

B. O. Riach



# Wicklow County

# Development Plan

1970.

WICKLOW COUNTY COUNCIL

COUNTY DEVELOPMENT PLAN

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COUNTY SECRETARY

7<sup>th</sup> September, 1970

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PART ONE.

1. AREA.

The area to which this Plan relates is the administrative area of the Council of the County of Wicklow. Reference to the "Council" in this plan refers to the Council of the County of Wicklow. Reference to the "County" refers to the administrative area of the Council of the County of Wicklow.

2. DOCUMENTS:

The Development Plan for County Wicklow consists of this written statement and maps lettered A, B, and C, and dated \_\_\_\_\_ together with the Development Plans for the scheduled towns, towns and parts of towns, and rural areas set out in Table 1.

TABLE 1.

A. Scheduled Towns.

Town	Map reference
Greystones/Delgany	T.D.M.1.
Rathdrum	T.D.M.2.

B. Part Towns.

Town	Map reference
Bray, part lying within the county planning area.	T.D.M.3.

C. Towns.

Towns	Map reference
Blessington	T.D.M.4.

D. Rural Areas.

Area	Map reference
Rathdown	T.D.M.1.

T.D.M. is an abbreviation for Town Detail Map.  
R.D.M. is an abbreviation for Rural Detail Map.

The three Urban Districts, Bray, Wicklow and Arklow, situated within the County have separate Development Plans.

3. PERIOD OF THE PLAN:

The Development Plan will be reviewed not later than 1st March, 1975, and may be reviewed at any time prior to that date. Notice of review will be published in Iris Oifigiúil and by newspaper advertisement.

## DEVELOPMENT POLICY:

### County Function.

It is intended that the present character and function of the County in the national and regional framework shall be maintained and expanded. The function of the County, including the urban areas, is reflected in the three major economic activities, industry (manufacturing and extractive), tourism, and agriculture (including forestry) which at present have comparable monetary importance. The national and regional significance of the county for tourism and recreation is recognised.

### Town Development.

In the making of the Development Plan account is taken of trends in recent years. The population of the towns on the east coast, Bray, Greystones-Delgany, Wicklow, and Arklow, has been growing at rates faster than the natural increase to be expected. At Bray, Wicklow and Arklow, employment in tourism and industry attracts those leaving rural areas. Industry in these towns is well adapted both in product and plant to modern requirements and expansion can be expected. At Wicklow and Arklow the port facilities may attract further industry. Bray, Wicklow, and Arklow have separate Development Plans. In the latter two there is ample room for expansion in the urban area.

Greystones-Delgany has grown because of the popularity of the town as a place of residence for those working in the Dublin area. This factor has also contributed to the growth of Bray. This Development Plan makes provision in Town Detail Map No. 1, for a 25% increase in population at Greystones-Delgany and in Town Detail Map No. 3, for the environs of Bray lying in the county administrative area, for a 25% increase in the population of Bray.

Elsewhere in the county the population of towns, except Blessington, has declined. It is an objective of this plan to strengthen the towns by directing new development to them, by assisting the attraction of new industry and the expansion of existing industry, providing sites where practicable, and by the provision of housing and housing sites in association with industrial development. It is considered that an improvement in living conditions for the rural population can be achieved by developing the existing larger centres of rural population and in West Wicklow Baltinglass, Donlevin, Donard, Stratford and Kiltegan are recognised as such centres. Where Local Authority or private housing development is unduly inhibited in towns the Council will provide sites by compulsory acquisition. The Development Plan includes a Town Detail Map for Rathrum and makes provision for population increase and industrial development at Blessington in Town Detail Map No. 4. It is an objective of the plan to maintain the attractive qualities of towns and to assist in their tourist development. It is intended to preserve the distinction between urban and rural areas, and to protect the approaches to towns from haphazard development.

### Rural Areas.

In rural areas, apart from the north east population is decreasing. This is a nationwide trend due to the fall in agricultural employment. This factor will influence the future provision of rural housing and accessibility to alternative employment will need to be considered. It is intended to take advantage of this need to achieve a better social environment by grouping houses. It is intended that Regional Water Supply Schemes will help to stem the flight from rural areas by assisting the improvement of agriculture and raising the amenity of farm households. In the north east it is intended to direct the demand for suburban residential development arising from the proximity of Dublin to the Development areas at Bray and Greystones-Delgany and to other existing towns and settlements where social facilities are convenient and where a satisfactory level of services can be provided. It is intended to discourage sporadic residential development in the rural area because the public revenue from such development would not suffice to provide services (sewerage, public lighting, and scavenging) which in time would be demanded.

### New Development.

It is intended to secure that new development is appropriate to its location and to the general benefit of the county.

### Roads.

In order to promote the economic development of the county particularly the Wicklow and Arklow areas, and to provide safe passage for traffic it is intended to develop the arterial road from the Dublin boundary to the Wexford boundary to a standard consistent with its place in the national network. It is intended to maintain the traffic capacity of the road and to safeguard lines of improvement by development control. Regard will be had in the design of the arterial road and in development control to the importance of the arterial road as a major tourist route.

It is the policy of the Council to maintain the traffic capacity of main roads and to restrict further access and development likely to give rise to traffic hazards. In particular development will be carefully controlled alongside the following roads:

- T.42 from Co. Dublin boundary to Baltinglass.
- L.29 from Greystones-Delgany to Bray U.D. boundary.
- T.7 from Rathnew to Wicklow Town.

Development along main tourist roads will be carefully controlled having regard to the need to ensure that scenic values either within or on the approaches to the principal tourist areas are not injured.

## Roads Cont.

It is recognised that the road network shapes development and that road development may give rise to pressure for development in an undesirable form. The improvement of L.29 south of Greystones-Delgany may lead to pressure for ribbon development and consequently road improvement proposals will be viewed against possible alternative improvement of existing links with the arterial road. The Council propose to examine the road network of the County with a view to making alterations where this network is no longer the most suitable to meet present day conditions.

In improving roads for tourist purposes the policy of the Council will be the provision of routes which will assist in opening up areas of tourist development potential. It is intended that individual improvements should relate to proposals in the tourism and recreation plan for the development of selected routes. It is anticipated that some routes will be developed for general tourist traffic including buses and that further routes will be developed up to a standard suitable for car borne tourists.

Available resources do not allow footpaths to be provided alongside all roads but it is recognised that the provision of surfaced footpaths suitable for all weather conditions would be an important contribution to traffic safety. Priority in the provision of footpaths shall be established by estimated future pedestrian and vehicle traffic. In some areas restriction of motor access may be necessary in the interests of pedestrian safety and comfort.

## Services.

Regional water supply policy in the Metropolitan area in the future may require the readjustment of the programme of water supply schemes for the county. The Council have plans prepared for regional water supply schemes covering large areas of the county. It is the policy of the Council that all dwellings shall be provided with a piped water supply but it is considered that for financial reasons this position will not be reached for some time. The policy of the Council in deciding which areas shall be served first will be:-

- (a) Areas where the lack of a piped water supply is likely to lead to a danger to public health to have first priority.
- (b) Areas where the provision of a piped water supply would facilitate development of industry, tourism or housing where it can be established that such development will be of substantial economic benefit to the county.
- (c) Priority in other areas will be established where the greatest number of people can be served from available funds.

Surveys of sewerage schemes are being carried out with the intention of ensuring that the schemes will be capable of accommodating any development likely in the towns. Priority in improvement will be established on a similar basis to that for water schemes. Public lighting and refuse disposal shall be provided only in established towns as these services cannot be provided economically in rural areas.

