES

This chapter details objectives for preserving, improving or extending amenities not included elsewhere in the Plan.

### 5.1. SITES AND STRUCTURES OF CULTURAL SIGNIFICANCE

Sites and structures of artistic, historic, architectural, scientific and archaeological significance, including National Monuments in care of the Office of Public Works (as listed in Tables 19 and 20), will be preserved and protected from unsympathetic development. Particular consideration will be given to applications for permission to alter or demolish listed buildings/structures. The Council also intend to provide or improve facilities at archaeological and other sites commensurate with their popularity as tourist attractions.

### 5.2. AREAS OF SCIENTIFIC INTEREST

#### 5.2.1. Policy

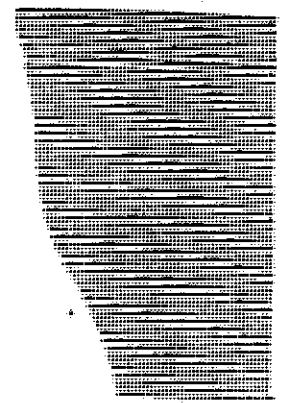
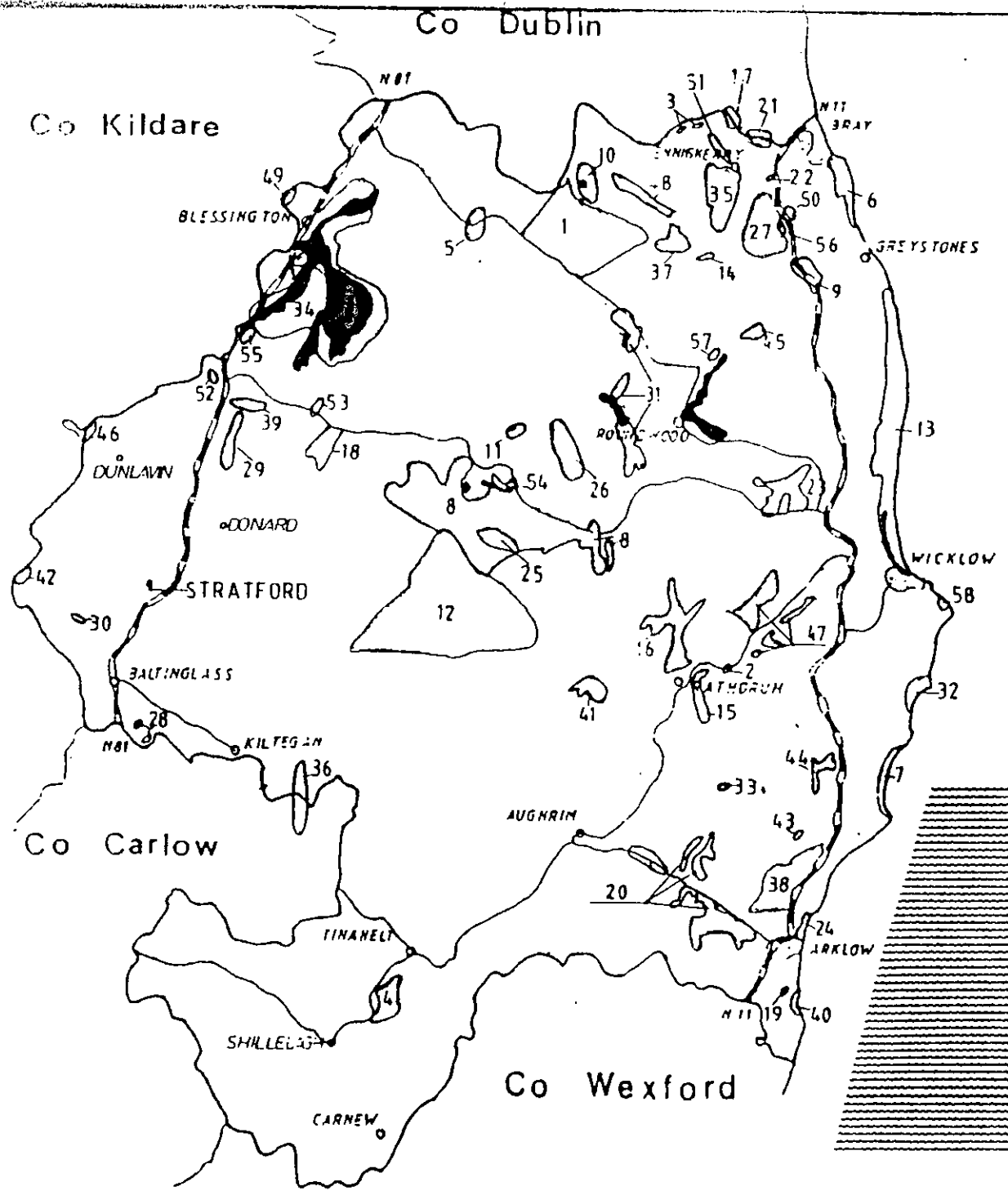
An Foras Forbartha has prepared a survey of the areas of scientific interest in County Wicklow for the Planning Authority. In its introduction the report sets out clearly the reasons why these particular areas are in need of special protection. It is, accordingly an objective of the Council to conserve those areas listed in table 16 and shown on Map No. 13 and to consider the making of Special Amenity Area Orders and Conservation Orders in respect of these areas, particularly in cases where these areas are subject to immediate threat.

#### 5.2.2. Threats to Areas of Scientific Interest

In sites which are of botanical interest, the presence of a particular rare species is indicative of the ecological value of the area since no rare plants grow in isolation. The range of plants can become narrower because of the destruction or alteration of the habitat, the picking of plants and natural changes in the environment.

The destruction or alteration of the habitat usually involves physical works whether carried out deliberately or unintentionally. It can involve the complete or partial destruction through land reclamation or drainage, the removal of vegetation cover or alteration of the chemical balance by fertilisers or nutrients or by the use of insecticides or herbicides.

Sites of geological interest can also be destroyed by physical works, especially by excavation or by being covered over in a permanent manner.



IRISH SEA

**Legend**

Numbers refer to table 16

**County Development Plan 1989**

Title Areas of Scientific Interest Map No 14

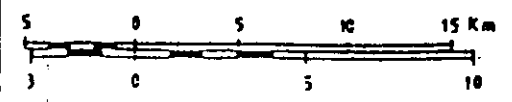


Table 16 Areas of Scientific Interest

Map Ref	Name	Habitat	Interest	Importance
1	Liffey Head	Blanket Bog	Ecological	International
2	Slieveroe	-	Geological	"
3	Ballybetagh Bog (portion in Co. Wicklow)	Fen	Ecological	International
4	Tomnafinnogue Wood	Naturally Regenerating Woodland	Ecological	National
5	Athdown Moraine	-	Geomorphological	"
6	Bray Head	Heath Exposed Rock	Ecological Geological	" "
7	Brittas Bay & Buckronev	Sand Dunes Fen Grassland	Ecological (B	"
8	Glendalough Valley	Lake Woodland	Ecological Geomorphological	"
9	Glen of the Downs	Woodland	Ecological Geomorphological	"
10	Lough Bray, Upper and Lower	Lake Heath	Ecological Geomorphological	"
11	Lough Ouler	Exposed Rock Heath	Geological Ecological	"
12	Lugnaquilla & Glenmalure	Exposed Rock Rock	Ecological Geological Geomorphological	National
13	The Murrough	Lake Marsh(s) Fen Grassland	Ecological	"
14	Powerscourt Waterfall	Exposed Rock Woodland	Ecological Geomorphological Geological	"
15	Rathdrum Rail way Cutting	-	Geological	"

Table 16 (Contd.)

Map Ref	Name	Habitat	Interest	Importance
16	Rathdrum Woodlands	Woodland	Ecological	"
17	The Scalp	-	Geomorphological	"
18	Upper Lockstown delta	-	Geomorphological	"
19	Arklow Rock	Heath	Ecological Geological	Regional
20	Avoca River Valley	Woodland	Ecological	"
21	Ballyman Glen	Fen Marsh	Ecological	"
22	Dargle Valley	Woodland Exposed Rock	Ecological Geological	"
23	Devil's Glen	Woodland	Ecological	"
24	Ferrybank	Sand Dunes Lake	Ecological	"
25	Glendalough Mines	-	Geological	"
26	Glenmacnass	-	Geomorphological Geological	"
27	Great Sugarloaf	-	Geomorphological	"
28	Holdenstown Bog	Raised Bog Fen	Ecological	Regional
29	Hollywood Glen	-	Geomorphological	"
30	Lowtown Fen	Fen Marsh	Ecological	"
31	Lough Tay & Lough Dan	Lake Fen	Ecological	"
32	Maherabeg	Sand Dunes	Ecological	"
33	The Motte Stone	-	Geomorphological	"
34	Poulaphuca Reservoir	Lake Grassland	Ecological	"

Table 16 (Contd.)

Map Ref	Name	Habitat	Interest	Importance
35	Powerscourt Woodland	Woodland	Ecological	"
36	Rathdangan End Moraine	-	Geomorphological	"
37	Raven's Glen	Exposed Rock Blanket Bog	Ecological	"
38	Templeraíney	-	Geomorphological	"
39	Toor Channel	-	Geomorphological	"
40	Askintinny	Sand Dunes	Ecological	Local
41	Ballinacor Wood	Woodland	Ecological	"
42	Ballycore Rath	Grassland	Ecological	"
43	Ballymoyle	-	Geological	"
44	Ballynamona Marsh	Marsh	Ecological	"
45	Drumbawn-Carrigaower Bog	Fen	Ecological	"
46	Dunlavin Marshes	Marsh Fen	Ecological	"
47	Glenealy Wood	Woodland	Ecological	"
48	Glencree	Woodland	Ecological	Local
49	Glen Ding	-	Geomorphological	"
50	Kilmacanogue Marsh	Marsh	Ecological	"
51	Knocksink Wood	Woodland	Ecological	"
52	Lemonstown Marshes	Marsh	Ecological	"
53	Lockstown Bridge	Heath	Ecological	"

Table 16 (Contd.)

Map Ref	Name	Habitat	Interest	Importance
54	Lough Nahangan	Exposed Rock	Ecological	"
55	Poulaphouca Gorge	Exposed Rock Woodland	Ecological	"
56	The Quill	Woodland	Ecological	"
57	Vartry Reservoir	Marsh	Ecological	"
58	Wicklow Head	Heath Exposed Rock	Ecological	"

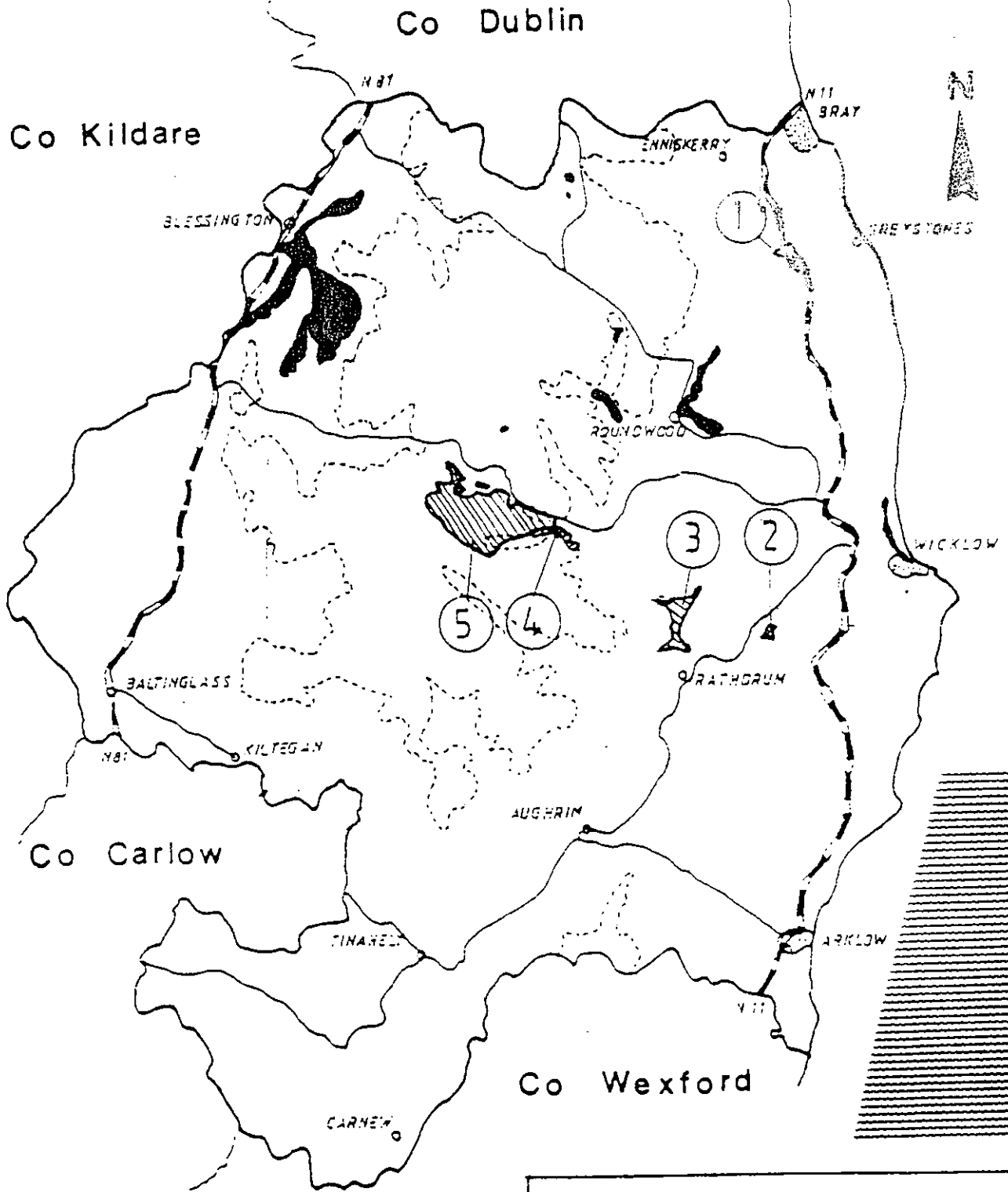
5.2.3. Development Control

As it is the objective of the County Council to conserve all the sites listed in this Plan, any works which are likely to cause damage in the ways illustrated above will be prohibited on or in proximity to the areas listed. Also, developments which would cause change in the visual appearance of an area, where such area is an essential part of the interest, will be prohibited.

5.2.4. Nature Reserves and National Park

Five nature reserves under Section 15 of the 1976 Wildlife Act, have been established in the County (See Table 17 and Map No. 14). The Planning Authority will consult with the Office of Public works before determining any matter or doing anything which is likely or liable to affect or to interfere with the suitability of these nature refuges, as regards the avoidance or minimising of such affect or interference in accordance with Section 12 of the 1976 Act.

It is Government policy to develop a national park, on lands in public ownership in the Glendalough district. The Glendalough and Glenealo Valley Nature Reserves, which amount to 2,115 hectaures (5,226 acres) of land are to provide the initial nucleus of this national park.



**LEGEND**

- 1 Glen of the Downs
- 2 Deputys Pass
- 3 Vale of Clara
- 4 Glendalough
- 5 Glenealo Valley

**County Development  
Plan 1989**

Title Nature Reserves Map No 15

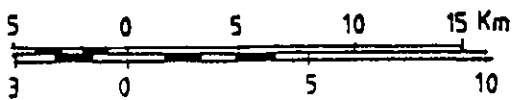




Table 17 Nature Refuges in County Wicklow

Map Ref.	Location	Habitat
A1	Glen of the Down	Woodland Ecosystem
A2	Deputys Pass, Glenealy	Woodland Ecosystem
A3	Vale of Clara, Rathdrum	Woodland Ecosystem
A4	Glendalough	Woodland Ecosystem
A5	Glenealo Valley	Woodland Ecosystem

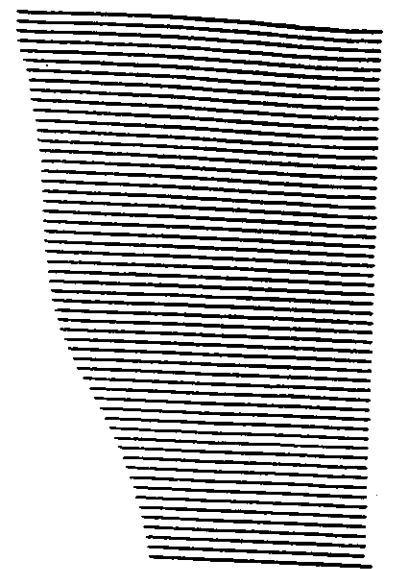
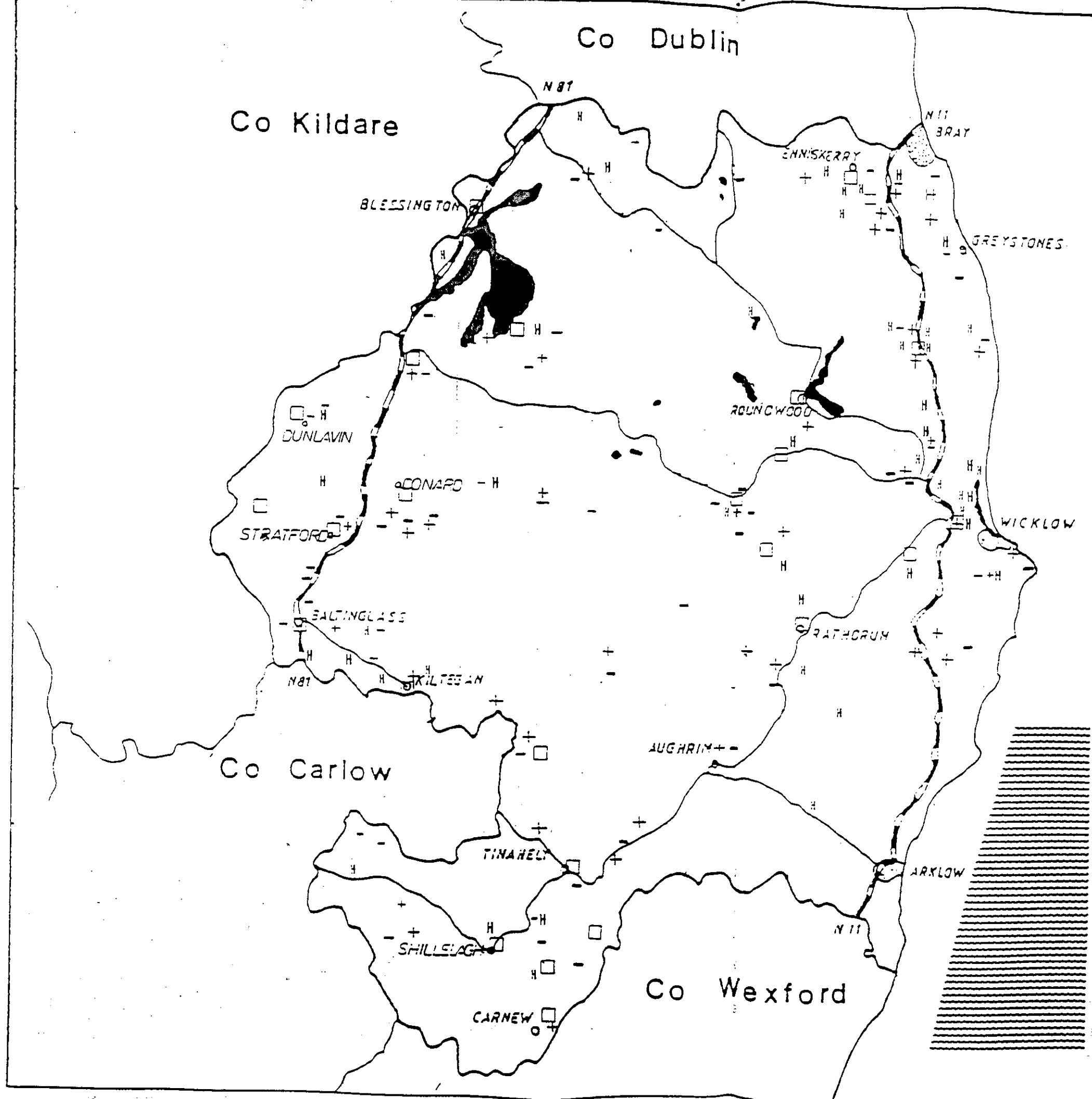
"5.2.5. Protected Plant Species

The list of protected plant species under Section 21 of the 1976 Wildlife Act is contained in Table 18. It is an offence, save in accordance with a licence under the 1976 Wildlife Act to:-

- (a) Cut, pick, uproot or otherwise take any protected plant or the flowers, roots or other parts of such a plant.
- (b) Purchase, sell or be in possession of any protected plant or part thereof.
- (c) Wilfully alter, damage, destroy or interfere with the habitat or environment of any species of flora to which a protection order applies."