## Conservation.

The growth of the Metropolitan Area and the future development of County Wicklow require the protection of regional water resources, including the catchment areas. It is the intention of the Council to protect water sources for regional and local supply from pollution.

The Council has the responsibility for conservation of the natural scenic, recreational, and other amenity resources of the county. These resources are important not only to the inhabitants of the growing towns of the county and to the tourist industry but also for the Dublin region and the nation. It is an objective of the plan to preserve scientific sites, buildings and townscapes of architectural merit, and, as far as practicable, features and monuments of interest, which are listed in the plan through the co-operation of interested bodies. 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. A partial development plan for the more important rights of way is being prepared. Lists of paths and tracks have been prepared and it is intended to secure continued access should a threat arise. It is an objective to preserve the open character of commons land and similar open hill land.

Landscape areas are classified in this plan in terms of the quality of a particular landscape and the pressures on it for development and recreational use. The importance of opening up the amenity areas of the county, in particular, beaches and coastal areas, mountains, and lakes, for public enjoyment, and of developing recreational facilities is recognised. In the principal areas where amenity or recreational utility is threatened by development it is intended to secure that only land uses compatible with general recreational use will be tolerated.

## Special Amenity Area.

This plan will be reviewed in the light of its effectiveness for the conservation of the amenity resources of the County. Further studies will be made in the areas of highest amenity, namely the valley of the Dargle, Glencree, and Glencullen rivers, and the area of the valley of Glendalough for the purpose of making Special Amenity Area Orders. It is intended that the Special Amenity Area Order studies will be concerned not only with protection of the scenic heritage but also with the tourist and recreation functions of these areas. The special significance of Brittas Bay in the region is recognised and it is intended to proceed with studies leading to a detailed plan for the area. It is intended to make further studies for a plan for tourism and recreation based on a measurement of amenity resources of the county.



Avoidance of  
Injury to Amenity.

Development for the purposes of tourism and recreation will be fostered provided the development does not prejudice the long term potential of the area in which it is situated. In any scenic area the interest of conservation will predominate, but where any industrial development must of necessity be located in the area the development will be permitted subject to safeguards for amenity. In general in rural areas where development is permitted the development will require to contribute to amenity by good siting and layout, proper architectural treatment of structures and landscape treatment in character with the area. It is intended to act to have removed any feature, derelict building, used car dump, advertisement or other unsightly development which injures amenity.

## 1. AREAS OF SPECIAL CONTROL.

### Landscape Areas:

- |            |                                                                                                        |                                                                                             |
|------------|--------------------------------------------------------------------------------------------------------|---------------------------------------------------------------------------------------------|
| Class A.1. | Glencree, Glencullin, Povercourt and the Dargle Valley, Sugarloaf Mountain and Carrageon Commons West. | Consideration for Special Amenity Area Order by reason of Natural Beauty.                   |
| 2.         | Valley of Glendalough                                                                                  | Consideration for Special Amenity Area Order by reason of natural beauty.                   |
| Class B.1. | Liffey Valley, Kilbride, Blessington Lakes.                                                            | Area of High Amenity.                                                                       |
| 2.         | Bray Head, Kilruddery, Little Sugarloaf, Glen of the Downs, Kilmacnogue and Glencormick.               | Area of High Amenity.                                                                       |
| 3.         | Brittas Bay.                                                                                           | Area of High Amenity by reason of recreational utility in relation to the metropolitan area |
| 4.         | Central Mountain Area in the region of the Avonmore valley system from Lough Tay to Rathdrum.          | Area of High Amenity.                                                                       |
| 5.         | Vale of Avoca and the Meeting of the Waters.                                                           | Area of High Amenity.                                                                       |
| 6.         | Laragh, Glencassess, Lough Dan, Vale of Clara, Glennalure.                                             | Area of High Amenity.                                                                       |
| Class C.1. | North East Coastal Area between Greystones and Wicklow.                                                | Area of Scenic Importance.                                                                  |
| 2.         | Coast between Wicklow Head and Arklow.                                                                 | Area of Scenic Importance                                                                   |
| 3.         | Clogga.                                                                                                | Area of Scenic Importance.                                                                  |
| 4.         | Innal and the Slaney Valley to Baltinglass.                                                            | Area of Scenic Importance.                                                                  |
| 5.         | Coolattin.                                                                                             | Area of Scenic Importance.                                                                  |
| Class D.   | Other rural and mountain areas.                                                                        |                                                                                             |

### Roads:

- |                        |                                                                                   |
|------------------------|-----------------------------------------------------------------------------------|
| A. Arterial Road:      | Dublin boundary-Wexford Boundary.                                                 |
| B. Main Roads: T.42    | Dublin boundary-Baltinglass.                                                      |
| L.29                   | Greystones-Delgany boundary to Bray                                               |
| T.7                    | U. D. boundary.<br>Rathnew to Wicklow U.D. boundary.                              |
| C. Main Tourist Roads: |                                                                                   |
| T.7.                   | Rathnew-Arklow.                                                                   |
| T.51                   | Rocky Valley-Glendalough-Rathdrum.                                                |
| T.42                   | Dublin boundary-Baltinglass.                                                      |
| L.107                  | Hollywood-Glendalough-Laragh.                                                     |
| L.94                   | Military Rd. Dublin boundary-Aghavannagh.                                         |
| L.19                   | Coast road Wicklow-Arklow.                                                        |
| L.161                  | Woodenbridge-Inchrim.<br>Kilbride-Sallycap.<br>Baltinglass-Rathangan-Aghavannagh. |

Vicinity of listed Building or Monument.

## 2. DEVELOPMENT IN AREAS OF SPECIAL CONTROL.

### Landscape Areas:

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.

### Roads:

Development along the arterial road, main roads, and main tourist roads will be restricted to maintain traffic capacity and to minimise traffic hazard.

### Monuments:

Development permitted in the vicinity of National Monuments, and buildings and monuments listed in the plan, will be subject to conditions to ensure that the development does not intrude on the setting of the monument or building.

### Farm dwellings in areas of Special Control.

In any area of special control, except along the arterial road 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.

### 3. RESIDENTIAL DEVELOPMENT.

In existing settlements (towns and villages) dwellings will be permitted provided that the development is in scale and architectural harmony with the settlement. Sporadic residential development in rural areas, particularly in Class A and Class B Landscape areas, will not generally be permitted. The design of any dwelling and the choice of materials shall be in character as far as reasonable with other structures in the area in which it is situated.

### 4. INDUSTRY.

Industrial development will be subject to control to safeguard the amenity of housing areas from injury arising from noise, smell, or heavy traffic. Control will be exercised to ensure that no serious injury to amenity will result from industrial operations. Adequate parking space and off street loading facilities for all traffic generated must be provided.

### 5. EXTRACTIVE INDUSTRY:

Where mineral workings are permitted in Class A or Class B landscape areas or in the vicinity of towns it will be a condition of the grant of permission that within a period specified all machinery buildings etc., will be removed and the workings restored for agricultural or forestry, or other agreed use. No condition shall be imposed which would require the restoration of land and removal of buildings until the extraction of the minerals had been completed.

Where heavy vehicle traffic generated by mineral workings is likely to do serious injury to the amenity of towns or rural areas situated in Class A and Class B landscape areas or where such traffic is likely to give rise to serious traffic hazards outside areas of the workings will not be permitted.

### 6. PETROL, ELECTRIC STATIONS AND SERVICE STATIONS.

Planning applications for petrol filling and service stations will be considered primarily with reference to their effect on traffic safety and amenity, and will normally be considered only in existing towns and villages. Petrol filling stations may be permitted in the rural area (except alongside scenic routes in mountain areas) where the need for such a station can be established. The need may be indicated if there is no filling station within 3 miles of the proposed site, or in the case of the arterial road within 6 miles on the same side of the road.

A new station will not be allowed if visibility distance in either direction from the access to it is inadequate. The visibility required will vary with the type of road and whether a speed limit is in force. The table below lists the sight distances which will be required in various traffic situations. The speed relevant to the arterial road will generally be 70 m.p.h. and to a main road will generally be 60 m.p.h. In a speed limit area the relevant speed will be the speed limit.

Speed	Minimum visibility distance required (feet)	
	DUAL CARRIAGEWAY	SINGLE CARRIAGEWAY
70 m.p.h.	700	850
60 m.p.h.	600	725
50 m.p.h.	500	600
40 m.p.h.	400	475
30 m.p.h.	300	350

Petrol Filling Stations will not be permitted unless they comply with the following conditions:

- (a) A petrol filling station shall carry on its activities within the curtilage of the site, clear of the highway.
- (b) Where, exceptionally, a filling station is to be provided on a fast or on a stretch of road, acceleration and deceleration splays of 200 feet by 8 ft. shall be provided and the island formed between the accesses shall be set back 3 feet from the edge of the carriageway.
- (c) In rural areas the frontage of the filling station shall be at least 150 feet long. In built up areas the frontage of the filling station shall be at least 100 feet long.
- (d) The width of the access shall be not less than 22 feet.
- (e) The radii of the kerbs at the entrance and exit shall be not less than 35 feet.

Service stations will be required to provide adequate space, screened from general view, for parking vehicles being serviced.

## 7. ADVERTISING.

Advertising signs are required to be of good design and durable construction. Signs will not be permitted which tend to cause unco-ordinated proliferation of advertising.

### Rural Areas:

Only local advertising, that is advertising related to a premises in the rural area within five miles of the advertisement will be permitted, and these only subject to the conditions that the advertisement (a) must be for the purpose of identification of a premises or direction to a premises. (b) Must not contain any trade name or brand name. (c) Must not exceed 16 sq. ft. in area. (d) Only one such advertisement shall be exhibited.

### Built up Areas:

In built up areas advertisements will generally be permitted subject to the following provisions:-  
(a) Advertisements will not be permitted in purely residential areas. (b) The size and scale of the advertisements shall not be in serious conflict with those of their surroundings. Advertising panels exceeding 16 sheet size (6' 8" X 10' 0") shall generally be regarded as out of scale in small towns. (c) Advertisements will not be permitted where they interfere unduly with the features of a building or where they project above the skyline. (d) Advertisements 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.

## 8. CARAVAN PARKS.

Caravan sites should generally be located in wooded areas or where the landform affords screening e.g. disused sand workings. Caravan sites in limited landscape areas shall not be obtrusive in the view from any road, right of way, or hillside. Caravan sites shall not form part of any view or prospect which is listed for protection or visible from any main tourist road. Permission for caravan site development shall be for limited periods only. The maximum number of caravans to be placed on any site development shall be sixty. A caravan site shall not be situated within 300 yards of another. Individual caravan development will not be permitted to aggregate so as to become a major visual element in any landscape. No site for caravans will be permitted where the roads approaching the site are less than fifteen feet in width, or have acute bends, or where the standard of visibility is poor.

Sanitary structures shall be located so as to form part of existing building groups or natural screening. Semi permanent latrine structures (for example, timber structures clad in steel sheet or asbestos) are not favoured but where permitted shall be of good construction and appearance. No semi permanent latrine structures may be erected on any open site or in any sand dune area.

Hired caravans shall be removed from the site or stored in as dense a formation as possible in a designated part of the site not generally visible during the months of November, December and January. The design and construction of the elements of the park, caravans, access roads, pedestrian ways, grassed areas, planting shall be such as to ensure that the park is visually pleasant and adequate to sustain the use and traffic likely without undue wear and tear. Access and parking arrangements shall not constitute a hazard within the layout or on the public road. The use of caravans for permanent occupation will not be permitted.

#### 9. CAMPING GROUNDS:

Camping sites in any listed landscape area shall not be permitted if the amenity of the area is seriously affected or if the site is prominent in the view from any main tourist road.

Parking for cars on camping grounds shall be so arranged as to be inconspicuous in any view or prospect listed for protection. The maximum number of tents to be provided in any camping ground shall not exceed fifty in any area. A camping ground shall not be situated within 100 yards of another.

Sanitary structures shall be located so as to form part of any existing groups of buildings or to be located within existing natural screening. Semi permanent latrine structures serving individual tents or groups of tents shall not be permitted.

OBJECTIVES

1. In the absence of any specific statement to the contrary the period for the completion of these objectives should be taken as being five years from the adoption of the Plan.

2. SERVICES.

It is an objective of the plan to extend both water and sewerage services, where considered reasonable having regard to situation and demand, to meet the needs of the county.

(a) Regional Water Supply Schemes:

The Council have plans prepared or in preparation for those regional water schemes listed in Table 11.

TABLE 11

Map Ref.	Scheme	Expected date of completion.
A/1	Laragh-Annamoe	31 - 1 - 1970
2	North East Regional Scheme	31 - 3 - 1972
3	Wicklow Regional Improvement Scheme	31 - 3 - 1972
	a) Part serving Ashford	" " "
	Rathnew	" " "
	Wicklow.	" " "
	b) Brittas Bay Extension	" " "
4	Avoca Regional Scheme	31 - 3 - 1972
5	Tinahely-Carnev	31 - 3 - 1972
6	Carlow Regional Scheme (part in Co. Wicklow).	31 - 3 - 1972

(b) Local Water Suppl. Schemes:

The completion of those schemes listed in table 111 is an objective of the plan.

TABLE 111.

Map Reference	Location
A/1	Enniskerry Extension (Carrigoona).
8	Reynolds Extension.
9	Milltown Lane Extension.
10	Ballymanus Extension.
11	Windgates Water Supply

(c) Major Sewerage Schemes;

The extension of the Bray Sewerage System is an objective of the plan.

(d) Local Sewerage Schemes:

It is an objective of the plan to improve existing sewerage systems generally and in particular those listed in table IV, and to prepare plans for a sewerage scheme for Avoca.



TABLE IV.

Map Reference	Scheme
A/12	Greystones.
13	Killincarrig.
14	Delgany.
15	Kilcoole.
16	Kilpedder.
17	Blessington.
18	Baltinglass.
19	Tinahely.
20	Carnew.
21	Shillelagh (new Scheme).

2. ROADS & TRAFFIC.

It is an objective of the plan to improve the roads of the county, within the limits of reasonable cost, to modern standards adequate to their anticipated traffic flows, by the construction of new roads, and the improvement of existing routes including landscaping and planting. The proposals in table V form part of this objective.

TABLE V.

Map Ref.	Location
A/22	Realignment of the arterial road from St. Valery's Bridge to Kilmacanogue.
A/23	Realignment of the arterial road from the south end of the Glen of the Downs to Kilpedder village on a line to the east of T.7.
A/24	Realignment of the arterial road from St. Valery's Bridge to Co. Dublin boundary on a line to the west of T.7 and crossing Old Connaught Avenue in the area of Palermo Villa (long term consideration).

3. SITES FOR INDUSTRY AND HOUSING.

It is an objective of the plan to acquire a reserve of land in towns for the development of industrial sites and for housing. Serviced sites for industry will be provided at Rathnew and the Marrough, Wicklow. The plan provides for the reservation of land for industry and the acquisition of land for housing at Blessington and for the acquisition of land for housing (both public and private) at Bray and Greystones/Delgany.