5.3. BUILDINGS AND STRUCTURES OF ARTISTIC INTEREST

Buildings or structures, the preservation of which it is an objective of the Planning Authority to consider in the event of an application being made to alter or demolish, are listed in Table 19 and shown on Map No. 15.



IRISH SEA

**Legend**

- Town & Villages
- + Churches
- H Houses
- Miscellaneous Structures Refer to tables 19 a, b, c, d, e, & 20

**County Development Plan 1989**

Title: Structures to be Preserved Map No: 16

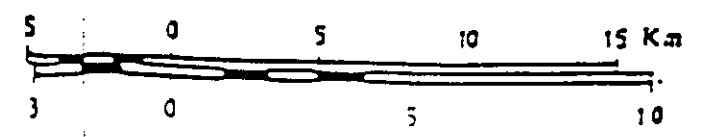


Table 18 Protected Plant Species in County Wicklow

SPECIES	LOCATION	GRID REF.
<i>Asparagus officinalis</i>	Mizen Head	T290790
<i>Asparagus officinalis</i>	Brittas Bay	T303825
<i>Asplenium billotii</i>	Arklow	T250705
<i>Asplenium billotii</i>	Glendalough	T130966
<i>Asplenium billotii</i>	Aughrim	T110833
<i>Crambe maritima</i>	Murrough near The Beach	0315035
<i>Epipactus phyllanthes</i>	Brittas Bay	T31 83
<i>Epipactus phyllanthes</i>	Buckronev Dunes-Mizen Head	T290795
<i>Lethyrus palustris</i>	Killoughter	T305980
<i>Lethyrus palustris</i>	Dunganstown	T30 85
<i>Malaxis paludosa</i>	Avoca	T192810
<i>Malaxis paludosa</i>	Leoh River	S998940
<i>Malaxis paludosa</i>	Imeal Glen	T003930
<i>Malaxis paludosa</i>	Clashegall R. on left bank	S950970
<i>Malaxis paludosa</i>	Glendalough	T120950
<i>Malaxis paludosa</i>	Lough Dan	0175025
<i>Malaxis paludosa</i>	Kilmacanogue, Sugarloaf Mt.	02 1
<i>Malaxis paludosa</i>	Glencree	0150175
<i>Malaxis paludosa</i>	Moanbane	0022070
<i>Malaxis paludosa</i>	Black Hill	0025090
<i>Malaxis paludosa</i>	Calary	0223055
<i>Malaxis paludosa</i>	Lough Tay	0152073
<i>Malaxis paludosa</i>	Lough Bray (Upper)	0130150
<i>Malaxis paludosa</i>	Powerscourt Waterfall	0190120
<i>Malaxis paludosa</i>	Kilmacanogue	0250153
<i>Mentha puleiun</i>	Base of Great Sugarloaf	0200100
<i>Orobanche rapum-genistae</i>	Arklow Head South Slope	T250701
<i>Orobanche rapum-genistae</i>	Lough Dan	0140043
<i>Orobanche rapum-genistae</i>	Killoughter	T298997
<i>Orobanche rapum-genistae</i>	Devils Glen	T240980

Table 18 (Contd.)

SPECIES	LOCATION	GRID REF.
<i>Orobanche rapum-genistae</i>	Glen of the Downs	Q270110
<i>Orobanche rapum-genistae</i>	Glen of the Downs	Q252101
<i>Orobanche rapum-genistae</i>	Avondale	T196952
<i>Orobanche rapum-genistae</i>	Rathdrum near Laragh	T170920
<i>Orobanche rapum-genistae</i>	Glendalough	T128963
<i>Orobanche rapum-genistae</i>	Rathdrum	T205885
<i>Orobanche rapum-genistae</i>	Avoca (approx)	T185835
<i>Orobanche rapum-genistae</i>	Avoca River	T225745
<i>Orobanche rapum-genistae</i>	Bray Head	Q280155
<i>Orobanche rapum-genistae</i>	Rathnew	T285955
<i>Orobanche rapum-genistae</i>	Dunran Glen	Q268020
<i>Orobanche rapum-genistae</i>	Kilmacrea Pass	T230940
<i>Orobanche rapum-genistae</i>	King's River	Q030020
<i>Orobanche rapum-genistae</i>	Kilbride Church to Athdown	Q000100
<i>Otanthus maritimus</i>	Buckronev	S300800
<i>Salvia verbenaca</i>	Murrough	T3 9
<i>Saussurea alpina</i>	Tonelegee - L. Ouler	Q090020
<i>Trichomanes speciosum</i>	Powerscourt Waterfall	Q200120
<i>Trichomanes speciosum</i>	Hermitage Glen	Q242078
<i>Trifolium glomeratum</i>	Brittas Bay	T305845
<i>Trifolium glomeratum</i>	Murrough near Wicklow	T312965
<i>Trifolium glomeratum</i>	Wicklow near the old railway	T312950
<i>Trifolium subterraneum</i>	Wicklow near the old railway	T312950
<i>Trifolium subterraneum</i>	Black Castle	T322940
<i>Trifolium subterraneum</i>	Wicklow, Station Road	T306944

Table 19 Buildings or Structures the Preservation of which it is the Intention of the Planning Authority to consider in the event of Application being made to Alter or Demolish

Table 19(a) Villages or Buildings/Structures within villages listed for protection

Village	Feature
Annamoe	2 storey house and four single storey houses in village centre.
Ballyknockan	Stone houses and items in quarry village.
Baltinglass	Catholic Church, Church of Ireland Church, Bridge, Courthouse, Monument in Square, Tower in graveyard, Baltinglass Abbey (National Monument).
Blessington	Market House, Ulster Bank, Church of Ireland, Catholic School House (1882).
Carnew	Catholic Church, Church of Ireland, Castle of the O'Tooles (Carnew Castle).
Clara Vale	19th Century Catholic Church, Bridge. Two adjacent houses.
Coolattin	Stone built Landlord's village.
Donard	Catholic Church, Church of Ireland, Davidson's house.
Dunlavin	Courthouse.
Enniskerry	19th Century Catholic Church, Church of Ireland Church, 3-bay, 2-storey house, Powerscourt Arms Hotel, Parochial Hall, Forge, Bridge.
Glenealy	Catholic Church, Church of Ireland, Hollwood House, including Ice House.
Grangecon	Four houses with 18th Century doorways.
Hollywood	Church of Ireland Church, Catholic Church, Site of Motte and Bailey.
Kiltegan	Church of Ireland Church, 2-storey 18th Century houses.
Kilmacanogue	Early 19th Century R.C. Church, Church in ruins and graveyard.

Village	Feature
Laragh	Catholic Church, Church of Ireland Church, Bridge, Old Mill, Laragh Castle.
Moyne, Knockananna	Church of Ireland 1800, School-house (built 1828) and Post Office.
Newtownmountkennedy	Catholic Church, Church of Ireland, Haslams House and Public House, Mulberry House, Warble-bank House, Bow front shops.
Roundwood	Catholic Church.
Shillelagh	Eighteen single-storey stone cottages at Quarry Street.
Stratford	Catholic Church, Church of Ireland Church, Manger Bridge.
Tinahely	Kilcommon Church, Church of Ireland Church, Former Garda Station, Bridge, Market House.

Table 19(b) Roman Catholic Churches

Village/Townland	Feature
Whitefield, Tinahely	St. Kevins Church
Ballinacor, Barndarrig	Early 19th Century Church with cornice and parapet, Buttresses, Bas-relief of Oliver Plunkett.
Brides Head, Dunbur	Early Ecclesiastical Remains.
Curtlestown, Enniskerry	Late 18th Century rusticated granite.
Davidstown, Glen of Imaal	Single cell with chancel cut stone bellcote (1887)
Greenane	Barn-type, T-Plan Church (1801).
Kilbride, Barndarrig	T-Plan, barn type
Crossbridge	St. Peter & Paul (dated 1825) Church
Kilamoat, Kiltegan	Large single-cell Church.

Village/Townland	Feature
Kilpedder .	St. Patrick's Church. T-Plan, barn type with 3 galleries (18th Century).
Knockananna	Former Church, now Blanchelle Centre (1734)
Monalin, Newtownmount-kennedy	18th Century (in ruins) Church
Rathnew	Late 19th Century Church
Talbotstown	Cut-stone 4-bay Church with painted ceiling.
Valleymount	Frontispiece with 4 obelisks and cross.

Table 19(c) Church of Ireland Churches

Coolkenna, Shillelagh	St. Michael's Church (1716)
Ballinatone, Ballinaclesh	Pinnacled West Tower
Cloughleagh, Manor Kilbride	Stone Church with Tower.
Derralossary, Roundwood	First-fruits type.
Donaghmore, Glen of Imaal	Early 19th Century stone Church (1812), <u>Interior</u> Gallery, block stone front.
Dunganstown	T-Plan, barn style, Church with tomb, graveyard
Kilcroney	Late 19th Century 4-bay Church
Knockanarrigan	Small stone Church with bell on gable of Church.
Newcastle	T-Plan with tower Church (1790)
Nuns Cross	Synge Family. T-Plan Church with tower (1817).
Preban, Aughrim	Church with castellated wings - 4 pinnacles, single pinnacle on East gable.

Table 19(d) Houses of Architectural or Historical Interest listed for Protection

Item and Location	Interest
Altidore, Castle, Kilpedder	Architectural Interest
Avondale House, Rathdrum	Architectural Interest
Avonmore, Laragh	Architectural Interest
Ballyarthur House, Woodenbridge (elevations and interior panelling)	Architectural Interest
Ballycurry House	Architectural Interest
Ballyfree House, Glenealy	Architectural Interest
Ballymoney Park, Kilbride	Architectural Interest
Belfield House, Ballyronan, Kilpedder	Architectural Interest
Belvedere Hall, Greystones	Architectural Interest
Broadlough House Lower Tinnakilly, Rathnew	Architectural Interest
Bromley House, Kilpedder	Architectural Interest
Bushy Park House, Enniskerry	Architectural Interest
Castlekevin, Annamoe	Architectural Interest
Castle Howard, Rathdrum	Architectural Interest
Charleville House, Enniskerry	Architectural Interest
Clermont House, Our Ladys School, Rathnew	Architectural Interest
Clonmannon House (18th Century)	Architectural Interest
Clonmannon House (Queen Anne)	Architectural Interest
Coolattin House, Shillelagh	Architectural Interest
Derrybawn House, Laragh	Architectural Interest
Donard House, Donard	Architectural Interest
Dunran Castle, (folly) Kiltimon	Architectural Interest
Dunran House, Kiltimon	Architectural Interest
Fortgranite, Baltinglass	Architectural Interest



Item and Location	Interest
Glanmore Castle, Ashford	Architectural Interest
Hollybrook House, Gatelodge & Gateway Clock House and Folly Tower	Architectural Interest
Humewood Castle, Kiltegan	Historical Interest
Hunters Hotel's, Rathnew	Historical Interest
Inchanappa House, Ashford	Architectural Interest
Kilcrouney House, Enniskerry	Architectural Interest
Killoughter House, Ashford	Architectural Interest
Kilmacurragh House, Rathdrum	Architectural Interest
Kilranelagh House and gates, Kiltegan	Architectural Interest
Kilruddery House, Bray	Architectural House
Knockmore, Enniskerry	Architectural Interest
Lough Bray House	Architectural Interest
Luggala House, Lough Tay	Historical Interest
Monalin, Kilpedder	Architectural Interest
Mount Kennedy House, Newtownmount- kennedy	Architectural Interest
Powerscourt House, Enniskerry (elevations and medieval castle walls incorporated in main block)	Architectural Interest
Rath House, Rath East, Tullow	Architectural Interest
Rosanna House, Ashford	Architectural Interest
Rathsallagh Stud, Dunlavin	Architectural Interest
Russborough House, Blessington	Architectural Interest
St. Patricks Missionary College, High Park House, Kiltegan	Architectural Interest
Talbotstown House, Brittas	Architectural Interest
Tinnakilly House Hotel, Rathnew	Architectural Interest
Tinnapark House, Kilpedder	Architectural Interest
Tynte Park, Dunlavin	Architectural Interest
Woodstock House, Kilcoole	Architectural Interest

Table 19(e) Miscellaneous Buildings/Structures

Location	Feature
Aghavannagh	Former barracks of architectural interest, now Youth Hostel.
Aughrim	Forge with horse shoe arch. Herbst Mill & gateway. Former Market House with Meath Coat of Arms.
Ballinaclash	Three-arched stone bridge with cutwaters.
Ballinglen	Bridge with 1798 Memorial.
Baltinglass	Eldon Bridge with three arches on N.81.
Coolross, Tinahely	'Black Tom's Cellars' stonework, 1630.
Coronation Plantation, Kippure.	Obelisk erected in 1831.
Dunganstown	Castle in ruins.
Glencree	Reconciliation Centre (former reformatory).
Glen of Imaal	Ballyhubbock bridge and Kelsha bridge.
Kilfee, Ashford	Former School, was converted to a house.
Kilmurry, Baltinglass	Stone 3 arch bridge.
Knockrath, Laragh	Forge with horse-shoe arch.
Nun's Cross	Schoolhouse.
Poulaphouca	Drawbridge and Poulaphouca Bridge (castellated towers and gothic moulding).
Saunders Grove, Stratford	Gate - piers with ball finials.
Shillelagh	Single storey Courthouse.
Stratford	Waterloo Bridge on N.81.
Tuckmill, Stratford	Three storey cornmill.
Wicklow Head	Octagonal tower with brick dome (formerly lighthouse 1770).

## 5.4. SITES AND MONUMENTS OF ARCHAEOLOGICAL INTEREST

### 5.4.1. Background

Wicklow appears to have been settled from the earliest times by man. The dolmens of the stone age extant in the County indicate that Neolithic Man existed here about 6,000 years ago. Later monuments such as cairns and earth and stone forts indicate that this habitation was continued on to the bronze Age and later into the Celtic Era with its Ogham Stones and later Christian monuments.

### 5.4.2. Survey

A sites and monuments record (S.M.R.) for County Wicklow has recently been published by the Office of Public Works. This record is based on a paper survey of existing historical sources and examination of aerial photographs and has recorded almost 1,500 sites and monuments in the County, excluding many historical towns and villages. Some of these sites are known to be partially destroyed. However, even if no surface indications exist, the sub-surface remains may be of major historic significance e.g. artefacts, post-holes or ground plans of buildings. In developed areas sub-surface remains may exist under buildings. These should be examined when re-development is taking place. A great number of these sites and monuments have not been surveyed in detail and they have not been categorised in order of importance. The O.P.W. intend to survey all such sites in future.

### 5.4.3. Policy

In view of the number of sites and monuments of historic interest now known to exist and because of the powers of the Office of Public Works included in the National Monuments Acts and the National Monuments Act, 1987, it was decided not to list these sites and monuments for preservation or protection. However, the Council will have regard to the Sites and Monuments Record 1986 in dealing with all planning applications for development in the vicinity of items listed in the S.M.R. and in responding to any threats to any item listed. In all such cases the Council will consult with the National Monuments Advisory Council.

It is an objective that in the event of any of these sites or monuments being threatened by work which may be exempted development or by possible developments where a planning application is made to the Council, that it will consider having any such sites investigated by an Archaeologist prior to any such developments taking place. Many of these sites and monuments occur on lands which are the property of various State Departments and where the Planning Authority may not exercise control. In the event of any such monuments being threatened, the Council would seek the co-operation of the relevant Department to secure the preservation of such monuments or the satisfactory investigation of the archaeological remains.

5.4.4. Development in the Vicinity of Sites and Monuments of Archaeological Interest

When an application for permission for development in proximity to any of the features listed in the S.M.R. is received, its effect on the character of the surrounding area will be considered. Interference with the traditional setting of a National Monument or similar structure could, in certain circumstances, seriously jeopardise the value and attractiveness of the structures. Consideration of the effect of development proposals will therefore extend to the environs of structures as well as to the structure itself. See Table 20 for a list of National Monuments in the County.