It is an objective of the plan to acquire sites for industries at Baltinglass and Dunlavin and in the south of the county and for this purpose to investigate sites in the vicinity of Aughrim and Arklow and at Tinahely and Carnew.

#### 4. VIEWS AND PROSPECTS:

It is an objective of the Plan to preserve or improve views and prospects generally and in particular those listed in table VI.

TABLE VI.

Map Ref.	View to be preserved or improved	Construction or other works
B/1	General prospect and view from T.43 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.)	
3	Views to east of L.94 over Glencree valley to Sugarloaf Mountain.	
4	View to Bray Head, Sugarloaf Mountain and Djouce mountain from bend in County road No. 11 at Gurtlastown.	
5	Views to north of Glencree reformatory from county road no. 13 leading from Powerscourt Water-fall in Ballylerane and Ballycoyle Townlands.	
6	View to west from L.94 to L. Bray.	
7	View to south-east over Enniskerry village from T.43 north of Knocksink Bridge.	
8	View to Killiney, Bray, The Scalp and Powerscourt from county road number 33 at Carrigoona.	

TABLE VI. CONT.

Ref. No.	View to be preserved or improved	Construction or other works.
B/9	View to Little Sugarloaf and Bray from county road number 33.	
10	View to west of T.61 to Knockree & Glencree Valley.	
11	View to Sugarloaf, Bray, The Scalp, Glencree from Old Long Hill Road. (county road no.35)	Construct parking place.
12	View to Sugarloaf from Red Lane (county road no. 31)	
13	View to Powerscourt Waterfall from Old Long Hill Road. (county road no. 35).	
14	View to Sugarloaf and Rocky Valley from county road no 29.	
15	View to sea from county road no. 28 at Templecarrig.	
16	View to Little Sugarloaf, Enniskerry and Bray from county road no 28 Kilruddery.	
17	View to sea and coast from L.29 at Windyates.	
18	View to sea and coast from county road no 30 at Bellevue.	
19	View to Glen of the Downs from county road no 42a.	
20	View to Blessington lake from road around lake.	
21	View to Lough Tay and Lough Dun from L.161.	
22	View to Roundwood reservoir from L.161.	
23	View to Roundwood reservoir from roads adjoining.	

TABLE VI. CONT.

Ref. No.	View to be preserved or improved	Construction or other works.
B/24	Views to Lough Don from county road no. 60.	
25	View to sea from coast road Wicklow to Arklow.	
26	View to Brittas Bay, sand hills and Ardara from county road no. 108 near McDaniels Cross.	
27	View over Brittas Bay and sand hills to Ballynacarrig from county road no 161 at Ardara.	
28	View to Clara village from T.61.	
29	Views to Avoca River Valley from L.32 south of Ballinaclesh.	
30	View over Derry River from L.19 north-west of Tinchely.	
31	Views to Inail and Inaquill from county road No. 315 (L.19) in the vicinity of Tynte-park.	
32	Views to east from county road no. 9 near Ballybrew.	
33	Views to south from county road no. 11 over Glencree Valley.	
34	Views over Glendalough from County Road No. 80 (L.107).	

5. BUILDING OR STRUCTURES THE PRESERVATION OF WHICH IT IS THE INTENTION OF THE PLANNING AUTHORITY TO CONSIDER IN THE EVENT OF APPLICATION FOR PERMISSION BEING MADE TO ALTER OR DEMOLISH.

TABLE VII

Map Ref.	Item and location	
C/1	St. Valery's Cross Passaroe, Bray.	National Monument
2	Church in ruins, Kileroney, Bray.	National Monument
X 3	Castle in ruins, Kindlestown, Greystones.	National Monument
4	Church in ruins Kindlestown, Greystones.	National Monument
5	Church in ruins, Kilcoole.	National Monument
6	Monastic site, Glendalough.	National Monument
7	Ogham Stone, Castletimon, Brittas Bay.	National Monument
8	Cairn, Seefin, Kilbride.	National Monument
9	Castle in ruins, Three- Castles, Blessington.	National Monument
10	St. Marks Cross, Burgage, Blessington.	National Monument
11	Mote, Lemonstown, Hollywood.	National Monument
12	Stone Circle, Athgreany, Hollywood.	National Monument
13	Stone Circle, Castleruddery, Stratford.	National Monument
14	Mote, Castleruddery, Stratford.	National Monument
15	Dwyer Mac Allister Cottage, Derrynamuck, Glen of Imal.	National Monument
16	Rath, Crosspoint, Baltinglass.	National Monument
17	Cairn, Baltinglass.	National Monument
18	Cistercian Abbey, Baltinglass.	National Monument
19	Stone fort, Rathgall, Tullow.	National Monument
20	Church in ruins and cross, Aghowle.	National Monument
21	Megalithic tomb, Bayliss, Shillelough.	National Monument
22	Church and cross, Killegar, Enniskerry.	Historical interest
23	Enniskerry village.	Architectural interest
24	Castle in ruins, Passaroe.	Historical interest
25	Glencree Reformatory, Glencree.	Architectural interest
26	Powerscourt House, Enniskerry.	Architectural interest
27	Kileroney House, Enniskerry.	Architectural interest
28	Charleville House, Enniskerry.	Architectural interest
29	Enniskerry House, Pushy Park House, Enniskerry.	Architectural interest
30	Hollybrook House, Bray.	Architectural interest
31	Kilruddery House, Bray.	Architectural interest
32	Castle in ruins, Killinarrig, Greystones.	Historical interest

TABLE VII. CONT.

Map Ref.	Item and Location	
C/33	Belfield House, Kilpedder.	Architectural interest
34	Mount Kennedy House, Newtownmountkennedy.	Architectural interest
35	Bow front shops, Newtownmountkennedy.	Architectural interest
36	Woodstock House, Kilcoole.	Architectural interest
37	Castle in ruins, Newcastle.	Historical interest
38	Castle in ruins, Kiltimon.	Historical interest
39	Ruins of Castle, Castle Kevin, Annamoe.	Historical interest
40	Inchinappa House, Ashford.	Architectural interest
41	Clomannon House, Ashford.	Architectural interest
42	Derrybawn House, Laragh.	Architectural interest
43	Ruins of Castle Knockrath, Clara.	Historical interest
44	Church, School and bridge at Clara.	Architectural interest
45	Ruins of Castle, Stump of the Castle, Vale of Clara.	Historical interest
46	Avondale House, Rathdrum.	Historical interest
47	Ruins of Castle, Dunganstown, Brittas Bay.	Historical interest
48	Castlehoward, Woca.	Architectural interest
49	Shelton Abbey, Arklow.	Architectural interest
50	Monuments & Mausoleum in Kilbride churchyard, Arklow.	Historical and Architectural interest
51	Talbotstown House, Brittas.	Architectural interest
52	Russborough House, Blessington.	Architectural interest
53	Blessington Main St. from the bank and the Downshire Hotel on the south-west to the first three houses of the terraces 100 yds to the north- west but excluding the fire- station, loading ramp and flower bed.	Architectural interest
54	Ruins of Castle, Bargee, Blessington.	Historical interest
55	Ballyknocken village.	Architectural interest
56	Castle and Church, Hollywood.	Historical interest
57	Dunlewin Courthouse.	Architectural interest
58	Ruins of Stratford village.	Historical interest
59	Ruins of castle, Ballintnair, Stratford.	Historical interest
60	Kilranalagh House and gates, Baltinglass.	Architectural interest
61	Dwyer Mac Allister monument, Baltinglass.	Historical interest
62	Huswood castle, Kiltegan.	Historical interest
63	Aghavannagh Barracks.	Historical interest
64	Coolattin House, Shillelagh.	Architectural interest
65	Carnow Castle.	Historical interest
66	Knockandishub, Ballyrason Commons, Kilmacnogue.	Archaeological interest
67	Ballintekin ringfort, Kilmacnogue.	Archaeological interest
68	Mount Kennedy Note, Newtownmountkennedy.	Archaeological interest.