Table 20 National Monuments in State Care in County Wicklow

Monument	National Monument No.	Townland
Aghowle Church	137	Aghowle Lr.
Stone Circle (Pipers Stone)	416	Athgreany
Medieval Moated Site	-	Ballina Park
Medieval Moated Site	-	Ballyconnell
Medieval Moated Site	-	Ballynagran
Baltinglass Abbey	203	Baltinglass East
Passage Grave in Iron Age Hill fort (Rathcoran)	328	Baltinglass Hill
Ogham Stone & Crosssoona Ringfort	418	Boleycarrigeen
Ringfort	-	Blackrock
St. Mark's Cross	280	Blessington
Ogham Stone	304	Castletimon
Stone Circle and Motte	441/442	Castleruddery Lr.
Dwyer McAllister Cottage	449	Derrynamuck, Glen of Imaal
St. Valery's Cross	337	Fassaroe
Monastic Settlement	134	Glendalough
Nunnery Site	-	Kelshamore

Table 20 (Contd.)

Monument	National Monument No.	Townland
Church (in Ruin)	267	Kilcoole
Church (in Ruin)	417	Kilcroney
Stone Enclosure (Hut Site)	-	Killinure
Kindlestown Castle	323	Kindlestown Upper
Two Ringforts	-	Knockanarrigan
Mound	419	Lemonstown
Ringfort	-	Money Lower
Wedge-shaped Tomb	368	Moylisha
Raheenacraig Church	262	Newcourt, Bray Head
Cell of St. Crispen	-	Rathdown, Greystones
Rathgall Hillfort	422	Rath East
Passage Grave on Seefin	317	Scurlocksleap
Medieval Moated Site	-	Talbotstown Upper
Castle	491	Threecastles
4 barrows	531	Tornant Upper
Rath known as Tornant Moat	531	Tornant Lower
St. Mary's Church, Downsmill	135	Woodlands, Glen of the Downs

## 5.5. BURIAL GROUNDS

### 5.5.1. Analysis

It has been noted that in a number of old burial grounds situated around National Monuments and other features of archaeological, historical, etc. interest, headstones have been erected in more recent years which are out of keeping with, and detract attention from the principle monument because of colour or shape. Polished marble in a variety of colours ranging from white to black does not match the weather-worn ruggedness of the old stone churches. This is particularly noticeable around the National Monuments of Glendalough and Aghowle to name just two, these headstones particularly the startling white ones, take from the dramatic setting of the monuments.

5.5.2. Policy

Accordingly, Burial Grounds in and around National Monuments or other features of archaeological, historical or architectural interest will require more positive control on the design of new memorials or headstones to graves. Future memorials should be sculpted from stone similar to that used in the original church or other monument and the older headstones, i.e. usually grey granite. Also the outline and especially the height should be similar to that used generally in each particular burial ground.

Further, it is an objective of the Council to carry out a programme of maintenance and improvement to the Burial Grounds in the County.

5.6. VIEWS AND PROSPECTS OF AMENITY VALUE

It is the policy of the Council to preserve, improve and open up places or areas from which views or prospects of high visual amenity may be enjoyed. It is an objective of the County Development Plan that walls, fences, hedges or obstructions to these views may be lowered or removed where feasible. In areas visible from these viewpoints, development which would obtrude or materially alter the visual character of the area, will be restricted. Special consideration will be given to the need for accommodation of existing households in the area. It is an objective of the Plan to preserve or improve views and prospects generally and in particular those listed in Table 21 and shown on Map No. 16.

Table 21 Views and Prospects of Amenity Value or Special Interest

Map Ref.	View to be Preserved or Improved
1	General prospect and view from R.117 in the area of the Scalp looking to Sugarloaf Mountains and Enniskerry including the foreground of the view.
2	View to Sugarloaf and Bray Head from road to the west of the Scalp (County Road No. 8) at Killegar.
3	Views to east of R.115 over Glencree Valley to Sugarloaf Mountain.
4	View to Bray Head, Sugarloaf Mountain and Djouce Mountain from bend in County Road No. 11 at Curtlestown.
5	Prospects to north of Glencree Valley along County Road No. 13 leading from Powerscourt Waterfall to Aurora townlands.



Table 21 (Contd.)

Map Ref.	View to be Preserved or Improved
6	View to west from R.115 to Lough Bray.
7	View to south-east over Enniskerry Village from R.118 between Knocksink Bridge and Monastery.
8	Prospect of Killiney, Bray, the Scalp and Powerscourt Djouce, Sugarloaf from County Road No. 33 at Carrigoona (Rocky Valley Drive).
9	View to Little Sugarloaf from County Road No. 33 on Rocky Valley Drive.
10	View to west of R.755 at Killough, Rocky Valley to Knockree and Glencree Valley.
11	View to Sugarloaf, Bray, the Scalp, and Glencree from Old Long Hill Road, (County Road No. 35) at Ballyremon Commons and Deerpark.
12	View to Sugarloaf from Red Lane (County Road No. 31) at Glencap Commons South.
13	View to Knockree and Curtlestown from County Road No. 17 at Ballinagee.
14	View to Sugarloaf and Rocky Valley from County Road No. 29 at Barchuillia Commons.
15	View to sea from County Road Nos. 28 and 29 at Templecarrig.
16	Views to Little Sugarloaf, Enniskerry and Bray from R.761 at Kilruddery.
17	Views to sea and coast from R.761 at Windgates.
18	View to sea and coast from County Road No. 30 at Bellevue.
19	View to Glen of the Downs and Sugarloaf from County Road No. 42 at Drummin East and Stilebawn.
20	View over Roundwood Reservoir to sea from R.759 at Sraghmore.
21	Prospect towards Lough Tay and Lough Dan from R.759 at Ballinastoe.
22	Views to Vartry Reservoir from R.764 at Roundwood.
23	Views to Vartry Reservoir from County Road No. 61 at Knockraheen.
24	View to Lough Dan from County Road No. 60 at Baltynanima.



Table 21 (Contd.)

Map Ref.	View to be Preserved or Improved
25	Prospect of sea from coast road Wicklow to Arklow.
26	View to Brittas Bay sandhills and Ardinary from County Road No. 108 near McDaniels Cross, Brittas Bay.
27	View over Brittas Bay and sandhills to Ballynacarrig from Regional Road R.750 at Ardinary.
28	View to Clara Village from R.755 at Knockrath Little and Ballyhad Upper.
29	Views to Avoca River Valley from R.753 south of Ballinaclesh.
30	View to south-east over Brittas bay sand dunes and coastline from County Road No. 160 at Tonlagee.
31	Prospect to north and east over coast and Ballyguile from County Road No. 107 at Three-Mile-Water and Cullen, Brittas Bay.
32	Views to east from County Road No. 9 near Ballybrew.
33	Prospect of south from County Road No. 11 over Glencree Valley from Curtlestown to Oldboleys.
34	View to west from County Road No. 14 at Barnmire up Glencree Valley.
35	View to sea from County Road No. 63 at Kiltimon.
36	View to south across moorland from R.763 at Ballardbeg, Ashford.
37	View southwards through Glenmacnass Valley from above the Waterfall on R.115.
38	View west from County Road No. 88 to Trooperstown, Castlekevin at Lickeen and Moneystown North.
39	View south-west from Tomriland Crossroads.
40	View to Blessington Lakes from County Road No. 382 at Dowery, Manor Kilbride.
41	View west along Liffey Valley at Ballynabrocky from R.759 west of Sally Gap.
42	View south from R.759 at Athdown across Liffey Valley to Sorrell Hill.

Table 21 (Contd.)

Map Ref.	View to be Preserved or Improved
43	View north-westwards towards Golden Hill and Manor Kilbride from County Road No. 377 at Ballynascullige Lower.
44	View to south-west from County Road No. 367 at Serral Hill across Blessington Lake.
45	Prospect of Blessington Lakes from the roads around the Lake - R.758, 356, 364, 374, 371.
46	View to Blessington Lakes from N.81 at Russborough.
47	View across Blessington Lake to Russborough House from County Road No. 362 at Rathballylong, Boystown or Baltyboys Upper.
48	Prospect of Blessington Lake and mountains to east from County Road No. 347 at Johnstown.
49	View to north-west from R.756 at Slievecorragh, Hollywood.
50	View eastwards towards Wicklow Gap/Turlough Hill from R.756 at Slievecorragh.
51	View to north and north-west from R.756 at coonmore, Hollywood.
52	Prospect of Blessington Lakes from County Road No. 353 at Togher.
53	View to Blessington Lakes from County Road No. 352 at Togher and Bawnoge.
54	View to Wicklow Gap from County Road No. 351 at Garryknock.
55	View to south from R.756 at Lockstown Upper across the King's River Valley towards Corragh.
56 & 57	Views southwards from R.756 at Brockagh and Seven Churches to Snugborough Hill and Lough Nahanagen.
58	View east down Glendasan Valley from R.756 at Brockagh.
59	View east down Glendasan Valley from R.756 at Brockagh and Seven Churches.
60	Views over Glendalough from R.756 at Brockagh.
61	View eastwards towards Glendalough from R.755 at brockagh and Derrybawn.

Map Ref.	View to be Preserved or Improved
62	View eastwards from County Road No. 83 at Cullentragh (Military Road) across Avonmore River Valley.
63	View eastwards from County Road No. 83 at Ballyboy and Carriglineen (Military Road) to Mullacur Mountain and Glenmalure.
64	View eastwards from County Road No. 128 (Military Road) at Drumgoff across Avonbeg River Valley towards Kirikee Mountain.
65	View north-eastwards from County Road No. 128 at Drumgoff (Military Road) down valley of Drumgoff Brook.
66	Views eastwards from County Road No. 128 at Aughavanagh and Fananierin (Military Road) towards Croaghanmoira Mountain.
67	View south-west from County Road No. 128 at Mucklagh and Aughavanagh (Military Road) across Ow River valley.
68	Prospect to west from County Road No. 129 at Rosahane towards Ballinagapogue Mountain.
69	Prospect to south and east from County Road No. 129 at Rosahane, Ballycreen Upper and Sheeana More towards coast and Irish Sea.
70	View to north-west up Avonbeg River Valley from R.753 at Ballyknockan Upper, Ballinaclash.
71	View to north from County Road No. 155 at Ballinabarny South, Connary up the Valley of the Avonmore River.
72	View of north-west from County Road No. 155 at Kilmacoo, Connary up the Valley of the Avonmore River.
73	View to west from County Road No. 153 at Sroughmore, Connary up the Valley of the Avonmore River.
74	Panoramic views from the Motte Stone to the north-west.
75	Views to the north-east and east towards Wicklow Head and coast from Co. Road No 173 and 170 at Oghill Upper, Ballydonnell and Blindwood, Redcross.
76	Prospect to the north-east and east towards Wicklow Head and coast from County Road No. 173 at Ballinvalley Lower, Redcross.

Table 21 (Contd.)

Map Ref.	View to be Preserved or Improved
77	Views to south from County Road No. 173 and from Barraniskey east towards Arklow Head and coast.
78	View to the Vale of Avoca from County Road No. 492 at Kilcarra West, Woodenbridge.
79	View to north from County Road No. 189 at Killacioran to Croghanmoira and Lugnaquilla Mountain.
80	Views to the north and east from County Road No. 197 at Ballycoogue Lower.
81	Prospect to the north-west from R.747 at Mucklagh towards Ballinglen.
82	View over Derry River from R.747 north-west of Tinahely at Curravanish and Glenphilipeen.
83	View to south-west from Lugduff, Tinahely down the Derry River Valley.
84	View to south and east from R.749 at Ballyraheen towards Derry River Valley and Tomnafinnogue Wood.
85	View from County Road No. 218 at Hillbrook Lower, Carnew to north across the Valleys of the Derry River and Derry Water.
86	View from R.748 at Kilcaven, Carnew to north-west towards Coolattin Park and the mountains beyond.
87	Views from R.746 at Ballingate, Carnew to north-west across Derry River Valley.
88	Prospect from County Road Nos. 232 and 233 near Ballard Crossroads, Shillelagh to south to the Blackstairs Mountains, and east towards Coolattin.
89	View from County Road No. 236 at Aghowle Lower, Shillelagh to west towards Aghowle Church and towards the Valley of the River Slaney.
90	View from County Road No. 251 at Gowle, Kilquiggin to west towards the Derreen River Valley.
91	View from County Road No. 249 at Seskin and Laragh, Kilquiggin to north towards the Wicklow Mountains.
92	View to Aughavannagh from County Road No. 130 at Barnameelia.
93	View to west from County Road No. 130 at Branameelin, towards Rathdangan and Baltinglass.

Table 21 (Contd.)

Map Ref.	View to be Preserved or Improved
94	Prospect towards Lugnaquilla from County Road Nos. 261 and 264 at Ballyknockan and Ballinabarney Gap, Rathdangan.
95	View south from County Road No. 275 at Boley across the Slaney Valley to Mount Leinster.
96	View south-east to the Glen of Imaal from County Road No. 330 at Drumreagh, Donard.
97	View to north-east from County Road No. 330 at Drumreagh, Donard over the Carrigower River Valley towards Dunlavin.
98	Views southwards across Glen of Imaal from the Ring Fort and County Road No. 331 at Snugborough, Donard.
99	Views to Imaal and Lugnaquilla from R.742 in vicinity of Tynne Park, Dunlavin.
100	Prospect inland from the railway line between Greystones to Wicklow.

## 5.7. TREES AND WOODLANDS

### 5.7.1. Background

Wicklow - The Garden of Ireland gets its pseudonym from its wooded appearance especially in its valleys and lowland areas. These trees while in the main the result of planting in the last two centuries also include a number of areas where much older woodlands exist. The principle form of tree planting of that time was broad leaved deciduous trees.

The appearance of that type of tree added to the high scenic qualities of the countryside with the soft round headed appearance of the foliage and the variety of colours where different species were planted in close proximity. Unfortunately this type of tree is tending to be replaced in favour of the quicker growing conifers. This is to the detriment of the scenery as the conifer has a harsher pyramidal outline and is usually planted in large blocks of one species thereby losing the contrast of colours and shapes of the broad leaved varieties.

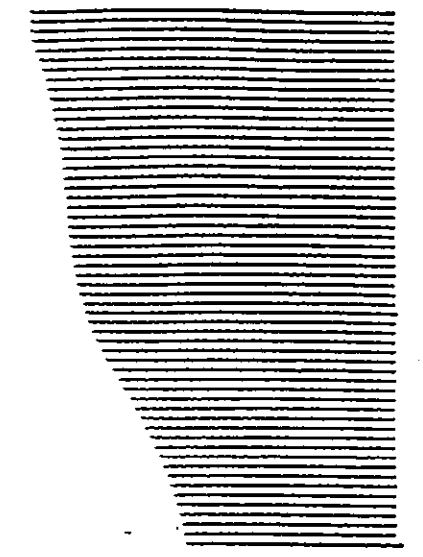
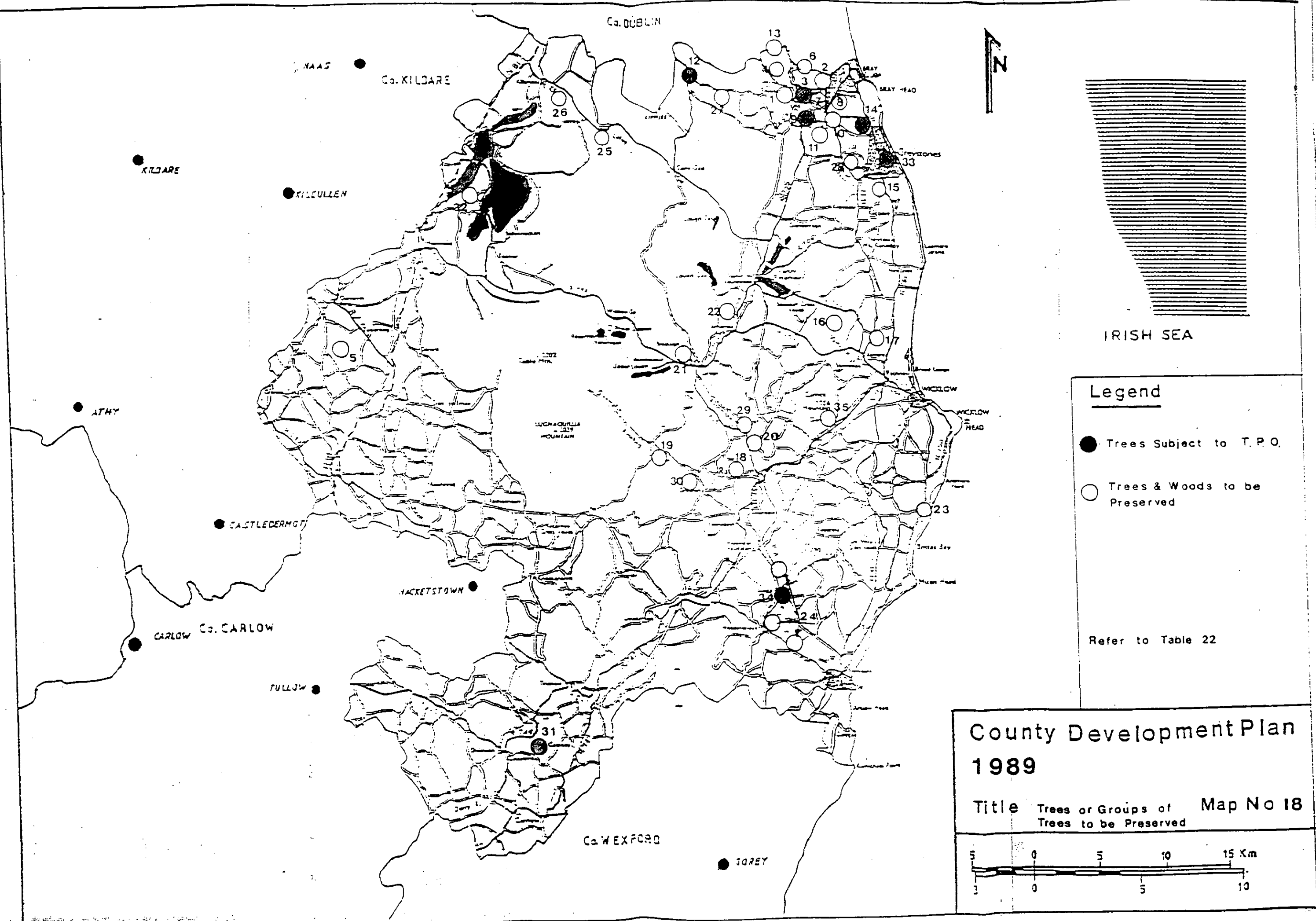
It is accepted that where trees are grown specifically for commercial purposes, they must be of the conifer variety. However, where they are grown for amenity purposes and for screening to buildings, it is recommended that they should be the broad leaved varieties. In the latter case, it is often desirable to plant a mixture of conifers and other varieties so as to gain the early screening from the quick growing variety but to have the broad leaved type coming on afterwards to provide the permanent screening and shelter.

Table 22 Trees or Groups of Trees to be Preserved

Map Ref.	Description
1	Trees, mainly beech in the vicinity of the driveway to Powerscourt House and continuing westward to Powerscourt Demesne townland boundary.
2	Trees on both sides of R.117 between Enniskerry Village and the junction with R.11.
3	Woodlands and trees in the Dargle Valley in Tinnahinch, Newtown, Cookstown and Kilcrouney Townlands (Existing T.P.O.).
4	Trees in Monastery townland in the vicinity of Glenbrook, Enniskerry.
5	Trees in Tynte-Park in the townland of Loughmogue Upper.
6	Groups of trees in Monastery townland by Rannock House.
7	Copse of mixed trees in Hollybrook townland west of N.11.
8	Roadside trees in Hollybrook townland east of N.11.
9	Trees and pleasure grounds at Glencormick House, Glencormick South townland (Existing T.P.O.)
10	Groups of trees east of N.11 at Copsewood Kilmacanogue South townland.
11	The Quill Wood, Kilmacanogue South td.
12	Trees in the vicinity of Glencree Village, Glencree Graveyard and Glencree reformatory in the townland of Oldboleys, Powerscourt Mt. and Aurora, and trees along the field boundaries north of the road leading to Enniskerry in Oldboleys townland up to a distance of approximately 1,000 yards east of Glencree Village (Existing T.P.O.).
13	Roadside trees, mainly beech, on the southern side of the minor road running west in Killegar townland in the vicinity of Killegar House.
14	Trees in the grounds of the old Nursery in Kindlestown Upper (Existing T.P.O.).
15	Roadside trees, mainly beech, adjoining R.761 in the grounds of the Holy Faith Convent, Kilcoole.
16	Woodlands at the Devils Glen, Ashford in Ballymaghroe, Birchwood and Ballydoreen townlands.

Table 22 (Contd.)

Map Ref.	Description
17	Group of trees on the eastern side of N.11 on the northern approach to Ashford village at Inchanappa House.
18	Ballyteige Wood, Rathdrum.
19	Oakwood, Ballinacor, Rathdrum.
20	Deciduous Woodland in the Vale of Clara in the following townlands:-  Ballygannon Rathdrum Copse Stump-of-the-castle Croneybyrne Clarabeg South Ballyhad Upper Ballyhad Lower Knockrath Little Knockrath Big
21	Woodlands, mainly oak, in Derrybawn td., Glendalough.
22	Trees west of Avonmore River.
23	Roadside trees east of the coast road at Rockfield House, Brittas Bay.
24	Woodlands in the following townlands in the Vale of Avoca/Woodenbridge area:-  Ballyraine Middle Kilcarra East Carragowan Ballinagh Shelton Abbey Ballygahon Lower Castlehoward Conary Lower  Glenart Kilcarra West Castlemacadam Ballyarthur Cherrymount Tigroney West Meetings
25	Trees and woodlands at Kippure House and the Coronation Plantation, Liffey Valley, Kilbride.
26	Trees on the banks of the Shankill River at Cloghleagh, Kilbride.
27	Native Oak Wood at Glencree Valley.
28	Native Oak Wood at Glen of the Downs.
29	Native Oak Wood at Vale of Clara, Glendalough.



IRISH SEA

**Legend**

- Trees Subject to T.P.O.
- Trees & Woods to be Preserved

Refer to Table 22

**County Development Plan  
1989**

Title **Trees or Groups of  
Trees to be Preserved** Map No 18

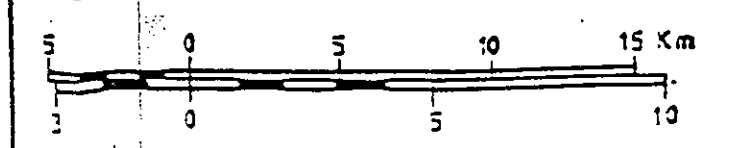




Table 22 (Contd.)

Map Ref.	Description
30	Native Oak Wood at Ballinacor Woods, Ballinacor, Rathdrum.
31	Woodlands and groups of trees at Coolattin Estate (Existing T.P.O.).
32	Oaklands in the townland of Boystown or Baltyboys Upper, Valleymount.
33	Trees at Quarry Road, Killincarrig, Greystones (Existing T.P.O.).
34	Birch trees in Kilqueeney townland, Avoca (Existing T.P.O.).
35	Trees at Hollywood House, Glenealy.

#### 5.7.2. Analysis

Many of the fine trees in the older woodlands and hedgerows in the County are at their full height now but have many years growth ahead of them still. However, people have frequently felled such trees, without obtaining specialist advice on their condition, possibly because of fear of such trees falling. Also some villages have had trees cut down with serious loss to their environment. Enniskerry and Glenealy have had their appearance mutilated by such losses. It will be at least another century before either of these areas will have anything growing comparable in size and appearance and in such dominant positions as those recently removed.

#### 5.7.3. Policy

It is the policy of the Council to preserve and enhance the amenity and natural beauty of the County by preserving in so far as possible, that part of its appearance attributable to trees and woodlands.

Some Tree Preservation Orders have been made by the Council and are indicated in Table No. 22 and Map No. 17. It is an objective of the Council in respect of all other trees or groups of trees listed in Table 22 and (shown on Map No. 17) to consider the making of Tree Preservation Orders. Should it appear to the Council that other trees (not listed in Table 22) are in danger of being destroyed or damaged and that their loss would be an injury to amenity, it shall consider the making of Tree Preservation Orders.

It is also an objective of the Council, to review all existing Tree Preservation Orders and to revoke or vary same, as required, in the interests of proper planning and development.

## 5.8. FORESTRY POLICY

Forestry is the largest user of land in County Wicklow after agriculture. However, as much of the new planting is taking place on the mountains and uplands this is detracting from the rugged appearance of these areas. In addition, the heather clad slopes of the mountains are being replaced by coniferous forest. A considerable amount of planting can take place without loss to the scenic amenities of the mountains. However, the Council considers that the more popular and important scenic areas should be preserved in their present ruggedness and heather cladding. In areas where main or tourist roads pass through forest areas the Council will require that new planting should be kept back a sufficient distance from the road edge to ensure that the roads will not deteriorate unduly and become unsafe due to permanent damp conditions from trees overhead. Also, trees should be kept back sufficiently to ensure that the many fine views will be preserved

As it is also the duty and the policy of the Council to preserve and improve the amenities of the County, it will facilitate and co-operate with the Office of Public Works, Coillte and the Department of Energy in the provision of recreation facilities in the publicly owned forest lands and in the conservation of wildlife in the County.

## 5.9. SPECIAL AMENITY AREA ORDERS

### 5.9.1. Policy

The Council will consider the making of Special Amenity Area Orders in respect of all or part of the areas defined below. The Orders will state the objectives of the Planning Authority in relation to the preservation and/or enhancement of the character or special feature of the area.

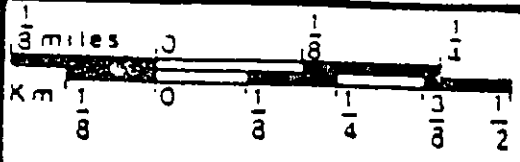
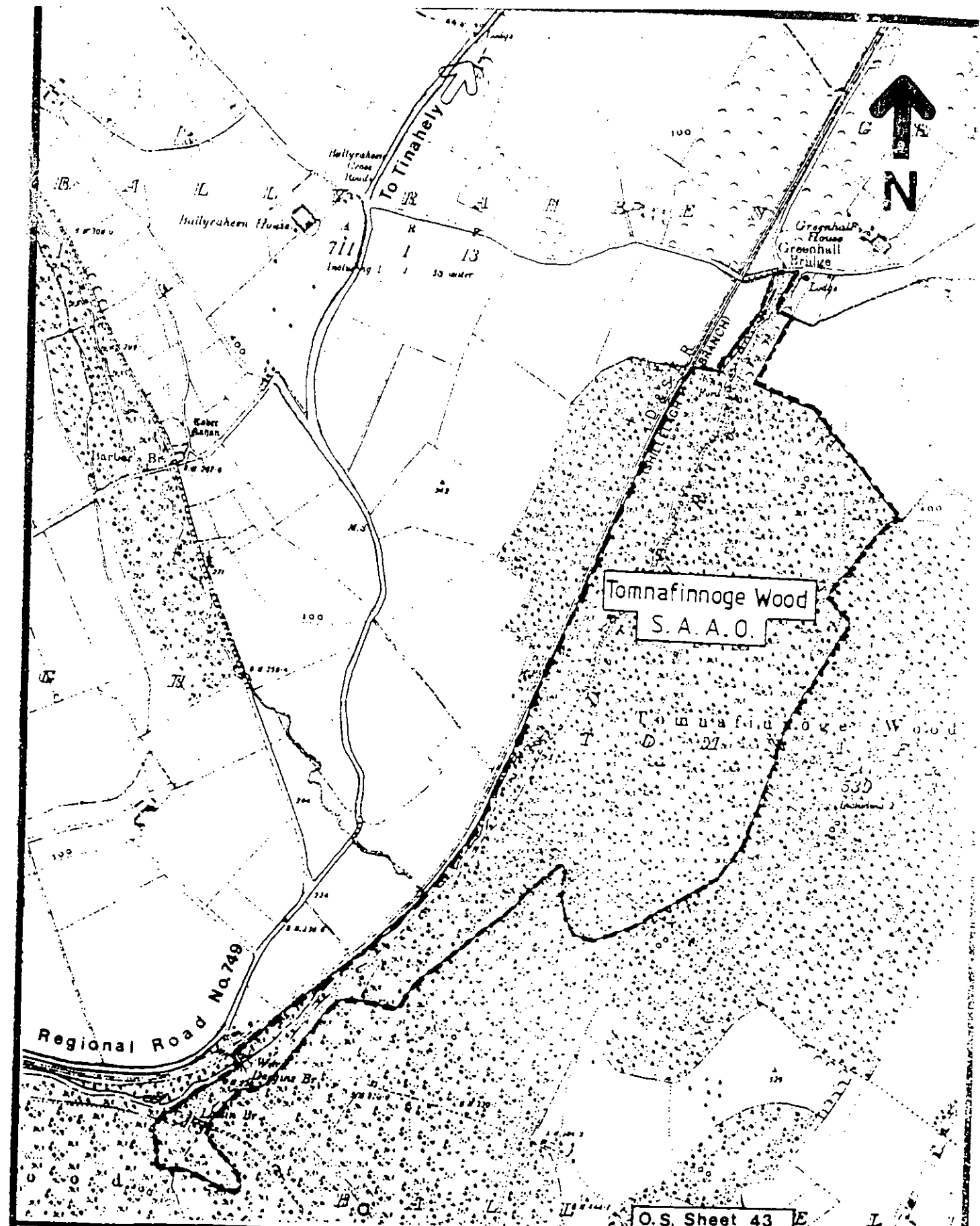
### 5.9.2. Definition of Areas

- (a) By reason of Outstanding Natural Beauty and/or Special Recreational Value.

Those areas listed as Grade A Landscape Areas of Outstanding Natural Beauty in Table 14, with particular reference to the Valleys of Glencree, Glencullen, Glenmacnass, Glendalough, Glendasan, Glenmalure, Blessington Lakes and Brittas Bay.

- (b) By reason of a need for Nature Conservation

Those areas listed in Table 16 as Areas of Scientific Interest or any other areas as yet undiscovered which may during the period of this Plan be identified and which is considered by the Council to be of special amenity.



**County Development Plan 1989**  
 Tomnafinnoge Special  
 Title Amenity Area  
 Map No. 19

### 5.9.3. Protection of Flora and Fauna

Where the Council considers it necessary to preserve from extinction or otherwise protect any flora or fauna, in an area or part of an area to which a Special Amenity Area Order relates, which are of special amenity value or special interest it will make a Conservation Order prohibiting the taking, killing or destroying of such flora or fauna. These Conservation Orders will be made after consultation with the prescribed authorities. Conservation Orders can only relate to areas already included within an area to which a Special Amenity Area Order relate.

### 5.9.4. Tomnafinnogue Wood Special Amenity Area

The Council declared the area known as Tomnafinnogue Wood, Coolattin, as an area of special amenity under Section 42 of the Local Government (Planning and Development) Act, 1963, as amended by Section 4 of the Local Government (Planning and Development) Act, 1976, at its meeting on the 18th of May 1987 (See Map No. 18). This Special Amenity Area Order awaits the confirmation of the Minister of the Environment.

The Order was made by reason of the areas outstanding natural beauty and by reason of the need for nature conservation. The Special Amenity Area Order states the objective of Wicklow County Council, as Planning Authority, that development, other than exempted development, shall not be carried out and that the trees and woodlands in the area be conserved.

### 5.9.5. Priority Areas

#### (a) Bray Head

A Special Amenity Area Order has been considered for Bray Head. There is a need to protect and enhance the views and scenic beauty of Bray Head, its facilities for recreation, its wildlife value and to ensure that these qualities are not destroyed or damaged. These characteristics are under considerable pressure from development, coastal erosion, trespass and fire.

#### (b) Buckronev Marsh

This marsh is located adjacent to Brittas Bay and under threat of encroachment by agricultural activities and housing development. It has formed where the dunes have cut off the outflow of a small river at Mizen Head and a fen containing an abundance of marsh fern has developed.

#### (c) Great Sugarloaf Mountain

This area is of special amenity value because of its natural beauty, its special recreational value to hill walkers, day trippers, picnic use etc. and because of its scientific characteristics of geomorphological interest. A glacial channel of the east of the mountain is threatened by gravel extraction in the area.

(d) Kippure and Sallygap Bogs

This area is an excellent example of high altitude blanket bog, the most important example in the East of Ireland. It is classified as an area of Scientific Interest of International importance. Mechanised turf cutting and drainage, especially in the area to the east of the Sallygap to Glencree R.115 Road, is a threat to this bog.

(e) Kilcoole Marsh/Murrrough

This is an area of scientific interest of National Importance composed of various lake, marshes, fens and grass land habitats. The area is under threat from land drainage activities. The Council will request a designation Order under the Wildlife Act in respect of wildlife and the habitat of the area, be made.

5.10. WICKLOW MOUNTAINS

Wicklow County Council has classified the Wicklow Mountains, including its associated valleys, as an Area of Outstanding Natural Beauty. There is a need for more comprehensive planning and development strategy for the mountain area, in order to,

- (a) resolve the conflicting interests of agriculture, mining, forestry amenity, tourism and recreation.
- (b) conserve environmentally sensitive areas and areas of scientific interest, which provide much of the character and amenity to the mountain area.
- (c) propose a strategy, including proposals for recreational and tourism development. Such a strategy is required to secure financial assistance from central government and from the Dublin Authorities. The resource of the Wicklow Mountains is of national importance and it acts as a recreational area for the population of the metropolitan area.
- (d) prepare a planning control policy providing for development in accordance with the agreed strategy.

In view of the variety of proposals for the Wicklow Mountain area and the likely time-scale involved in producing a strategy for the area, it is an objective of the Council to prepare a planning and development strategy for the Wicklow Mountain area, including its valleys, treating the area in a comprehensive manner in consultation with interested bodies and local communities.

5.11. ACCESS TO AMENITY AREAS

5.11.1. The Wicklow Way

The Wicklow Way was the first long distance walking route in the Republic and was established in 1978. It extends from Marley Park in Co. Dublin to Clonegal in Co. Carlow (126km approx.) via Glencree, Powerscourt, Djouce Mountain, Luggala, Glenmacnass, Glenmalure and Aughavavagh.

It is an objective of the Council to safeguard the route of the Wicklow Way from inappropriate development which would detract from the amenity of the route or which might interfere with the passage of walkers on the Wicklow Way.

5.11.2. Long Distance Walking Routes

The Council welcomes the provision of long distance walking routes in the County and will co-operate with Cospoir (The National Sports Council) in the development of such routes.

5.11.3. Access to Amenity Areas

It is an objective of the Council to examine existing rights of way, paths, access points to beaches, rivers, lakes, mountains and other amenity areas to determine where existing public rights of way exist, and where public rights of way should be created, either by agreement or by compulsion, in the interests of ensuring access to amenities for recreation and amenity purposes, for the provision of walking routes.

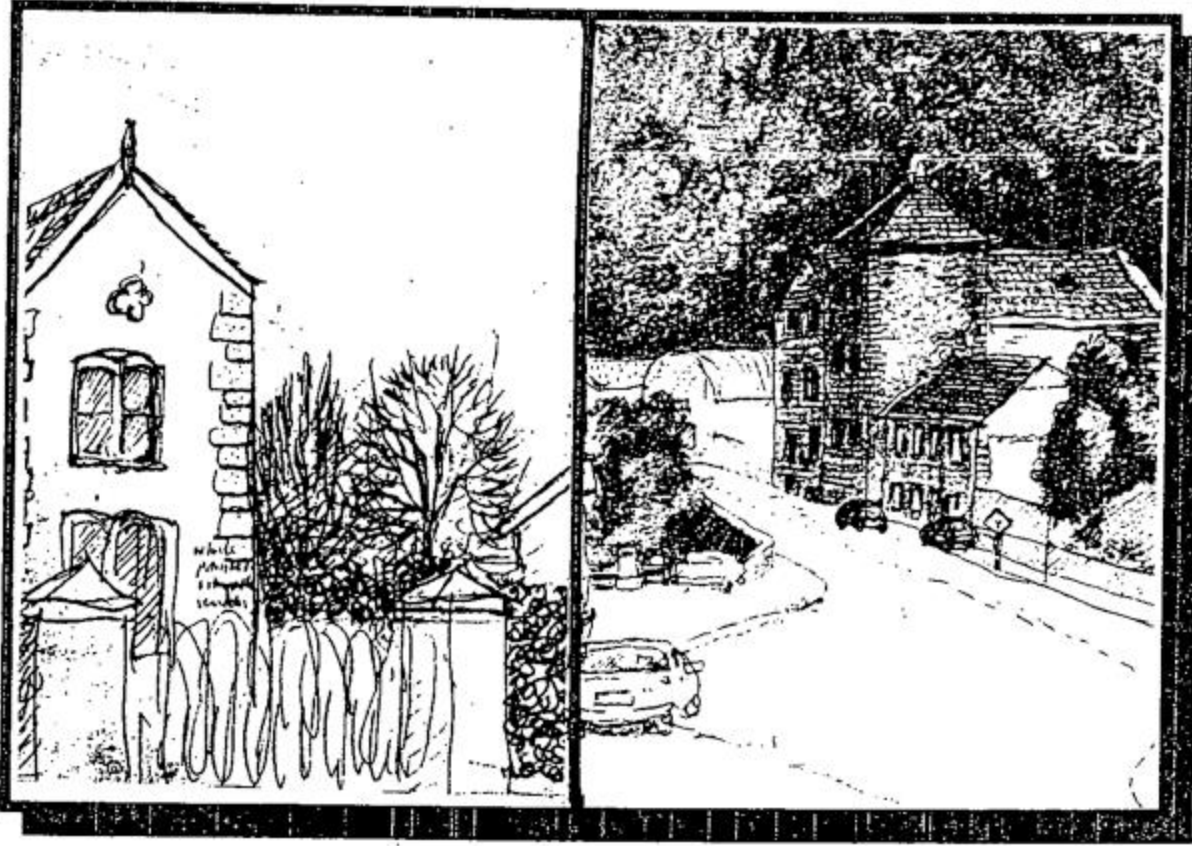
5.12. TOWNS AND VILLAGES

The need for village and town plans is recognised. Indeed such plans are vital, if sporadic development in the countryside is to be restricted, in accordance with the Councils policy for rural areas. Such plans, as well as conserving the visual quality of such towns, would allow for orderly development within these settlements. There is also a need for development plans for the rapidly expanding towns in the north of the County, especially Kilcoole, Newtownmountkenedy, Newcastle and Blessington.