TABLE VII. CONT.

Map Ref.	Item and Location	
C/69	Ring fort at Roundwood.	Archaeological interest
70	Ring fort at Tomdarragh.	Archaeological interest
71	Megalith at Ballintombay Upper, Rathdium.	Archaeological interest
72	Site of Monastery at Ballinbarney, Rathdium.	Archaeological interest
73	Church in ruins at Kilmacoo, Redcross.	Archaeological interest
74	Graveyard and Souterrain at Killaduff, Aughrim.	Archaeological interest
75	Church in ruins at Kilcassell, Avoca.	Archaeological interest
76	Site of church at Templelusk, Aughrim.	Archaeological interest
77	Grave yard at Clone, Aughrim.	Archaeological interest
78	Rath Turtle Mote, Blessington.	Archaeological interest
79	Athdown Mote, Church and Graveyard, Athdown.	Archaeological interest
80	Knockree mote, Hollywood.	Archaeological interest
81	Kinsellastown Mote, Hollywood.	Archaeological interest
82	Ballymooney Church site, Church Mountain.	Archaeological interest
83	Tornant Mote and three small mounds, Dunleavin.	Archaeological interest
84	Three ringforts (Blackmoor & Kilbaylet Upper), two ring forts (Kilbaylet Lower), Broomfields megalith (Broomfields), Ball mote (Donard Lower) and ringfort (Donard Demesne East) all at Donard.	Archaeological interest
85	Two ring forts at Knockandarragh, Donard.	Archaeological interest
86	Cavanagh's Cusp, Tobawn, Stranahelly.	Archaeological interest
87	Ring fort at Ballynure Demesne, Grangecon.	Archaeological interest
88	Ring fort at Keshore, Baltinglass.	Archaeological interest
89	"Round O" at Tinoranhill, Baltinglass.	Archaeological interest
90	Brusselstown Ring, Spinners Hill, Baltinglass.	Archaeological interest
91	Hill fort at Rathnagree, Baltinglass.	Archaeological interest
92	Megalith, Lathaleere, Baltinglass.	Archaeological interest
93	Motamoy at Boleylug, Baltinglass.	Archaeological interest
94	Stone Circle, Boleycarrigeen.	Archaeological interest
95	King fort at Toorboy.	Archaeological interest
96	Ring fort at Rathmoon, Baltinglass.	Archaeological interest
97	Triple-bank ring fort at Liscolman, Tullow.	Archaeological interest
98	Mote at Uerrygar, Carnew.	Archaeological interest
99	Double bank rectangular earthwork at Ballyraine Middle, Arklow.	Archaeological interest

N.S.S. Ownership in  
Commission of Public  
Works - 2.72  
ref F 74/109/1

few B. crosses at Tornant  
Upper & Rath "Tornant"  
Mote. Tornant Lower

6. SITES OF SCIENTIFIC INTEREST:

The conservation of those sites set out in table VIII is an objective of the plan. The Council will consider making conservation orders in respect of these sites.

TABLE VIII.

Map Ref.	Area	Nature of interest
B/35	Area of blanket bog on Kippure Mountain at the head of the Liffey west of the Military road.	Good specimen of high level blanketbog.
36	Kilcoole Marshes	Wild life sanctuary
37	Cliff behind Lough Ouler.	Rich in plant species some rare.
38	Broad Lough, Wicklow & associated wetlands	Wild Life Sanctuary.
39	Poulaphuca Reservoir, fields on the edge of lake N.W. of Wilmont House.	Wild Life Sanctuary.
40	Brye Head	Geological interest, rare plant species and wild life sanctuary.
41	Dunlavin - Mornines and marshes on County Boundary.	Rare plant species.
42	Lough Dan - the lake and the oak woodland south of it	Rare plant species.
43	Glendalough - the area around the lower lake and the oak woodland at the waterfall.	Rare plant species and oak woodland.



TABLE VIII. CONT.

Map Ref.	Area	Nature of Interest
B/44	Lough - oak woodlands on the north-eastern and eastern slopes of Derrybawn Mountain and east of Bookey's Bridge.	Rare plant species.
45	Devils Glen	Rare plant species.
46	Ballycore Rath, Timolin	Rare plant species.
47	Lugnaquilla Mountain	Rare plant species.
48	Cliffs in the Wicklow Mountains	Ornithological interest (Suitable haunts for Peregrine Falcons).
49	Glenculy - Woodland on the eastern side of T7.	Ecological interest
50	Slieveroe, Rathdrum	Geological interest
51	Magherabeg, Erritas - wet marsh behind sand dunes	Rare plant species.
52	Buckronev - marsh and sand dunes.	Rare plant species.

7. TREES AND WOODLANDS FOR PRESERVATION.

The preservation of those trees and woodlands set out in table IX, is an objective of the plan. The Council will consider making tree preservation orders in respect of those trees or groups of trees listed.

TABLE IX.

Map Ref.	Item
C/t1.	Trees, mainly beech, in the vicinity of the driveway to Powerscourt House and continuing westward to Powerscourt Demesne townland boundary.
t2.	Trees on both sides of T.43 between Enniskerry village and the junction with T.7.
t3.	Woodlands and trees in the Dargle valley in Tinnahinch, Newtown, Cookstown and Kileroney townlands.
t4.	Trees in Monastery townland in the vicinity of Glenbrook, Enniskerry.
t.5.	Trees and woodlands on the hillside east of T.7 and on the east bank of the Dargle river in Kilbride in the vicinity of Violet Hill, Kilbride Tower, Ardmore, and in Killarney Td., Killarney wood extending to Bray urban boundary.
t6.	Groups of trees in Monastery townland by Rannock House.
t7.	Copse of mixed trees in Hollybrook Td. west of T.7.
t8.	Roadside trees in hollybrook Td. east of T.7.
t9.	Trees and pleasure grounds at Glencornack house, Kilmacanogue North Td.
t10.	Groups of trees east of T.7 at Copswood, Kilmacanogue South Td.
t11.	The Quill Wood, Kilmacanogue South Td.
t12.	Trees in the vicinity of Glencree village, Glencree graveyard and Glencree reformatory, in the townlands of Oldboleys, Powerscourt Mt. and Lurra, and trees along the field boundaries north of the road leading to Enniskerry in Oldboleys Td. up to a distance of approximately 1,000 yds east of Glencree village.
t13.	Roadside trees, mainly beech, on the southern side of the minor road running west in Killegar Td. in the vicinity of Killegar House.

TABLE IX. CONT.