It is an objective of the Council to prepare plans for towns and villages (a) of high visual quality and (b) which are experiencing rapid growth, in order to provide for the conservation of the amenity value of these settlements and to provide for orderly growth and (c) of existing settlements as an alternative to sporadic residential development in rural area.



# WICKLOW COUNTY COUNCIL



## 1989 COUNTY DEVELOPMENT PLAN

### PART 2

## TOWN PLANS FOR RATHDRUM AND GREYSTONES/DELGANY

COUNTY DEVELOPMENT PLAN

FOR THE

SCHEDULED TOWNS

OF

GREYSTONES/DELGANY

AND

RATHDRUM

1989



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DRAFT GREYSTONES/DELGANY TOWN DEVELOPMENT PLAN

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## 1. INTRODUCTION

### 1.1 SCOPE OF THE PLAN

In accordance with Section 20 of the Local Government (Planning and Development) Act, 1963 as amended by Section 43 (1) (e) of the Local Government (Planning and Development) Act, 1976, this Plan has been prepared by the Council to replace the previous Development Plan for the Scheduled Town of Greystones-Delgany. The Plan relates to the area within the Scheduled Town Boundary shown on Map No. 1 which has been altered to include the area of responsibility of Greystones Town Commissioners. The Plan consists of this Written Statement and Map No. 1 to a scale of 1:5000, which shows the Zoning and Specific Objectives. The Plan refers to the 5 year period starting from the date of its adoption by the Council.

### 1.2 GENERAL AIMS OF THE PLAN

This Plan provides guidelines for the public in relation to the Planning Authority's objectives and development control policy in Greystones/Delgany. The Plan seeks to co-ordinate the activities of the Council as Housing, Sanitary and Roads Authority. The planning policies adopted are intended to guide the provision of land for all purposes, including housing, industry, educational and open space. It provides a summary of planning policy in order to facilitate the orderly development of the Greystones/Delgany area.

### 1.3 STATUTORY REQUIREMENTS

The public is referred to the 1977, 1982 and 1983 Local Government (Planning and Development) Regulations. The public is advised that it is inadvisable to acquire land with a view to its development unless at least outline permission has been obtained or the sale is subject to planning consent being obtained before completion of the sale.

### 1.4 CONTENT OF THE PLAN

This Plan sets out the Planning Authority's general policies at Chapter 2, its development control standards at Chapter 3, and its specific objectives at Chapter 4. The Plan should be read in conjunction with the Wicklow County Draft Development Plan Part I. This Plan has taken account of changes that have occurred since the Plan for the Scheduled Town of Greystones/Delgany was first adopted in 1970.

## 2. POLICY

### 2.1 BACKGROUND

The population of Greystones/Delgany has increased over the 1971 - 1986 period from 4,496 persons to 9,505 persons (i.e. by 111%), See Table 1. The rate of population increase in the 1970's averaged +303 persons per annum. In the 1980's, the increase in population has continued at +315 persons per annum.

Table 1 Population 1971 - 1986

Year	1971	1979	1981*	1986*
Greystones/Delgany	4,470	6,781	6,916	8,455
Environs	26	140	1,013	1,050
Total	4,496	6,921	7,929	9,505

\*Environs enlarged to include boundaries of Town Commission

The growth of the town has changed in character, as most of the present growth is now generated by the natural increase caused by in-migration of young families in the 1970's. If the trend established in the 1981 - 86 period continues a population of 11,000 persons could be anticipated by 1991. Whilst population growth will continue, a return to the level of growth in population experienced in the 1970's is unlikely to occur in the next five years.

The Plan designates land for all uses necessary to meet the requirements of an ultimate population of 18,000 persons. This represents an 89% increase over the 1986 population and will meet the needs for a development strategy over a period in excess of the 5 year plan period. The rate of population increase possible will be limited by the rate at which services, in particular sewage treatment facilities, can be provided. The rate at which land is released for development will also effect the rate of population increase.

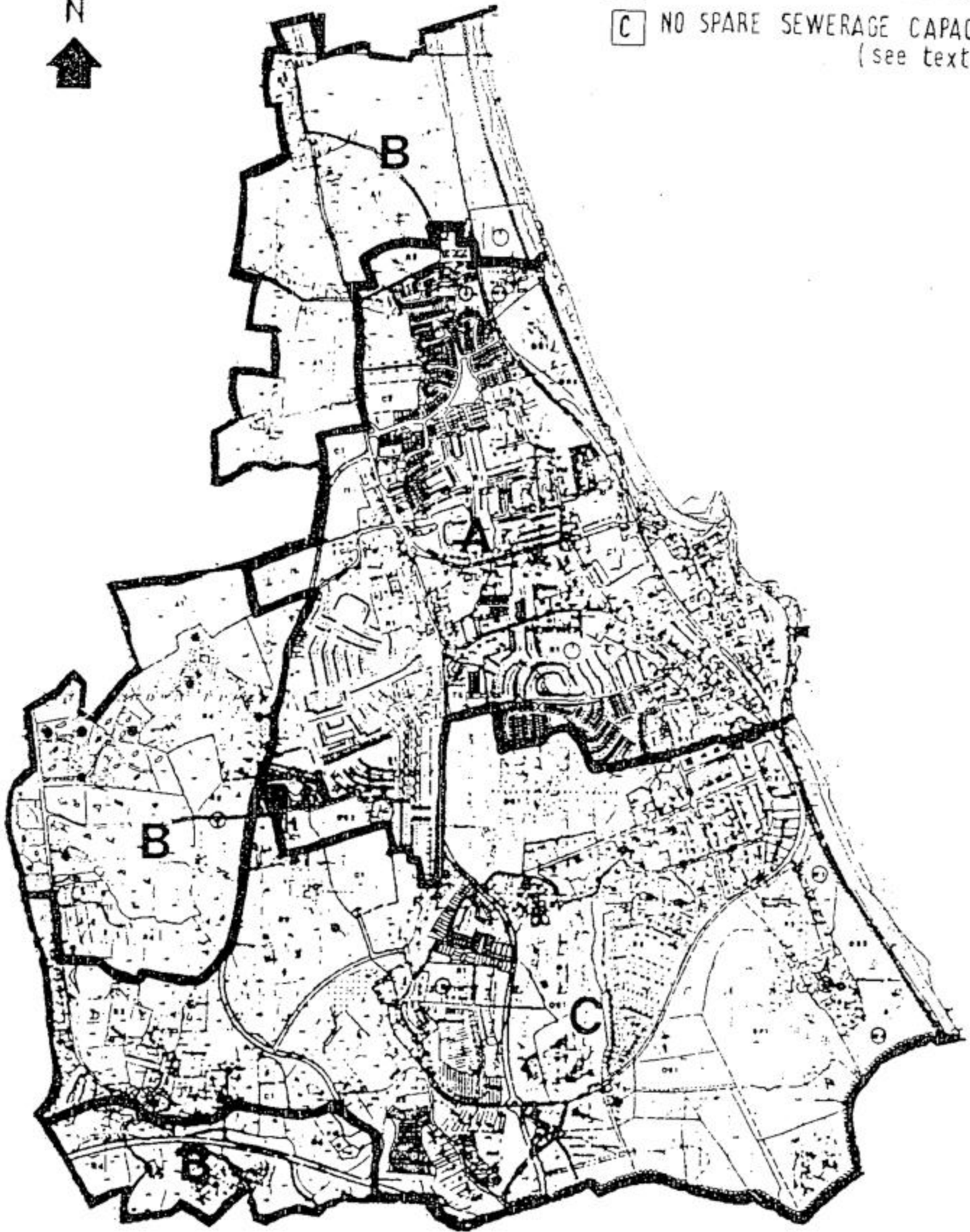
The North Beach sewage disposal works has been designated to serve an equivalent population of 8,000. Of this capacity a proportion equal to an equivalent population of 7,757 will serve existing development and development for which permission has already been granted, leaving capacity for an additional population of 243 from new development (i.e. approx. 56 houses). (See Map No. 1).

# MAP No.1

## GILFISTONES/DLEBANT DEVELOPMENT PLAN 1989



- A** FULLY SERVICED LAND
- B** LONG TERM UNSERVICED LAND
- C** NO SPARE SEWERAGE CAPACITY  
(see text)



A new South Beach works is proposed to replace the overloaded works serving the southern part of the development area. The capacity taken up by existing development re-directed from the obsolete Killincarrig works will be equivalent to a population of 275 and the capacity needed to serve development for which permission has already been granted will be 2 - 3,000, leaving capacity to serve an additional equivalent population of 9,725 on completion.

## 2.2. GENERAL POLICY

The goal of the plan is to provide a good physical environment for Greystones/Delgany and to maintain and improve it as a place for living, working and recreation. Within the context of the population projections it is proposed in the Plan period 1988 - 1993 to achieve the following general policy objectives.

- (i) To protect and enhance the area's natural and manmade amenities.
- (ii) To preserve and expand tourist and recreational amenities.
- (iii) To protect the amenities of residential properties, particularly in mixed use areas.
- (iv) To provide for increased employment opportunities especially in services and light industry.
- (v) To improve and extend sanitary services.
- (vi) To improve the road system and car parking facilities.

## 2.3 ROADS AND PARKING

It is intended to maintain the level of service and capacity of all roads in the town. A new east/west distributor road is proposed from N.11 to the R761 at Three-Trouts Bridge extended to R762 just east of Killincarrig Village, with a connecting link northwards along the west side of Greystones Golf Club to intercept R761 again, and other improvements.

The proposed east/west distributor (the Delgany by-pass) and the Killincarrig/Blacklion link will be constructed by the Council as and when funding becomes available. A contribution towards the cost of these works will be a condition attached to future traffic generating development within the Plan area.

Road works to provide links to public roads within areas being developed will be carried out by the developers of the land at the locations indicated on the plan.



All developments will be required to provide loading and unloading facilities and off-street car parking spaces as set out in the tables on page 22 and 23. In circumstances where no or insufficient car parking can be provided within the curtilage of the site, the Authority may accept a financial contribution in lieu of an on-site parking provision.

#### 2.4 HOUSING

The Council will provide land for housing development. It will implement its house building programme in accordance with its duties under the Housing Acts. The Council will also encourage and facilitate private housing development on lands identified in the Plan for that purpose.

#### 2.5 INDUSTRY/EMPLOYMENT

It is the Council's intention to guide applications for industrial development to land zoned for this purpose and if necessary to provide serviced land and buildings for small service industries.

#### 2.6 EDUCATION

Map No 2 designates land for anticipated school needs.

#### 2.7 OPEN SPACE/AMENITY

It is the Council's policy that the development of land for passive and active recreation and amenity open space should be an integral part of the settlements land use structure at an overall standard of 7 acres per 1000 population, consisting of:

- (i) Formal or organised playground facilities, playing fields and space for passive recreation which would constitute public open space at the rate of 2 acres per 1000 persons.
- (ii) Urban amenity open space, playgrounds and play lots in the main residential sectors of the town at a standard of 5 acres per 1000 population.

It is intended that the urban open space demand generated by different residential developments will be provided in a manner to best ensure its usefulness and utility.



## 2.8 COMMERCIAL/SHOPPING

It is the Planning Authority's policy to concentrate shopping and commercial activity into areas identified for this purpose on Map No 1. It is intended that most future shopping and commercial development would be confined to two areas, Zones T1 and T3 the balance to be dispersed to local or neighbourhood centres in various housing areas.

## 2.9 PRESERVATION

It is the Planning Authority's objective to preserve the buildings, tree groups and views specified in Chapter 4 and shown on Map No 1.

### 3. DEVELOPMENT CONTROL

#### 3.1 BACKGROUND

Under Section 26 of the 1963 Act the Planning Authority is required to control development by ensuring that planning permissions granted under the Act are consistent with the proper planning and development of the area, having regard to the policies and objectives of the Development Plan.

##### 3.1.1. Demolition

The Local Government (Planning and Development) (Exempted Development & Amendment) Regulations, 1984, (superceding certain provisions of the Housing Act, 1969) require that permission be obtained for the demolition of a dwelling or part of a dwelling or the change of use of a dwelling, or part, to uses other than residential use.

##### 3.1.2 Interest in Land

An applicant for permission must show at least a prima facie legal interest in the property, sufficient to enable the proposed development to be carried out.

##### 3.1.3 Premature Development

The expansion of roads and infrastructure into the development and infill areas must proceed in an orderly planned basis for the common good and it is a policy of the Council to refuse permission for development where that development is premature -

- (i) By reference to any existing deficiency in the provision of water supplies or sewerage facilities and the period within which any such deficiency may reasonably be expected to be made good, or
- (ii) Because a road layout for the area or part thereof has not been indicated in the Development Plan or has not been approved of by the Planning Authority or by An Bord Pleanala on appeal.

##### 3.1.4. Planning Conditions

Permission for new development or for an extension of existing development shall be the subject of all or any of the following conditions

- (a) Where the development is serviced or will be serviced by facilities provided by the Council, the developer shall, where the necessity arises, be obliged to allow the Council to make connections to pipes laid or to be laid by the developer.
- (b) Wayleaves shall be provided for services as specified in the conditions.
- (c) Provision for the linking of the road network in a development to that in an adjoining development may be required in order to provide a proper road system in the area.

### 3.1.5 Water Pollution

Where licensable effluent discharges constitute an integral part of any planning proposal submitted to the Planning Authority, applicants will be required to submit particulars of such discharges and their proposed system of treatment in the supporting information of any such application. However, the grant of a planning permission will not obviate the necessity of such applicants obtaining a licence under the Local Government (Water and Pollution) Act, 1977 to discharge effluent to the waters or sewers for which the County Council is Licensing Authority. New projects must be designed to eliminate the deleterious effects of waste products upon air or water.

### 3.1.6 Septic Tank Systems

Within the scheduled town boundary septic tank drainage will be permitted only on land which is not served by a public sewer and for which no sewerage proposals are planned. Where there is any doubt as to the suitability of the soil for purifying the septic tank effluent, two metre deep trial holes must be excavated by applicants for inspection by the Public Health Authority. Where it appears that there would be an excessive concentration of septic tanks in a particular area further developments which would aggravate that position will not be permitted.

### 3.1.7 Air Emissions

When dealing with planning applications, the Council will enforce the provisions of the 1987 Air Pollution Act, to control industrial and other air emissions.

Reference should be made to the control of Atmospheric Pollution Regulations 1970 (Publication SI 156) in determining the appropriate height for new chimneys of fuel burning plant, in order to prevent the emissions causing a nuisance or hazard to health.

### 3.1.8 Noise and Vibration

Section 51 of the 1963 Planning Act proscribes noise and vibration which would give reasonable cause for annoyance to persons in any premises in the neighbourhood or to persons lawfully using any public place. Penalties may be imposed on persons found guilty of breaching this Section. Section 39 of the 1976 Act enables the imposition of conditions on a planning permission requiring the taking of measures to reduce or prevent the emission or intrusion of any noise or vibration which might give reasonable cause for annoyance to persons lawfully occupying any such structure authorised by the permission or to persons in any premises in the neighbourhood of the development or to any persons lawfully using any public place in that neighbourhood.

Acceptable noise levels can vary with time and also with location. Levels that are acceptable in daytime will not be acceptable at night. Levels that are acceptable in industrial areas would not be acceptable in rural areas or in residential areas or at a school site. Applicants for a permission will be required to conform with noise ratings which are appropriate for the areas involved. Applicants for industrial or commercial developments, where noise is likely to be a significant factor, may be required to submit details of expected noise levels and may also be required to submit records of surveys of the pre-existing ambient noise level in the area of the site.

### 3.1.9 Non-Conforming Uses

Currently some uses exist at locations where they do not conform with the Use Zoning Objectives of this Plan. When extensions or improvements of premises containing these uses are proposed, each will be considered on its merits and permission may be granted provided the proposed development would not, in the opinion of the Planning Authority, adversely affect the amenities of land in the vicinity and would not prejudice the proper planning and development of the area. The Planning Authority is especially conscious of the possible adverse effects of industrial and commercial development in too close proximity to residential accommodation.

## 3.2 DEVELOPMENT STANDARDS

Apart from the wider policy issues and objectives of this Plan, to decide if a proposed development accords with the proper planning and development of the area it is necessary to relate it to a series of more specific and detailed planning principles, standards and regulations, which are set out under the following headings:

- (i) Land Use Zoning (3.3)
- (ii) Site Development Standards (3.4)
- (iii) Residential Standards (3.5)
- (iv) Design Consideration (3.6)
- (v) Shopsigns (3.7)
- (vi) Building Height Control (3.8)
- (vii) Building Lines (3.9)
- (viii) Advertisements (3.10)
- (ix) Trees (3.11)
- (x) Roads and Services (3.12)
- (xi) Parking (3.13)
- (xii) Undergrounding of Cable Services (3.14)

### 3.3 USE ZONING

The purpose of use zoning objectives is to indicate the Planning Authority's intentions for all lands in the town. The land use zones are identified on Map No 2 and the Planning Authority's objectives for each zone are detailed in the margin of that map. The acceptability of certain uses in particular zones will be self evident, as is the un-acceptability of others. Over a wide range of uses, the degree of acceptability can only be judged on the basis of a specific application where the nature, extent, intensity and incidental effects of the scheme can be properly examined. For the purpose of the control of development the development area has been divided into zones. Zoning refers to the main land use occurring in each zone. The zones have been divided into six groups according to the main use in each:

- (i) Residential i.e. R1, R2, R3, R4, R5, C1.
- (ii) Industrial i.e. I1
- (iii) Commercial (shops and offices) i.e. T1, T3
- (iv) Open Space (playing fields, public service installations and industrial and other uses where development covers a minor proportion of site area) i.e. SP1, OS1, OS2, C2
- (v) Local Centre i.e. T2
- (vi) Agricultural i.e. A1

Proposed Use	Land Use Group					
	(i)	(ii)	(iii)	(iv)	(v)	(vi)
	Res.	Ind.	Comm.	Op.Sp.	L.Cen.	Agri.
Abattoir	x	1	x	x	x	x
Adverts and Advertising Structures	o	1	1	x	o	x
Aerodrome/Airfield	x	x	x	x	x	x
Boarding Kennels	x	o	x	x	o	o
Car Parks	o	1	1	o	1	o
Caravan Park (holiday)	x	x	x	o	x	o
Caravan Park (residential)	x	x	x	x	x	x
Cash and Carry Outlet	x	1	o	x	x	x
Cemetery	1	x	x	1	x	1
Church	1	x	1	o	1	o
Commercial	o	x	1	o	1	x
Community Hall	o	o	1	o	1	o
Concrete Asphalt etc plant	x	x	x	x	x	x
Cultural Use	o	o	1	o	1	x
Dance Hall/Discotheque	x	x	1	x	o	x
Doctor/Dentist etc	o	o	1	x	1	x
Education	1	o	1	o	1	x
Embassy	o	x	o	x	1	x
Extractive Industry	x	x	x	x	x	x
Garden Centre	o	o	1	x	o	o
Guest House	o	o	1	x	1	x
Health Centre	o	o	1	x	1	x
Heavy Vehicle Park	x	1	o	x	x	x
Hospital Nursing Home	o	x	o	x	x	x
Hotel	o	o	1	x	1	o
Industry - Light	1	1	1	o	o	x
Industry - General	x	1	1	x	x	x
Industry - Special	x	1	x	x	x	x
Motor Sales Outlet	x	1	1	x	o	x
Offices District	x	o	1	x	o	x
Neighbourhood	x	o	1	x	1	x
Other	x	x	o	x	x	x
Open Space	1	1	1	1	1	1
Petrol Station	x	1	1	x	o	x
Private Club	o	o	1	o	o	x
Private Garage	1	o	1	o	1	o
Private Tip	x	o	x	x	x	x
Public House	x	o	1	x	o	x
Public Services	1	1	1	1	1	o
Recreational Building	o	o	1	1	o	o
Residential	1	x	1	x	1	x
Residential Institution	o	o	1	x	1	x
Restaurant	o	1	1	x	1	x
Scrap Yard	x	1	x	x	x	x
Service Garage	x	1	1	x	o	x
Shops Neighbourhood	1	x	1	x	1	x
Other	x	x	1	x	x	x
Sports Club	o	o	1	1	o	1
Warehouse	x	1	1	x	x	x
Wholesale Outlet	x	1	1	x	x	x

1 Permitted  
o Open for Consideration  
x Not Permitted

i) Residential  
ii) Industrial  
iii) Commercial

iv) Open Space  
v) Local Centre  
vi) Agriculture



Table 2 shows the acceptability or otherwise of a proposed use in any zone depending on the main use group into which the zone falls. "Open for Consideration" means not acceptable in principle and it is only in special cases where the Council is satisfied that the use would not conflict with the general objective for the zone and could be permitted without undesirable consequences for the permitted uses that they can be allowed, subject to compliance with pertinent control criteria consistent with the proper planning and development of the area, having regard to the Development Plan. The public is referred to the definitions in Section 2 of the 1963 Act and in Article 9 of the 1977 Regulations, and to Part VI (Classes of Use) of the Third Schedule to the 1977 Regulations.

### 3.4 SITE DEVELOPMENT STANDARDS

#### 3.4.1 General

Density measures the relationship between buildings and surrounding space. High quality environment is possible over a wide range of densities. Too low densities waste urban land. Over-development can adversely effect adjoining amenities, generate more traffic than roads can accommodate, reduce private open space and cause sunlight, daylight, air and ventilation problems. To avoid these effects and to guide the public, plot ratio, site coverage and residential density standards are set out in this Plan. The standards are maxima and are subject to the consideration set out at Section 26 of the 1963 Act and to the controls built into each of the Zoning Objectives on Map No 1.

#### 3.4.2 Plot Ratio

The gross building floor area divided by the gross site area is the plot ratio. The gross floor area is the sum of all floor space within the external walls of the building, excluding plant, tank rooms and car parking areas. The gross site area is all land within the curtilage of the site. The normal maximum plot ratio for non-commercial development is 0.5. Generally, commercial development will be restricted to a maximum plot ratio of 1.0. Plot ratio controls are not applicable in open space or agricultural zones.

#### 3.4.3 Site Coverage

- (a) The site coverage index is determined by dividing the total area of ground covered by buildings by the total ground area within the site.

$$\text{Site Coverage Index} = \frac{\text{Total area of Site Covered by Building}}{\text{Total Site Area}}$$

(b) Maximum Standards for Site Coverage

A particular site coverage may be accepted only where it is consistent with other factors, such as open space requirements, parking, height, fire safety standards, plot ratio and protection of amenities of adjoining dwellings.

Generally, commercial, industrial and office development will be restricted to a maximum site coverage of 2/3 (two-thirds).

**3.5 RESIDENTIAL DEVELOPMENT**

**3.5.1 Material Considerations**

Where land is proposed for new housing the material considerations of the Council will be as follows:

- (a) The zoning of the land in the town plan.
- (b) The need for land to be used economically.
- (c) The capacity of the infrastructure to cater for the future population.
- (d) The adequacy of present and future community facilities.
- (e) Suitable density and adequate privacy.
- (f) The provision of a satisfactory mix of housing, to cater for family units of different sizes and characteristics.
- (g) The safety of proposed layouts and the capacity of the existing roads to absorb further traffic.
- (h) Adequate provision for car parking, open space, landscaping and planting.
- (i) Integration with existing development and the preservation of attractive features on site and the amenities of adjoining developed land.

**3.5.2 Residential Densities**

The normal maximum residential densities in each zone are detailed in Table 3 below.



TABLE 3

Description	R1, R5, T1, T2	R2,R7	SP2,R3	R6	R4	Other Zones
Houses per acre	9	7	5	4	1	Not Applicable
Houses per hectare	22.2	17.3	12.4	10	2.5	

Higher densities of up to +20% may be permitted where the development contributes to a significant improvement in the amenity of the area, by its provision of public amenity space or public facilities or other public works in excess of those required for the development, the provision of which is in accordance with the proper planning and development of the area.

### 3.5.3 Purpose Built Flat Densities

In the case of purpose built flat development, the overall mass of buildings will be controlled, whilst allowing for flexibility in flat size. Accordingly, the following density standards will apply:-

- (a) A maximum gross floor area of 210 square metres of flat development may be permitted for each house permissible on the site.
- (b) A maximum of three flats may be permitted for each house permissible on the site.
- (c) Flat developments will be considered only on sites of adequate size for at least one house.
- (d) Mixed flat and house developments may be allowed at a density in between that for flats and for houses in the relevant zone.

Purpose built flats will not be permitted in the Old Burnaby nor will they be normally permitted on sites surrounded by and having access through predominantly single family occupied housing estate developments.

The Council will not accept lands on steep slopes, backlands or badly drained land as qualifying for public open space assessment. Similarly open space incidental to roads (i.e. grass margins, roundabouts etc.) will not be accepted as public open space. The Council may require open spaces of adjoining developments to be related, and where desirable, to adjoin each other. In particular circumstances, the open space allocation may be located outside of the development site curtilage. All public open space shall be freely available for the use of the people of the area and shall be left graded, grassed and/or paved and landscaped to a good standard by the developer. The developer should consider the potential for mixed landscape proposals, soft landscaping such as trees, hedges, shrubs and grass, juxtaposed with hard landscaping, such as brick setts and paving, which can produce a very pleasant result.

#### 3.5.6 General

A comprehensive site survey indicating all existing site features, walls, trees, hedges, buildings, water courses, etc., will be required for submission with applications for housing estates. Developers will be expected to integrate the most attractive features into the design. As with landscaping, this will usually improve the quality of development and is thus in the developer's interest.

In the development of private building estates, roads and services are to be provided in advance of house construction. Developers will be required to give security to the Council in the form of a bond to ensure their satisfactory completion and maintenance until the roads, open spaces, car parks, sewers and watermains are taken in charge by the Council. In the case of large developments, provision of roads and services may be phased with the approval of the Council.

#### 3.5.7 Contributions

Conditions will be imposed in permissions requiring developers to contribute towards the cost of the provision of sanitary services, roads, open space or other works or amenities which facilitate their development.

#### 3.5.8 Infill Housing

In developed areas the Council will encourage infill housing. To off-set the physical disadvantages of small sites, some relaxation of standards and contributions may be allowed at the Local Authority's sole discretion. Infill housing should reflect the existing character of the street by paying particular attention to the proportions, heights, massing, and materials of surrounding buildings. Schemes should also maintain existing building lines, roof pitches and the heights, window proportions and other details.

### 3.5.9 Alterations to Dwellings

Applications for alterations and extensions to private houses have to be considered individually and it is not possible to lay down general rules for them. There is a great variety of existing housing in the town which precludes general advice. It will, however, be advantageous if applicants pay special attention to the following points:-

- (i) Extensions which would obstruct the view from a neighbour's window, or overshadow windows, yards or gardens, and new windows in blank walls which reduce a neighbour's privacy will not be permitted.
- (ii) The pattern of existing buildings should be followed.
- (iii) It is essential to integrate the extension with the existing building by using similar finishes and similar types of window.
- (iv) A more satisfactory external appearance will usually be achieved in the case of single-storey extensions to the side of a house by setting it back at least 150mm (6") behind the front wall of the original building.
- (v) Traditional ridged roofs are likely to cause fewer maintenance problems than flat ones. It is difficult to obtain a satisfactory external appearance with flat roofs particularly on two or three-storey buildings and a ridged roof will usually be required in such circumstances.
- (vi) In general dormer extensions should not be such as to obscure the main features of the existing roof (i.e. they should not break the ridge or eaves line of the roof). Front dormers should normally be set back at least three tile courses from the eaves line and should be clad in a material matching the original. If matching materials are no longer available the same effect can be achieved by removing part of the original roof cladding from a less conspicuous part of the roof and using it in the new work.

### 3.5.10 House Conversions to Flats

The sub-division of existing houses into flats will not normally be permitted if the houses are suitable for single family accommodation, nor in low density housing areas nor in the Burnaby. Where acceptable in principle, sub-division will not be subject to normal density controls. The maximum number of units to be permitted in a sub-division will be decided having regard to the character of the area, the suitability of the building for sub-division, the availability of services, parking provision and other relevant factors. Permission to sub-divide into flats will not normally be granted unless the average size of unit is at least 60 square metres gross floor area.

The conversion of a garage or provision of a small extension so as to form a partially separate "granny flat" is not considered to constitute a sub-division of a dwelling, provided that the total dwelling is occupied by a single family unit and that the extension has direct access to the remainder of the dwelling.

### 3.5.11 House Conversions to Other Uses

The conversion of houses to other uses will not normally be permitted. Houses in the T1 and T2 zones may be permitted in change of use to a commercial use, subject to the merits of the particular proposal.

## 3.6 DESIGN CONSIDERATIONS

### 3.6.1 General

3.6.1.1 The visual aspects of a proposed development will be examined with special regard to whether a freestanding building or an infill of part of a street facade is proposed. Where development is proposed in part of a terrace, matching of horizontal features such as parapets; eaves and cornice lines, lines of window heads, string courses etc., must feature in the design. Where windows or other existing elevational features have established a vertical emphasis on the facade, this should be maintained in the new development.

3.6.1.2 Generally materials must be matched and the design of existing boundary walls, railings, etc. reflected in the new development. Where an adjoining building has a special architectural quality a high standard of design and finish will be required in the new building.

3.6.1.3 Applicants are referred to "Access for the Disabled" published by the National Rehabilitation Board, which gives valuable advice in relation to design criteria for the disabled.

### 3.6.2 Shopping Centres

3.6.2.1 In preparing schemes for a Shopping Development applicants should comply with the following criteria:

(i) High design standard, (ii) adequate off-street parking and loading space, (iii) proper provision for pedestrian circulation, (iv) provision of street furniture (phones, litter boxes, seats etc.), (v) the provision of public facilities (e.g. toilets, creche, clinic), (vi) a satisfactory tenant mix, (vii) some residential and residential service trades (e.g. doctor, dentist, shoemaker), (viii) properly sited service areas (e.g. refuse collection), (ix) utility (E.S.B. transformer station) areas, (x) hard and soft landscaping, including the retention of existing trees and the use of slopes or other site features.

### 3.6.3 Industry

New industrial developments should comply with the following main criteria:

- (i) Adequate off-street parking and loading areas.
- (ii) A high standard of architectural design of buildings, walls, hard and soft landscaped areas and restrained advertising.
- (iii) Where the width of the adjoining public road carriageway is less than 9.15m (30ft.), the width of each vehicular access opening to factories and similar premises (other than petrol stations) may, subject to planning permission, be increased to 9.15m (30ft.) provided they are suitably located with respect to road junctions or to similar openings in adjoining premises.

### 3.7 SHOPSIGNS

It is the Councils policy to discourage the use of plastic box signs and to require signs to be handpainted on wood, composed of individual block lettering or other suitable finishes. Owners of existing plastic box signs are encouraged to replace these signs with suitably designed signs which complement the streetscape of the town. Applicants should consult with the Council before submitting applications for shopsigns or other advertising signs.

### 3.8 BUILDING HEIGHT CONTROL

A high building is defined as one which is higher than neighbouring or nearby buildings. In deciding an application for a high building the following criteria will be considered:-

- (i) The degree of overshadowing and consequent loss of light caused to surrounding property.
- (ii) The degree of overlooking (particularly of residential property) and the consequent loss of privacy to surrounding premises.
- (iii) The extent to which there is a disruption in the scale of an existing street.
- (iv) The extent to which the building detracts from the structures or spaces of architectural or historic importance.
- (v) The extent to which the building detracts from important landmarks.
- (vi) The detrimental effect on any existing building having a special visual identify (e.g. a spire, a dome, a tower or other high building).



- (vii) Any attractive view from significant vantage points that would be obscured by the building.
- (viii) The degree of obtrusion of the building on the skyline.
- (ix) The scale of the building in relation to surrounding open space, together with the effects of the building on the quality of the space.
- (x) The area of the site, and whether it is sufficiently large to provide a visual transition, by way of open space or a base of lower buildings from the scale of surrounding development.
- (xi) The visual relationship of the building to existing or proposed open areas.
- (xii) Whether the purpose or civic importance of the building would justify its prominence.
- (xiii) Whether the building may be used as a site for any advertising structure and the possible affect of such a structure on the amenity and environmental quality of the adjoining area. An advertisement will generally only be permitted on a high building if it is accepted that it forms part of the design of the building, or is complimentary to the design of the building and is otherwise compatible with the use zoning objectives of this Plan.

### 3.9 BUILDING LINES

In residential areas the general building line for new dwelling houses will not be less than 7.6m (25ft.) from the road boundary. In industrial areas the general building line will not be less than 15.2m (50ft.) and include a 2m (6ft.) deep landscaped strip between the highway and the building. This requirement may be varied up or down in special circumstances (e.g. in the case of a site with a curved or irregular frontage, or in the case of a site with more than one road frontage).

Substantial rear building lines may be specified where new industrial development is proposed backing onto existing or proposed residential developments. In some instances, especially in residential developments a greater or lesser building line may be accepted or required as part of the overall design and layout where it would add interest and variety and constitute a desirable design feature without creating a traffic hazard or creating a possible noise nuisance to residents. Such variations will be considered on their merits, subject to an absolute minimum building line of 6m (20ft.) to provide for a drive-in space for a car where such is provided in front of the building line. Where road gradients exceed 3%, near junctions interchanges, traffic lights, or where the road is elevated or other abnormal conditions occur, building lines in excess of the above standards may be required.

### 3.10 . ADVERTISEMENTS

The Planning Authority's concerns in relation to advertisements are the preservation of amenities and the avoidance of traffic hazard. The Council is opposed in principle to advertisements in residential areas, or on or near buildings of architectural or historical importance, in open spaces, near streams and the seafront. Well designed commercial signs add colour and interest to shopping and commercial areas. Control will be exercised to avoid clutter. The number of signs attached to a building in such areas will be limited. No sign should be obtrusive or out of scale with the building facade. Signs should be related to features of buildings, such as windows, cornices, string courses, etc. Signs which project above the level of a building parapet, or obtrude on the skyline (i.e. sky signs) will not be permitted.

### 3.11 TREES

The value of mature trees in any development and the importance of preservation will be a prime consideration in the determination of applications for sites containing trees of amenity value. Where it is permitted to remove trees to facilitate essential development, the Council will require the planting of semi-mature trees as conditions of any planning permission. Where development is proposed in existing landscapes where mature trees are a feature, a tree survey shall be submitted with the plans lodged for permission.. This survey should show accurately the location and type of all trees 3 metres in height or more. It should give girth of the tree, the spread, the height and the species, together with a report from a competent Tree Specialist as to the condition of the trees and their life expectancy.

Trees which have been identified as being suitable for preservation at the planning stage shall be marked on an approved plan and protected by the erection of a 5ft. high railing or fence around the area at the drip line (or at such other area as may be agreed with the Council). Where mature trees or groups of trees within a proposed development have been identified as being suitable for preservation, the design shall be such that no development shall be within falling distance of the trees proposed to be retained subject to considerations of the height and spread and species of the trees involved. The plans should distinguish clearly between which trees are to be retained and which are to be topped or looped, or are to be felled, together with any additional planting proposed. Applicants and developers are referred to the manual "Trees on Development Sites" published by An Foras Forbartha.

### 3.12 ROADS AND INFRASTRUCTURAL SERVICES

The standards set out in "Geometric Design Guidelines RT 180" (published by An foras Forbartha 1977) will form the basis of the Council's road requirements. A road width of between 5.5 and 7.3 metres will normally be required for all local access roads in housing developments. Normally two 1.8 metre wide footpaths must be provided. "Recommendation for Site Development Works for Housing Areas" published by An Foras Forbartha in 1974, shall apply to all residential developments. The material widening of a means of access from a public road requires planning permission provided the road width is 4 metres or more.

For safety reasons, driveways should:

- (a) Have a vehicular entrance not wider than 3 metres.
- (b) Have an area of hard standing (parking space) 2.4 metres x 5 metres.
- (c) Not have outward opening gates.