Map Ref.	Item
C/t14.	Trees in Belmont Demense Td. on the townland boundary adjoining Templecarrig Lower.
t15.	Roadside trees, mainly beech, adjoining L.29 in the grounds of the Holy Faith Convent, Kilcoole.
t16.	Woodlands at the Devils Glen, Ashford in Ballynaghroe, Birchwood, and Ballydoreen Tds.
t17.	Group of trees on the eastern side of T.7 on the northern approach to Ashford village at Inchmappa House.
t18.	Ballyteige Wood, Rathdrum.
t19.	Oakwood, Ballinacor, Rathdrum.
t20.	Deciduous woodland in the Vale of Clara in the following townlands:- Ballygannon, Rathdrum, Copse, Stump of the Castle, Croneybryne, Clarabeg South, Ballyhad Upper, Ballyhad Lower, Knockrath Little, Knockrath Big.
t21.	Woodland, mainly oak, in Derrybawn Td. Glendalough.
t22.	Trees west of the Avonmore River at Glendalough House, Annamoe.
t23	Roadside trees east of the coast road at Rockfield House, Brittas Bay.
t24	Woodlands in the following townlands in the Vale of Avoca/Woodenbridge area. Ballyraine Middle,                      Glenart, Kilcarra East,                              Kilcarra West, Carnagowan,                                  Castlemeadam, Ballinagh,                                    Ballyarthur, Shelton Abbey,                              Cherrymount, Ballygahan Lower,                          Tigroney West, Castlehoward,                                Mastings, Comary Lower.
t25	Trees and woodlands at Kippure House and the coronation plantation, Liffey valley Kilbride.
t26	Trees on the banks of the Shankill river at Cloghough, Kilbride.
t27	Native Oak Wood at Glencree Valley.
t28	Native Oak Wood at Glen of the Downs.
t29	Native oak Wood at Vale of Clara Glendalough.
t30	Native oak woods at Ballinacor Woods, Ballinacor, Rathdrum.

8. AMENITY FACILITIES:

It is an objective of the plan to provide by purchase or otherwise the facilities listed in Table X.

TABLE X.

	Item	Location
1	Public Recreation Spaces in unenclosed land.	<u>Sugarloaf and Little Sugarloaf area.</u> Glencap Commons North, Glencap Commons Upper.  Glencap Commons South, Carrigoona Commons East, Carrigoona Commons West, Part of Killough Lower, Killough Upper, Ballyrenon Commons, Cooldray, Carhuilla Commons.
2	Public Recreation Space in unenclosed land.	<u>Bray Head.</u> Rathdown Upper, Ballymuddagh.
3	Public Recreation Space.	<u>Wicklow Marrough east of the Railway.</u> Bollanney Marrough, Knockrobin Marrough, Tinakilly Marrough, Clonmannon, Ballybla, Castlegrange, Grange South, Grange North, Blackditch.
4	Public Open Space.	Sand dune area in Cornagower East and Brittas Townlands, Brittas Bay.
5	Tree Planting.	Along the eastern boundary of the fields adjoining the east side of the Quill Road, Kilmacnogue for a distance of approximately 300 yards south of Kilmacnogue House.
6	Tree Planting.	Generally in the Vale of Avoca to augment existing and to screen mineral workings where unsightly.

CARAVAN SITES. It is an objective of the plan to encourage the provision of suitably sited caravan parks and camping sites near to Hollywood, Donard, Stratford, Baltinglass, Kiltegan, Knockanna and near Tinahely and Shillalagh. Applications from developers of such suitable sites, approved by the Council, will receive sympathetic consideration in the matter of access and water and sewerage services.

CAR PARKING FACILITIES, WEST WICKLOW. It is an objective of the plan to provide car parking facilities near the Liffey Lake and for this purpose to investigate sites in the vicinity of Poulaphuca, Ballysmattan and Lacken.

9. IMPROVEMENTS IN THE INTERESTS OF AMENITY.

The removal, clearance or screening of objectionable features, materials, or uses and in particular these items listed in Table XI. will be pursued.

TABLE XI.

	Item	Location
1	Used car dump	Eastern side of T.7. east of Rathdrum bridge.
2	Used car dump	Eastern side of T.7. north of Newtownmountkennedy.
3	Sand and gravel workings.	Fassafoe, Enniskerry.
4	Sand and gravel workings.	Cookstown, Enniskerry.
5	Sand and gravel workings.	Newtown, Enniskerry.
6	Sand and gravel workings.	Rathdown, Kilbride.
7	Sand and gravel workings.	East of T.42 on the northern approach to Blessington.
8	Rubbish dump	Cookstown River east of Enniskerry Bridge.
9	Rubbish dump	Western side of county road no. 7, north of Enniskerry.
10	Mineral workings	Alongside T.7 Vale of Avoca.
11	Stores and yard	St. Patrick's Mines, east of T.7, Vale of Avoca.
12	Advertising Structure.	East of T.7 on the Dargle River bank at the Bray urban boundary.
13	Advertising Hoarding.	Newtownmountkennedy South End.
14	Advertiser signs on the boundary wall.	Glencormick House at the junction of the road leading to Carrigoona and T.7.
15	Local direction sign for Glenview Hotel.	Eastern road margin of T.7.

TABLE XI. CONT.

	Items	Location
16	Advertisements	T.61 eastern approach to Laragh and on the Military road from the Sally Gap.
17	Advertisements	At the northern and southern entrances to Roundwood village on T. 61.
18	Derelict cottage and offices.	West of T.61 on the Avonmore river bank at bridge.
19	Derelict Cottage	In windgate Td. on the west side of L.29, county road no. 24.
20	Derelict Cottage	In windgate Td. on the west side of L.29 county road no. 24.

10. FINANCE:

Objectives are subject to the availability of finance. Certain objectives are put forward on the assumption that grants from central funds which are usually available will be made, and these objectives are subject to central government sanction.

M A P S.

- A. Roads and Services.
- B. Landscape Areas.  
Scientific Sites.  
Views and Prospects.  
Main Tourist Roads.
- C. Buildings and Monuments.  
Trees and Woods.

WICKLOW COUNTY COUNCIL COUNTY DEVELOPMENT PLAN

TOWN DETAIL MAP NO. 1.

GREYSTONES - DELGANRY TOWN PLAN

This written statement and the accompanying Zoning and Objectives Maps (Town Detail Map No. 1) comprise the Development Plan for Greystones/Delganry.



## DEVELOPMENT POLICY.

It is intended that the tourist and recreational significance of Greystones/Delgany shall be maintained and developed. It is intended to protect the coastal and rural setting on which these primary functions depend.

Pressure for residential development arising from the proximity of Dublin has been a major factor in the growth of Greystones since the beginning of the century and in the sharp increase in population in the present decade. It is intended to permit growth in the Development Area which does not prejudice the primary tourist and recreational functions, which is sympathetic to the scenic location, and which does not burden the road network and services beyond what might reasonably be provided. It is anticipated that growth will continue at recent rates and accordingly a population increase of 400 might be expected within the plan period of five years. In order to provide flexibility in the plan, land well beyond that required to accommodate this projected growth is included in the area for "early development". If the growth rate is above that projected, the area for early development will require revision to ensure that new development does not outstrip the services which can be provided. As the population approaches 5,000 the need to examine the future function of the area in the County and regional framework will become urgent.

The Development Area is extensive and it is intended that new development should cluster around existing nuclei at Greystones, Killincarrig and Delgany. Each cluster should remain discrete, separated by agricultural land or open space as provided for in the plan and where not by low density development. It is particularly intended that any new development in the vicinity of Delgany should respect the character of the existing village and the general high level of amenity that obtains. In all parts of the Development Area new development will require to enhance amenity by good design and liberal tree planting. It is intended to prohibit development which would not be conducive to a high level of amenity in residential areas. It is intended to preserve the open character of the coastal landscape in the south of the Development Area. New development in the Burnaby Estate will be required to be in keeping with the existing character of the Estate.

Present defects in pipe layout and the sewage treatment plants require remedy to accommodate expected future demands. The Dublin Corporation are the water authority and evidence of satisfactory water supply is a prerequisite for development. The present road network in general has survived from the rural past when there was little traffic, although in some places improvement has brought sections to a high standard. It is intended to provide a network capable of meeting future demands in safety for motor traffic and pedestrians. It is intended to preserve existing footpaths and rights of way. These will be listed in the separate Partial Plan for rights of way.