The Planning Authority will provide sanitary services to facilitate the development of appropriately zoned lands. It should not be assumed that because an area is indicated for development that applicants will automatically receive permission because they apparently comply with zoning objectives. The introduction of drainage to new areas will be on a strictly phased basis and until such time as services are available in an area, the Planning Authority may refuse permission on prematurity grounds. Developers will be required to provide separate surface water drains and foul drains where separate systems of sewerage are available or are intended to be made available in the future. (See Map No. 1).

### 3.13 PARKING

#### 3.13.1 Car Parking Standards

The standards set out in Table 4 will apply to all new development, be it new construction or additions, or material changes in use of existing buildings. As the unloading of service vehicles at shops and other commercial premises causes obstruction to other road users, it is essential that parking and service space for development is provided within the curtilage to the premises. Fuel servicing points shall be sited so that vehicles need not stand on the public thoroughfare or on the public footpaths during unloadings. Where parking is permitted in sight of the general public, adequate landscaping must be provided to soften the appearance of parking areas. When considering applications for parking spaces in front of existing premises, the Planning Authority will have regard to the desirability of retaining existing boundary walls or railings and retaining some green or planted areas between the street and building line.



CAR PARKING STANDARDS

Land Use	Unit	Parking Spaces Per Unit
Auditorium, Theatre, Cinema Stadium.	Seat	0.33
Church	Seat	0.33
Bank	100m <sup>2</sup> (1,000 sq ft) gross area.	6.00
Library	100m <sup>2</sup> (1,000 sq ft) floor area.	3.00
Offices	100m <sup>2</sup> (1,000 sq ft) gross floor area.	4.00
Shopping Centres, Retail Stores.	100m <sup>2</sup> (1,000 sq ft) floor area.	8.00
Individual Shops	25m <sup>2</sup> (250 sq ft)	2.00
College, Vocational School	Student Seats	0.50
Schools	Per Classroom	1.00
Dwelling House	Dwelling	1.00
Flat	Dwelling	1.25
Hospital	Per Bed	1.50
Hotel, Motel, Motor Inn, etc. (excluding function rooms, bars, etc.)	Bedroom	1.00
Manufacturing	100m <sup>2</sup> (100 sq ft) gross floor area	3.00
Warehousing	100m <sup>2</sup> (1,000 sq ft) gross floor area	1.00
Ballroom, Private Dance Clubs	100m <sup>2</sup> (1,000 sq ft) dance floor and sitting out space	3.00
Restaurant and Cafes	10m <sup>2</sup> (100 sq ft) Diningroom	2.00
Take-Away Foods	Unit	3.00
Bars, Lounges, Function Rooms	8m <sup>2</sup> (80 sq ft) net public space	3.00
Clinics and Group Medical Practices	Consulting Rooms	2.00
Nursing Homes	Per Bed	0.33

In implementing the above standards, however, the Council will reserve the right to alter the requirements having regard to each particular development.

### 3.13.2 Required Dimensions

- Car Parking Bay - 5m x 2.5m (16 feet x 8 feet)  
(end-on parking)  
6m x 2.5m (20 feet x 8 feet)  
(parallel to kerb)
- Loading Bay - 6m x 3m (20 feet x 10 feet)
- Circulation Aisles - 6m in width (20 feet)

### 3.13.3 Other Requirements

Where the provision of car parking is required by the Plan in relation to a development such provision may be met by providing the required spaces within the development, or where the Council requires, by a contribution in accordance with the powers contained in the Local Government (Planning and Development) Act, 1963.

Where car parking bays are being provided by the developer it will be necessary for the bays and aisles to be marked out with lines 100mm (4") wide in a durable material and to the required dimensions as stated above, in accordance with the recommendations set out in RT 181 published by An Foras Forbartha. It will be necessary to provide all car parks with durable permanent surface.

### 3.13.4 Operational Parking Space

Operational parking space is the space required for cars or vehicles necessarily involved in the operation of the business or particular building, e.g. delivery and collection of goods, the carrying out of repair and maintenance services, etc. It does not include space for storing vehicles except where this is necessary as part of the business being carried on in the building. See Table 5.

TABLE 5 - STANDARDS FOR THE PROVISION OF OPERATIONAL PARKING SPACE INCLUSIVE OF LOADING AND UNLOADING FACILITIES

Offices:	1 parking space per 372 sq. metres (4,000 sq. ft) of gross floor area
Commerce:	1 parking space per 557 sq. metres (6,000 sq. ft) of gross floor area. (Commerce includes showroom, restaurants, hotels, licenced premises)
Industry:	1 parking space per 465 sq. metres (5,000 sq. ft) of gross floor area
Retail:	For shopping centres & retail stores - 2 parking spaces per 100m <sup>2</sup> (1,000 sq. ft) gross floor area

### 3.13.5 , Loading Bays

Each new premises proposed for office, commercial or industrial use must include within the curtilage of the building one or more loading bays of a size adequate to cater for its specific needs and the requirements of the type of vehicle serving the premises. The location of these loading bays must be such as not to obstruct the circulation of vehicles on the site involved or other required parking spaces.

### 3.14 UNDERGROUNDING OF CABLE SERVICES

On greenfield sites, the Council will require the undergrounding of all cable services serving development. In relation to built up areas, the Council may require the relocation of such services based on the merits of each proposal in the interests of visual amenity.

#### 4. SPECIFIC OBJECTIVES

##### 4.1 IMPLEMENTATION

The implementation of the development objectives herein assumes that the necessary capital, permissions and approvals are forthcoming from Central Government. Should finance or authorisation not be available, or should the compulsory acquisitions of lands not be authorised by the responsible Minister, the objectives so affected will not be implemented within the Plan period.

##### 4.2 TREE PRESERVATION

Subject to a more thorough specialist assessment of individual specimens within each group, the Planning Authority has made or intends to make Tree Preservation Orders under Section 45 of the 1963 Act in the case of the groups of trees at the following locations:

- (i) Quarry Road, Burnaby
- (ii) Kindlestown Lower
- (iii) Kindlestown Upper
- (iv) The Old Rectory, Delgany
- (v) The Burnaby

##### 4.3 VIEWS AND PROSPECTS

The Council proposes to preserve the following views and prospects of special amenity value (See Map No. 2).

- (i) The view of Bray Head, as viewed from the Harbour.
- (ii) The view eastwards towards the sea from the public road which is just inside, and runs parallel to, the western boundary of the scheduled Town, i.e. Bellevue Road.
- (iii) The view south westwards from the R.761, north of its junction with the Templecarrig Road, towards Coolagad Hill and Kindlestown Wood.
- (iv) The view south westwards from the R.761 in the vicinity of Redford Cottages towards Coolagad Hill and Kindlestown Wood.
- (v) The view south eastwards from the R.761 north of its junction with the Templecarrig Road towards Greystones Harbour.

#### 4.4 BUILDINGS AND STRUCTURES

It is intended to secure the preservation of the following buildings and structures of historic or artistic interest in dealing with applications for their alteration or demolition

TABLE 6 PRESERVATION

No	Building	Location	Extent
1	Christ Church of Ireland	Delgany	Structure including interior front walls and La Touche Monument by Hickey
2	"The Old Rectory"	Delgany	Structure, front and side walls
3	"Sharavogue"	Bayswater Terrace	Structure
4	"Slievemore"	Bayswater Terrace	Structure
5	House to east of "Slievemore"	Bayswater Terrace	Structure
6	"Harbour Lodge"	Bayswater Terrace	Structure
7	"Rockport"	Cliff Road	Structure
8	"Nutley"	Cliff Road	Structure
9	"Wavecrest"	Cliff Road	Structure
10	1a "Wavecrest"	Cliff Road	Structure
11	2. Wavecrest"	Cliff Road	Structure

NOTE: Article 11 (1) (9a) (ix) of the 1977 Regulations refers.

#### 4.5 BUILDINGS AND STRUCTURES FOR PROTECTION

It is an objective to consider the preservation of the buildings and structures of historic or artistic interest in dealing with applications for their alteration or demolition.

TABLE 7 PROTECTION

No	Building	Location	Extent
1	Church of the Most Holy Rosary	La Touche Road	Interior including Evie Hone windows
2	St. Patrick's Church of Ireland	Church Lane	Facade
3	"Natures Gold" 1, Killincarrig Road	Greystones	Facade and Structure
4	"Iretons" 2, Killincarrig Road	Greystones	Facade & traditional shopfront
5	Original section of Wicklow Arms Hotel (bearing inscription 1856)	Delgany	Structure
6	"Malvern"	Delgany	Structure
7	"R.J. Mooney"	Trafalgar Road	Shop Front
8	"S. Ferns"	Trafalgar Road	Shop Front
9	La Touche Hotel	Trafalgar Road	Facade and Structure
10	Greystones Public Library	Opposite junction with Killincarrig Road	Facade and structure
11	St. Killians Church	Blacklion	Structure

TABLE 7 PROTECTION (CONTD.)

No	Building	Location	Extent
12	Presbyterian Church	Trafalgar Road	Structure
13	Burlington	Victoria Road	Facade
14	Duncairn	Harbour	Facade
15	Beach House, Public House	Harbour	Facade
16	1 and 2 Triton House	Trafalgar Road	Facade
17	1 Bethal Terrace	Trafalgar Road	Facade
18	2 Bethal Terrace	Trafalgar Road	Facade
19	St. Killians Hall	Trafalgar Road	Facade

NOTE: Article 11 (1) (a) (x) of the 1977 Regulations refers

4.6

SITES OF ARCHAEOLOGICAL INTEREST

It is an objective of the Planning Authority to consider the preservation of the items or structures of archaeological importance as listed in Table 8. (See Map No. 2).

TABLE 8 SITES AND ITEMS OF ARCHAEOLOGICAL INTEREST

Map Ref	Description	Interest
1	Church in ruins at Rathdown Upper.	Cell of St. Crispen
2	Kindlestown Castle at Kindlestown Upper (N.M.324)	13th Century Castle now in ruins (National Monument)



TABLE 8 SITES AND ITEMS OF ARCHAEOLOGICAL INTEREST (CONTD.)

Map Ref	Description	Interest
3	Killincarrig Castle at Killincarrig	Early 17th Century L-Shaped fortified house
4	Delgany Old Graveyard	Graveyard and cross shaft with inscription
5	Rathdown Castle at Rathdown Upper	Site of Early Castle
6	Circular enclosure at Rathdown Lower	Archaeological Interest
7	Ringfort at Rathdown Lower	Site of Rath/Cashel
8	Circular enclosure at Rathdown Lower	Archaeological Interest
9	Woodlands Hotel Killincarrig	Rural fortfield House

#### 4.7 ROADS

The Planning Authority will construct new roads and improve existing ones in the anticipation of, and in response to the needs for road development on a progressive basis as funding becomes available. The principle long term road improvements are marked on Map No. 2. See Table 9.

TABLE 9 ROAD IMPROVEMENTS

	Description	Cost @ 1987 Prices
1	New west/east distributor road from N11 to Three Trouts Bridge (2.25km) (a) 1st stage single carraigeway (b) Dual carraigeway	2,250,000 3,750,000
2	Delgany Bye-Pass (1.0km)	600,000



TABLE 9 ROAD IMPROVEMENTS (CONTD.)

	Description	Cost @ 1987 Prices
3	Killincarrig Bye -Pass	1,700,000
4	New junction @ Blacklion of Delgany Road and the R.761 (0.50km)	500,000
5	Improvement of Delgany to Blacklion Road	300,000

In view of the costs of the road improvement programme and the lack of funding available for such works, it is intended to carry out a transportation study (See Works Objectives, Table 10).

#### 4.8 WORKS OBJECTIVES

This section details the works or studies that the Planning Authority intend to carry out within the five year period of the plan.

TABLE 10 WORKS OBJECTIVES

Map Ref	Description
W1	<p><u>Amenity Development</u></p> <p>A golf course will be provided on Council lands at Killincarrig, close to the Woodlands Hotel.</p>
W2	<p><u>Car Parking</u></p> <p>A study will be carried out to assess the car parking needs of the town centre and to make proposals as to how these needs might be met.</p>

TABLE 10 WORKS OBJECTIVES (CONTD.)

Map Ref	Description
W3	<p><u>Ladies &amp; Gents Toilets</u></p> <p>A ladies and gents public toilet will be provided at the harbour.</p>
W4	<p><u>Infrastructural Services</u></p> <p>To provide a Southern Treatment Works outfall and associated works.</p>
W5	<p><u>Transportation</u></p> <p>A transportation study will be carried out to examine necessary road improvements and traffic management proposals including pedestrian and pedal cycle circulation and car parking requirements.</p>

COUNTY DEVELOPMENT PLAN

FOR THE

SCHEDULED TOWN

OF

RATHDRUM

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(Map located in pocket on Cover)

## 1. SURVEY AND ANALYSIS

### 1.1. SCOPE OF THE PLAN

This written statement and the accompanying map (Map No. 1) comprise the development Plan for the 5 year period from the date of its adoption by the Council, together with relevant sections of the Development Plan for the County as a whole and in particular the policies intended to maintain the attractive character of towns, to assist in their tourist development, to maintain the distinction between urban and rural areas, to protect the approaches to towns and the main tourist areas from haphazard development and the policies covering housing development, industry, including extractive industry, petrol filling stations, camping sites and advertising.

### 1.2. BACKGROUND

#### 1.2.1. POPULATION AND FUNCTION

The town has approximately 350 dwellings. In 1981 the population of the town was 1,268 persons and this increased to 1,307 persons in 1986.

The present day function of the town is that of a centre for service and community facilities to serve the population of the town and the towns' area of influence in the surrounding countryside, superceding its former functions as a market town and centre of local government administration.

#### 1.2.2. EMPLOYMENT

Four local industries were in operation at the commencement of the 1970-75 plan period. There are currently seven firms engaged in manufacturing in the town and the rural area of influence which the town serves. Current products are pharmaceuticals, animal compounds, timber processing, wood grading, ceramics, hand printing and linen weaving. The number employed is about 75. There is a proposal to provide small factory units of 90 square metres (1,000 sq. ft.) each on one acre of a six acre site in the process of development by the I.D.A. Full development of this industrial estate could provide employment for about 20 in the first stage of the development with a possible further 100 jobs with the development of the remaining 5 acres of the site in the future.

Average percentages of the population in the main categories of employment in the County in 1981 were as follows:  
Service employment 50%, industry 36.69% and agriculture 13.49%.  
Approximately 50% of the population is of working age, giving a potential working population in manufacturing of 187. A total of almost 195 jobs could be available with the completion of the development of the whole of the I.D.A. industrial site. Therefore current provision of industrial land appears capable of providing sufficient jobs to enable the town to achieve self-sufficiency in this type of employment. Since these calculations take into account employment located outside of the Development Plan boundary in the vicinity of the town, and the employment needs of the population of the town's area of influence have not been taken into account, employment needs in industry are likely to be somewhat larger than the figures indicate.

### 1.2.3. OPPORTUNITIES

#### (a) Scenic Location

There is a need to strengthen the town's self-sufficiency in the provision of employment in manufacturing or by developing the opportunities for tourism and recreation afforded by its special location and assets. Due to its elevated position on a sloping site rising from the 300ft. contour in the valley of the Avonmore River to almost the 700ft. contour at Ballygannon in a setting of forested and cultivated hills, the town has a highly picturesque character that is one of its major assets to be preserved for the potential it offers for the possible development of the town as a centre for recreation and tourism. This potential is strengthened by the town's proximity to established recreational and scenic areas at Avoca, Avondale, Glenmalure, Laragh and Glendalough. A number of the routes shown on Bord Failte's guide map to tourist routes to these tourist attractions pass through Rathdrum.

#### (b) Town Character

In addition to the location and setting of the town, the relatively well preserved character of the town's Main Street particularly in the vicinity of the Market Square and Church of Ireland, forms an asset on which the town relies for its special individuality and attractiveness.

The well defined boundaries of the town dependent on the relative absence of urban sprawl along its approach roads, except to the west and north and the groups of trees occurring in the immediate vicinity of the built up area and marking its limits are additional assets on which the identity of the town depends.

Owing to its elevated position, views are obtained from within the town outwards towards the surrounding countryside which are an additional aspect of the town's assets which contribute to its special character.

#### (c) Pedestrian Path Network

The well developed network of pedestrian paths contribute to the convenience and recreational potential of the town especially to the extent to which they provide access to the highly scenic and wooded areas of high amenity in the vicinity of the Avonmore River.

### 1.2.4. CONSTRAINTS

The following shortcomings can be recognised in the functioning of the town as a properly planned working and living environment. These prevent full use being made of its assets and opportunities for development.

#### (a) Road Network Constraints

The unsuitability of certain parts of the road system to accommodate present day traffic and the absence of off-street parking and unloading spaces, particularly in view of the long-distance container traffic and tour buses using the Main Street, are a major liability for the efficient functioning of the town that inhibit its commercial or industrial development.

(b) Visual Constraints

Major elements detracting from the pleasant appearance and character of the town are the distribution of electricity and telephone cables on overhead lines, the siting in the vicinity of the town centre of single storey buildings out of keeping with the character and form of the older buildings, the replacement of traditional shop and house fronts by new synthetic materials unrelated in form and colour to existing features whose retention or repair would be preferable to retain the special character of the town, the multiplication of plastic coloured or excessively large signs and the unscreened storage of industrial materials and machinery in locations open to view from public roads.

2. **DEVELOPMENT POLICY AND CONTROL**

2.1. **GENERAL**

The general policy and specific objectives contained in the Plan are designed to preserve the assets on which the character and functions of the town depend and to rectify the planning problems that form liabilities to the development of the town and its efficient functioning as a living and working environment.

Land use zoning and development control guidelines to implement this policy are indicated on map no. 1.

2.2. **EMPLOYMENT**

Encouragement will be given to development proposals having an employment creating content, particularly in relation to the development of the tourist and recreational potential of the town, provided no injury to the town's amenity assets would result and no increase in traffic congestion is likely to arise.

2.3. **INFRASTRUCTURAL SERVICES**

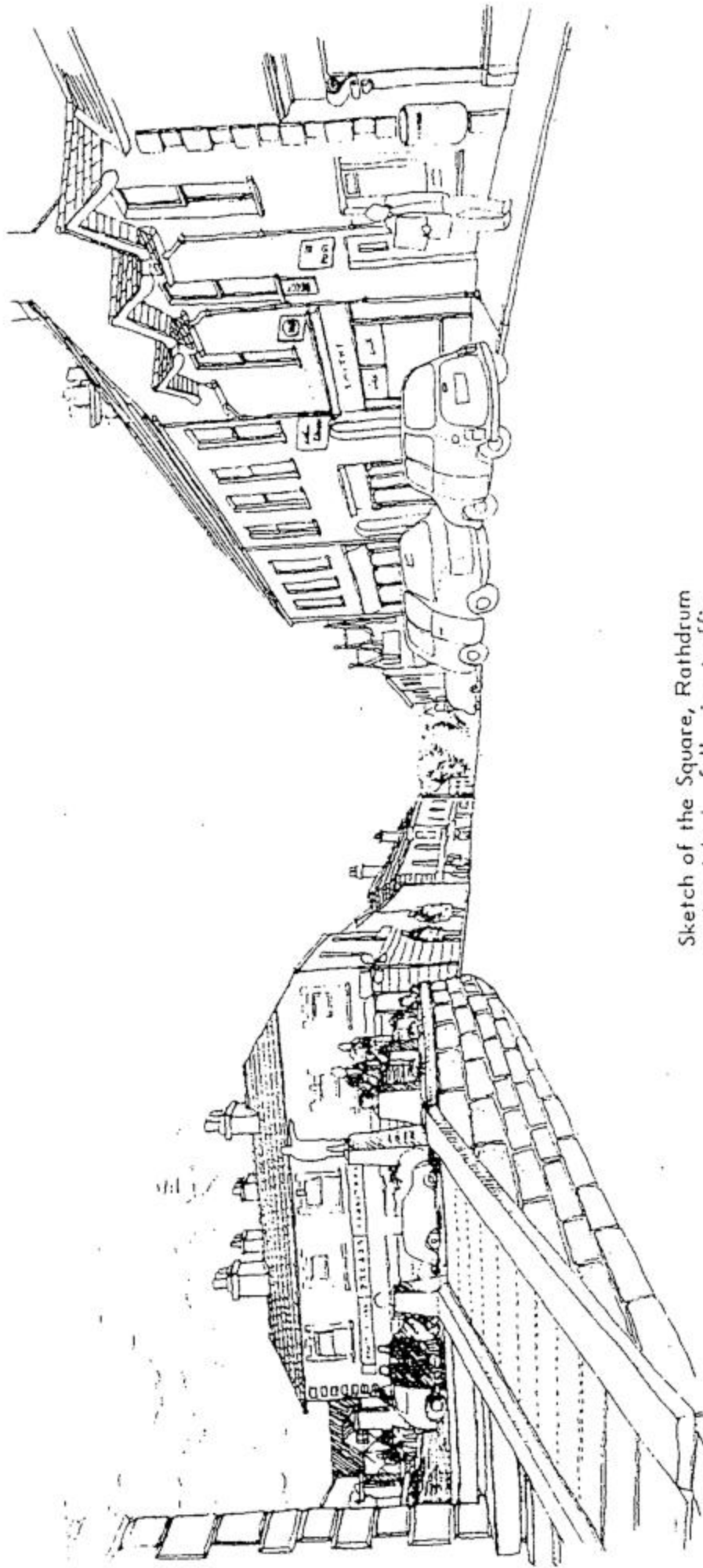
The sewage disposal plant serving the town is overloaded. Improvements will be designed and implemented within the plan period provided funds are available. The improvement works will provide for the retention of the existing natural screening to the works and include the provision of landscaping to avoid injury to the high level of amenity prevailing.

The public water supply serving the town is to be augmented and the Council is preparing proposals for a new water supply source to complement the existing supply.

2.4. **HOUSING**

Development for housing on the land zoned suitable for this purpose will be limited by the availability of capacity in the sewage disposal works. The layout of housing will be required to have regard to the line of future roads necessary for the overall development of land where indicated on the town development plan map.





Sketch of the Square, Rathdrum as it might be following traffic circulating as suggested in the Plan and following removal of overhead lines.



for housing development to obviate the need for the location of houses on undeveloped land at the more elevated parts of the development area or on the main approach roads to the town. To assist this policy the Council will undertake the provision of serviced sites for purchase by persons building houses for their own occupation.

## 2.5. ROADS

The provision for road improvements in the plan are guidelines for the protection of the line of future roads in the assessment of development proposals rather than as proposals likely to be implemented in the plan period.

### (a) Realignment of R.752 (Rathdrum to Arklow Road)

A proposed realignment of R.752 at Corballis, south of the town centre was shown in the Development Plan for the preceding plan period but not implemented owing to the absence of funds. Its future implementation will have regard to the need to protect the existing amenity value of the area and to provide for landscaping to offset any injury to amenity that might arise.

### (b) Road Improvements Within The Town

The road improvements which have been included in the present plan have two objectives:-

- (i) to contribute towards the reduction of congestion in the Main street and
- (ii) to preserve the line of access roads to serve the land lying immediately behind the Main street for the possible future provision of unloading and parking facilities to the rear of the main shopping area.

### (c) Measures to Reduce Congestion on Main Street

Three measures are shown which would contribute towards the reduction of congestion on Main Street.

#### (i) R.755 to R.752 Improvement

The provision of a new road to link traffic from R. 755 (i.e. Laragh Road) to R.752 (Rathnew to Woodenbridge Road) without passing through the Main Street or the need to negotiate the acute bend at Ardavon.

#### (ii) Improved Access to Main Street

The closing of the junctions leading from the Main Street to the Fairgreen and their replacement by a single new junction so that west-bound traffic in the direction of Greenane and the I.D.A. site might join the Main Street at a properly designed junction at the Square. This road reservation, whilst requiring the relocation of the Council's Fire Station and the Gun Clubhouse does not detract from the visual character of the streetscape of the town (see sketch). It provides for a continuation of the use of the Square as a civic amenity. Any alternative route would require the demolition of buildings on Main Street to provide a satisfactory junction and probably the widening of Back Lane or Brewery Lane with the loss of buildings on one side of these lanes. Because of the visual effects and disturbance of these alternatives, they have been discounted.

(iii) Possible Road Layout Proposals

Indications for a possible road system linking County roads 127 and 123 to R.755 to enable traffic from west of the town and the I.D.A. site to join R. 752 without passing through the main shopping and residential areas.

(d) Development Control on R.752

The carrying capacity of R.752 will be protected within the Development Plan by the prohibition of the formation of new access points onto the road.

2.6. TOWNSCAPE AND AMENITY OBJECTIVES

2.6.1. VISUAL AMENITY

All new development will match existing development in materials, general character and form. Development will not be permitted which would injure the amenity of the riverside area. Development will not be permitted which would require the removal of trees. Advertising hoardings will not be permitted nor any other advertising signs outside the developed area. New advertisements where permitted, will be confined to the area below first floor cill level. Views from the town to the surrounding countryside will be protected by the restriction of development visible from the viewpoints shown on the Development Plan Map that would lead to a proliferation of development in a rural area.

2.6.2. AMENITY IMPROVEMENT

Areas of the town zoned Z3 on the map are those deficient in high level of amenity that generally exists in the older parts of the town. New development in these areas will be particularly required to enhance amenity. The fire station and adjoining rifle club buildings are notably injurious to their central location. It will be part of the Council's Development policy to facilitate their relocation. The fire station building is inadequate for its purpose, which requires a half acre site.

2.6.3. OVERHEAD SERVICE LINES

Although the overhead lines which are a major element injurious to the amenity of the town in the Main Street and Town Square area are outside the scope of planning control it will form part of development policy to affect their improvement through representations to the relevant agencies.

2.6.4. PRESERVATION OBJECTIVES

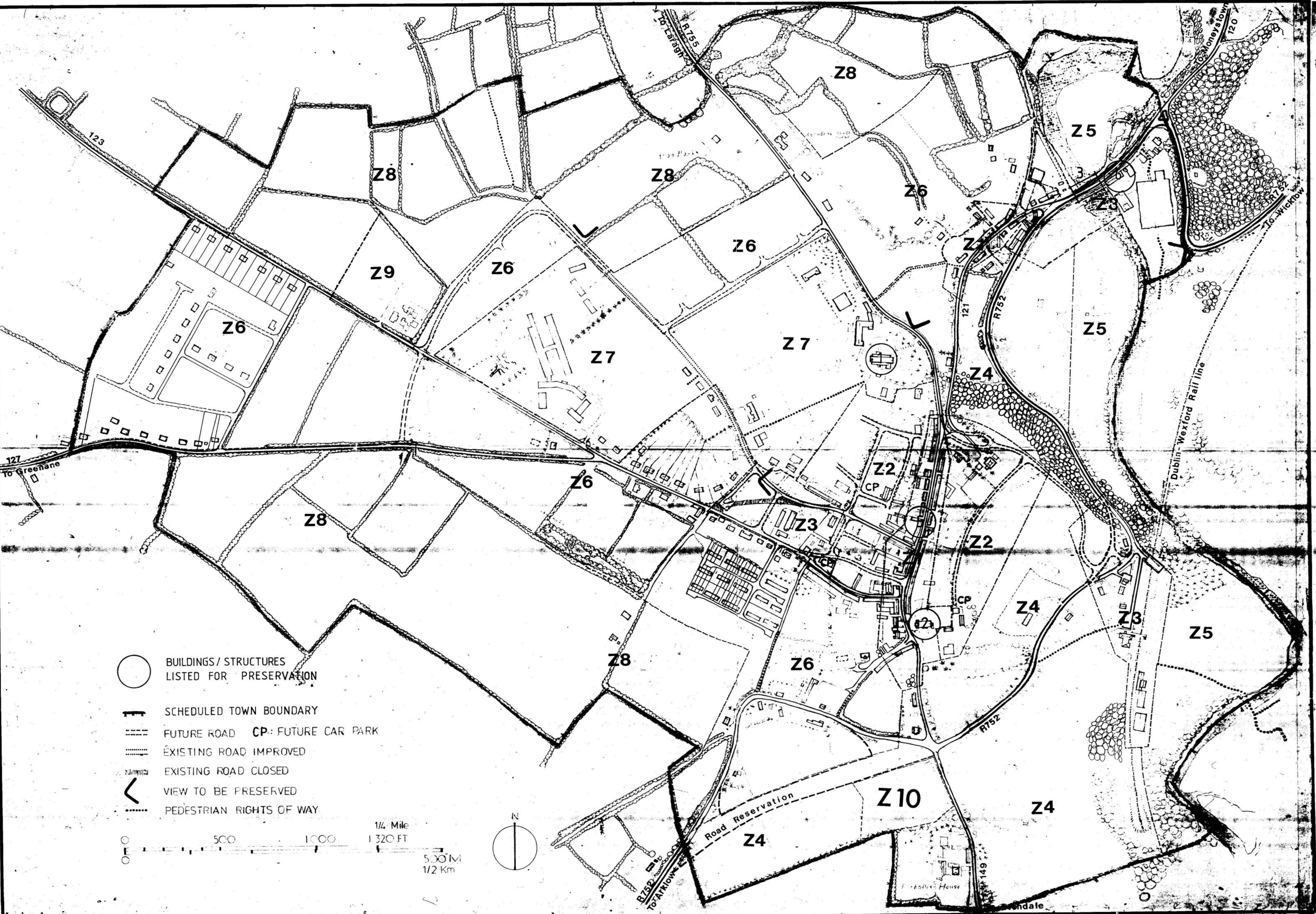
It is an objective of the Council to consider the preservation of the buildings and structures listed in Table 1 and Map No. 1 in dealing with planning applications to alter or demolish any such structure or building. (Note: Article 11 of the 1977 Local Government (Planning and Development) Regulations applies).

MAP REF.	BUILDING/STRUCTURE	LOCATION	EXTENT
1	Roman Catholic Church	Rathdrum	Church Facade
2	Church Of Ireland (1830)	Rathdrum	Church Facade
3	Bridge over Avonmore River	Rathdrum	Stone bridge including parapet walls
4	Single Arch Stone Bridge over railway line	Rathdrum	Stone bridge including parapet walls
5	Flair Dry Cleaners, former Market House	Main Street Rathdrum	Elevation onto Main Street
6	Rathdrum Mills	Rathdrum	Structure

## 2.7. FINANCE

The Council will investigate the possible acquisition of property for sale in the town at locations appropriate for the implementation of the policies set out in the Plan.





**ZONING OBJECTIVES**

- Z1 Town central areas. Town centre uses. Preserve & enhance town character particularly in the vicinity of the Church of Ireland & the town square. Improve circulation. Redevelopment to match materials & main lines of existing buildings. In particular older roof-vents & signs. No advertising at or over first floor level.
- Z2 Commercial & residential uses & uses ancillary to town centre including the provision of rear service & parking areas. Preserve the line of roads for the future development and servicing of the area as indicated on the plan. Development to match the character & materials of the town centre.
- Z3 Area requiring improvement in redevelopment for commercial, industrial, residential & communal uses by the removal or screening of features out of keeping with the character & high level of amenity of the town & its setting. Road & footpath systems to be improved & extended.
- Z4 Development along R752 and county road 121 to be restricted to preserve the carrying capacity of the roads & the rural setting of the approaches to the town.
- Z5 Development to be restricted to preserve the high level of natural amenity in the riverside area. Access to the river to be preserved & improved.
- Z6 Areas suitable for development for residential & appropriate ancillary uses provided acceptable connections to the town road & sewerage systems can be provided & provision is made for the future improvement of the town traffic circulation system where shown.
- Z7 Area for institutional, communal & residential uses.
- Z8 Area for agricultural & appropriate ancillary uses provided that development is sited in positions in order to preserve the rural setting of the town in the interests of its value for recreation and tourism.
- Z9 Industrial uses.

Z10 Area suitable for appropriate industrial, communal or institutional uses whilst restricting access to R752 regional roads and preserving the amenity of public roads No. 149, which provides access to Avonbeg Forest Park.


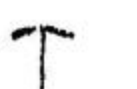
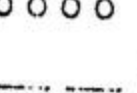


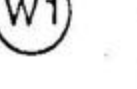
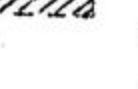

WICKLOW COUNTY  
**RATHDRUM**  
 COUNTY DEVELOPMENT PLAN  
 PART 1  
 No. 1



# ZONING OBJECTIVES

- R1 PRESERVE AND IMPROVE RESIDENTIAL CHARACTER AT 22.2 HOUSES/HECTARE (55/ACRE) MAX.
- R2 PRESERVE AND IMPROVE RESIDENTIAL CHARACTER AT 17.3 HOUSES/HECTARE (43/ACRE) MAX.
- R3 PRESERVE AND IMPROVE RESIDENTIAL CHARACTER AT 12.4 HOUSES/HECTARE (32/ACRE) MAX.
- R4 PRESERVE AND IMPROVE RESIDENTIAL CHARACTER AT 2.5 HOUSES PER HECTARE (6.5/ACRE) MAX.
- R5 PRESERVE ARCHITECTURAL CHARACTER - PRESERVE AND IMPROVE RESIDENTIAL ACTIVITIES - PERMIT RESIDENTIAL DEVELOPMENT AT 22.2 HOUSES/HECTARE (55/ACRE) MAX. - PRESERVE AND IMPROVE HISTORIC CHARACTER - PERMIT COMPATIBLE SERVICE (COMMERCIAL) ASSOCIATED DEVELOPMENT.
- R6 PRESERVE AND IMPROVE RESIDENTIAL CHARACTER - NEW DEVELOPMENT IN THE BOUNDARY SHOULD BE HARMONIOUS WITH THE EXISTING CHARACTER OF THE ESTATE, BEING A LOW DENSITY RESIDENTIAL AREA OF HISTORIC AND ARTISTIC INTEREST COMPOSED MAINLY OF LARGE SINGLE FAMILY DWELLING HOUSES - PROVIDE FOR RESIDENTIAL DEVELOPMENT AT 10 HOUSES PER HECTARE (26/ACRE) MAX.
- R7 PRESERVE AND IMPROVE RESIDENTIAL CHARACTER AND TO PRESERVE THE TREE CHARACTER OF CHURCH ROAD, PROVIDE FOR RESIDENTIAL DEVELOPMENT AT 17.3 HOUSES PER HECTARE (43/ACRE) MAX.
- T1 PROVIDE FOR TOWN CENTRE ACTIVITIES RELATED DEVELOPMENT, PRESERVE RESIDENTIAL DEVELOPMENT AT 22.2 HOUSES/HECTARE (55/ACRE) MAX.
- T2 PROVIDE FOR DISTRICT CENTRE ACTIVITIES AND SERVICES, PRESERVE ARCHITECTURAL CHARACTER AND RESIDENTIAL DEVELOPMENT.
- T3 PROVIDE FOR SHOPPING DEVELOPMENT.
- C1 PROVIDE FOR COMMUNITY AND/OR EDUCATIONAL USES.
- C2 PROVIDE FOR CREATIVITY.
- I1 PROVIDE FOR INDUSTRIAL DEVELOPMENT OF LOW SCALE ACCESS ON NORTH EASTERN BOUNDARY - CONSTRUCT DISTRIBUTOR ROAD.
- A1 PROVIDE FOR AGRICULTURAL DEVELOPMENT.
- OS1 PRESERVE PRIVATE OPEN SPACE.
- OS2 PRESERVE PUBLIC OPEN SPACE.
- SP1 SITE RESERVED FOR DEVELOPMENT AS EITHER (A) AS A MEMBERSHIP MANUFACTURING PLANT OR (B) FOR OTHER INSTITUTIONAL USES. IN ALL CASES, SUCH DEVELOPMENT WILL OCCUR ON A MINOR PROPORTION OF THE SITE OF ORDER TO PRESERVE THE OPEN CHARACTER OF THE AREA.
- SP2 PROTECT ARCHITECTURAL AND SYLVAN CHARACTER, PROVIDE FOR HOTEL RELATED ACTIVITIES, INSTITUTIONAL, RECREATING, RESIDENTIAL AND/OR TOURIST RELATED USES, PERMIT RESIDENTIAL DEVELOPMENT AT NOT MORE THAN 12.4 HOUSES PER HECTARE (5 HOUSES PER ACRE).

# SPECIFIC OBJECTIVES

- TREES TO BE PRESERVED \*
- VIEWS TO BE PRESERVED 
- ACCESS LINES TO BE PRESERVED 
- NEWTYPE 20 PEDESTRIAN CIRCULATION 
- NEWTYPE 20 ROADS 
- SITES OF HISTORICAL INTEREST 
- PRESERVE THE OBJECTIVES (SEE TEXT SECTION 1.3) 
- WORKS OF ART 
- OPEN SPACE RESERVE 

NOTE  
THIS MAP HAS BEEN REVISED BY THE PLANNING AND DEVELOPMENT DEPARTMENT IN 1987 AND THEREFORE BE

# GREYSTONES-DELGANY

DEVELOPMENT PLAN 1989

SCHEDULED TOWN BOUNDARY  
SCALE 1:5000 MAP No. 2