Light industrial activity particularly if the product is of tourist interest will be encouraged. The effect on amenity, both natural and residential, will be carefully considered.

It is intended to continue improvement at the northern harbour area and to provide carparking and toilets at the south beach. The area is well provided with schools. It is intended to provide a vocational school. Catholic primary school facilities in the Delgany area may be required because of the distance to existing schools.

DEVELOPMENT CONTROL:

There are three use zones.

- (A) Mixed residential and commercial: Dwellings, shopping, and workshops (including service stations) will be permitted provided there is no serious nuisance likely.
- (B) Residential: Dwellings, Guest Houses, and normal ancillary uses including social facilities and shops serving daily needs will be permitted, but not uses where nuisance caused by noise, smell, or traffic is likely. Certain agricultural uses may be permitted as set out below.
- (C) Agriculture: Uses in connection with agriculture and with tourism and recreation subject to safeguards for amenity and public health will be permitted.

NOTE: Industry will be permitted within zones A, B, and C, provided there are no objections on the grounds of noise, odour, shift working and traffic generated in residential areas and that the amenity of the area is not seriously affected. For further detail of uses permitted in each zone see table 1.

TABLE 1.

Intended Relationships of Use Classes in Use Zones.

	Mixed	Residential	Agricultural
Shop	A	Y	X
Licensed Premises	A	Y	X
Hotel, Hostel, Guest House	A	A	Y
Dance Hall	Y	X	Y
Restaurant	A	Y	X
Workshop	A	Y	Y
Petrol Filling Station	A	Y	Y
Service Station	Y	X	Y
Broiler House	X	Y	A
Camping	X	X	Y
Caravan Park	X	X	Y

A. Normally permitted, Y. Permitted in certain cases, X. Not permitted

Uses associated with agriculture may be permitted temporarily in the Residential Zone B3, and B4, subject to public health and amenity safeguards.

### Density and Building Height

In order to control density and to ensure adequate site areas in accordance with development policy maximum site coverage is specified by means of "Maximum Floor Space Index". The Floor Space Index is the ratio of total floor area of a building (excluding garages and out offices in the case of dwellings) to the total site area plus half the adjoining roadway. In order to secure a reasonable conformity in new development the number of storeys is specified in the various parts of the Residential Zone..

### FIGURES OF DENSITY CONTROL

#### ZONES

Mixed Residential and Commercial Zone A

Maximum floor space index 0.5

Residential Zone B1

Maximum density:- 3 dwellings per acre. Maximum number of storeys 2.

Residential Zone B2

Maximum density:- 6 dwellings per acre. Maximum number of storeys 2.

Residential Zone B3

Site curtilage 1 acre minimum  
Maximum number of storeys 2.

Residential Zone B4

Site curtilage 2 acres minimum  
Maximum number of storeys 2.

Residential Zones B1 and B2 are regarded as the limits for "early development" and these areas only may be sewerred.

### Roads and Traffic.

The lines of road development and improvement indicated on the objectives map are to be kept free. Roads which have a local distributor function are to be at least twenty four feet in width. Other roads in conventional estate layouts are to be at least eighteen feet in width and are to have two footpaths at least six feet in width. Adequate parking is to be provided for traffic generated in any development. In commercial development provision is to be made for goods delivery generally in the curtilage of the site, and in service stations adequate well screened space is to be provided for vehicles awaiting service. In residential developments two car spaces per dwelling will be required. All road junctions and gates are to have adequate vision for safety. The safety of pedestrians and vehicular traffic is to be secured in any development.

### Water Supply

Until such times as the North Wicklow Regional Water Supply Scheme is in operation, no development will be permitted unless acceptable evidence is submitted either that the water authority in the area, the Dublin Corporation, will permit a water connection or that the developer can provide an alternative adequate supply of potable water.

### Residential Development:

Residential development will be required to be of good layout and appearance. The design of dwellings shall be reasonably co-ordinated in type of structure and external finishes with other dwellings in the neighbourhood. The layout of roads will be required to suit the existing or local network. Existing trees are to be incorporated in layouts and where existing greenery is sparse further planting may be required. In place of the provision by the developer of open space in any development the Council may require a contribution from the developer towards the cost of open space at the rate of the cost in prices current at the time of development of acquiring land in the Development Area equivalent to 10% of the developer's gross site area; but in any case suitable play spaces for young children should be provided. Dwellings shall be arranged so as to ensure reasonable privacy in the main living spaces (including bedrooms). Generally dwellings shall have adequate space at the front and rear. Space for drying clothes shall be provided not exposed to public view. Dwellings in the residential zone shall not be less than 25 feet from any boundary that is formed by a street or road. Boundaries shall be constructed in durable materials of good appearance. All telephone and electricity service lines shall be laid underground, and lighting standards shall be subject to the approval of the Council. Developers (including individuals erecting houses) will be required to make a contribution to the cost to the Council of extension of water supplies and sewerage services.

### Advertising:

The provisions of the County Development Plan relating to advertising apply where relevant.

### Petrol Filling Stations:

The provisions of the County Development Plan relating to filling stations apply where relevant.

## DEVELOPMENT OBJECTIVES.

### Utility Services:

1. Adapt the north Greystones sewage disposal works and pipe network to increase its capacity so as to serve an additional population of 400 and to prevent flooding at present caused by overloading of the pipe network.
2. Provide a water supply to cater for a population increase of 400 by means of the North East Regional Scheme or by agreement with Dublin Corporation.

### Roads and Traffic:

3. Realign and widen L.29 south of Blacklion.
4. Reserve land for development of L.29 from the entrance to Killincarrig Farm House on a new line to L.164 west of Greystones Golf Course and connection to Whitshed Road.
- 4a. Reserve land for connection from L.29 to Bellevue Road.
5. Preserve access on the south side of L.164 opposite the western boundary of Greystones Golf Club.
6. Improve the junction of Rathdown Road and L.29 and widen Rathdown Road.
7. Preserve access to lands in Rathdown Lower from L.29.
8. Improve the minor road from Delgany to Blacklion.
9. Provide or assist in the provision of car parking for about fifty cars at Delgany.

### Amenity:

10. Reserve as open space the following areas:- Soccer pitch adjoining the railway at Victoria road. The paddock adjoining Victoria road east of the railway. The Tennis club ground adjoining Trafalgar road, Greystones Golf Club.
11. Develop in association with Bord Fáilte car parking, toilets, and other amenities at the former depot and siding at the C.I.E. station, La Touche Road.
12. Investigate the further improvement of the North Harbour Area.
13. Acquire and plant up the marshy field adjoining Victoria Road.
14. Acquire and improve Burnaby Park as a public park.
15. Preserve the following tree groups:- Group of pine and beech trees at Kindlestown Lower. Group of beech and oak trees at Kindlestown farm. Woodlands at the Woodlands Hotel. Woodlands at Kindlestown Hill.

### Housing:

16. Investigate the acquisition of lands for Council and private development in Rathdown Lower.

### Finance.

17. Objectives are subject to the availability of finance. Certain objectives are put forward on the assumption that grants from central funds which are usually available will be made, and these objectives are subject to central government sanction.

MAPS. GREYSTONES DELGANY.

Objectives Map.

Zoning Map.

WICKLOW COUNTY COUNCIL COUNTY DEVELOPMENT PLAN

TOWN DETAIL M.P. NO. 2.

RATHFRUM TOWN PLAN

WICKLOW COUNTY COUNCIL COUNTY DEVELOPMENT PLAN

TOWN DETAIL MAP NO. 2.

RATHDRUM TOWN PLAN

This written statement and the accompanying map (Town Detail Map No. 2) comprise the Development Plan for Rathdrum.

DEVELOPMENT POLICY:

In the past 15 years the population of Rathdrum has declined sharply due to population loss in the rural area which the town serves. Tourism, expansion in local industry, and attraction of new industry, would stimulate growth and it is intended to foster such development. Clothing, toys, pharmaceuticals, and seed storage are the present industrial activities. A female labour force is drawn from a wide area, but employment for men is lacking.

The town has a good situation on a major tourist route which carries increasing traffic due to the development of car ferry services at Dun Loughaire and Rosslare. Meal facilities and overnight accommodation should be developed possibly in the older houses on Main Street. The products of the clothing and toy factory are of interest to tourists and should be displayed at a local information centre which should be developed. The town in the vicinity of the Church of Ireland and the Main Street has an attractive architectural character which might be enhanced by a simple co-ordinated painting scheme. The Council will assist in the promotion of such a scheme.

New development will be required to be in scale and character and to contribute to the urban form. Because of the elevation of the town, development likely to be unduly isolated or prominent will not be allowed. The area in the vicinity of the Avonmore river is highly scenic and no development will be allowed which would seriously injure the amenity of the river.

It is intended to control outdoor advertising to ensure that no injury is done to amenity and to safeguard the scale and character of the town. Information about accommodation and local facilities should flow from a local information office rather than from individual signs.

It is intended to provide a small carpark at Ardavin. Lorries park in the Market Square to the exclusion of cars and somewhat to the detriment of amenity. Alternative arrangements for parking will be investigated. It is intended to protect the traffic capacity of T.7, within the Development Area. New access will not be permitted except for industrial development and then only if no serious hazard is likely.



Industrial development will be encouraged provided that no serious injury to residential amenity is likely or that the attractiveness of the town for tourists would not be diminished.

Water supply sources are adequate, although there are some problems of leakage between the source and the town. Water supply will be augmented by the proposed Avoca Regional Scheme. The sewerage system is adequate for any demand likely to arise in the period of the plan.

It is intended to act to have removed or improved any feature injurious to amenity.

#### DEVELOPMENT CONTROL POLICY.

The area of dark hatch on the map represents the area for dense development. The area for dense development is primarily for residential and commercial uses. Outside this area only agricultural uses, low density residential (site area  $\frac{1}{2}$  acre or more), or industry will be permitted subject to conditions to protect public health and amenity and to obviate the need for extended services. Special industry will not normally be permitted. Advertising is not permitted outside the area of dense development. Where permitted, signs should not interfere with windows or other features of the facade or project above the skyline. Signs will not be permitted if they compete with road signs or otherwise endanger road safety. Generally free standing hoardings are not permitted. Filling Stations and Service Stations are only permitted in the area of dense development and then only if no injury is likely to residential amenity. Adequate parking for all vehicles awaiting service will be required.

#### DEVELOPMENT OBJECTIVES.

In the absence of any specific statement to the contrary the period for the completion of these objectives should be taken as being five years from the adoption of the plan.

#### UTILITY SERVICES:

1. Provision of an improved water supply.

#### ROADS AND TRAFFIC.

2. Improvement of T.7, in the vicinity of the Old Brewery.
3. Provision of a car park for 12 cars and a bus at the Technical School at Ardavin.
4. Investigation of alternative parking sites for lorries near the Market Square.
5. Preservation of access to possible housing site at Brewery Lane.

AMENITY:

6. Street improvement scheme for the Main Street and the Market Square including the removal of the E.S.B. and P.O. poles.
7. Preservation of trees in the area of Ardoyon.
8. Removal of used car dump on eastern side of T.7, south of Avonmore Bridge.

FINANCE:

9. Objectives are subject to the availability of finance. Certain objectives are put forward on the assumption that grants from central funds which are usually available will be made, and these objectives are subject to central government sanction.

WICKLOW COUNTY COUNCIL COUNTY DEVELOPMENT PLAN

TOWN DETAIL MAP NO. 3.

BRAY ENVIRONS DEVELOPMENT PLAN

WICKLOW COUNTY COUNCIL COUNTY DEVELOPMENT PLAN

BRAY ENVIRONS DEVELOPMENT PLAN

~~BRAY~~ WRITTEN STATEMENT

This written statement and the accompanying map (Town Detail Map no.3) constitute the Development Plan for Bray Environs. The area to which the Plan refers is part of County Wicklow adjacent to Bray Urban District indicated on T.D.M. no. 3, lying between the Urban District Boundary and the line marked "Development Area Boundary". This plan should be read in conjunction with the Wicklow County Development Plan of which it is part and with the Development Plan for Bray Urban District.

PART ONE.

Development Policy:

The purpose of Town Detail Map No. 3, is to provide for the growth of population in the Bray area. In the past fifteen years the population of Bray and its environs fell by 3.1% in the first five years, rose by 0.6% in the second five years, and rose by 8.0% in the last five years. The population growth can be attributed partly to the success of local industry which is well adapted to present day conditions in product and equipment, but to a greater extent to the proximity of Bray to Dublin. Bray is the place of residence of large numbers (estimated in the Bray Provisional Plan at 2,400) who travel to work in the Metropolitan area.

The extension of the Metropolitan area southwards through the Vale of Shangannagh and through Bray is at the expense of rich amenity and recreation resources, and the redirection of metropolitan growth may be indicated in the Regional Plan. The ultimate population of the Development Area of T.D.M. no.3, is 4,000 people, an increase of about 3,300 persons over the present level. This is provision for an expansion of the 1966 population of Bray and its environs of over 25% and is additional to the areas within the urban boundary which are proposed for development.

The boundary of the Development Area has been established by reference to the capacity of the proposed sewerage scheme, and by the need to protect the area of High Amenity in the vicinity of Bray Head, Kilruddery, the little Sugarloaf Mountain, and the valley of the Dargle River. The Development Area lies in an area of high amenity, and has considerable amenity. It is an objective of the plan to maintain and improve the natural amenity, and to secure that development permitted under the plan will maintain the general high level of amenity.

The development area is not well situated in relation to existing schools both because of distance and because of hazard for children who must cross the Wicklow and Greystones main roads. If the development area, with the adjoining part within the Urban District, increases in population to a level which can support a new school, a school site will be required either in the Development Area, or in the adjoining part of the Urban District.

Further water connections are not at present being granted in the Development Area by the present water authority, the Dublin Corporation. Development in the area will not be possible before the operation of the North Wicklow Regional Water Scheme unless new arrangements are made with the water authority.

#### PART TWO.

#### 1. Boundary:

The Development Area to which the Development Plan for Bray Environs refers is the area enclosed by the continuous line of the accompanying Development Area Objectives map marked "Development Area Boundary", and the south western boundary of Bray Urban District from Killarney Glen to a point west of the Greystones road.

#### 2. Permitted Uses in the Development Area.

The primary permitted use in the Development Area shall be residential in addition to existing agricultural use. Light industry will be permitted which does not injure residential amenity by reason of noise, smell, traffic generated, or other nuisance. Commercial development to supply the needs of the area will be permitted. Service Stations will not be permitted. Advertisements and advertising hoardings will not be permitted.

#### 3. Private Contribution to the cost of Sewerage Scheme.

Developers (including individuals erecting houses) will be required to make a contribution to the cost to the Council of the Bray Sewerage Scheme in the proportion of the area of the developer's site to the Development *Area*

#### 4. Private Contribution to Open Space.

In place of the provision by the developer of open space in any development the Council may require a contribution from the developer towards the cost of open space at the rate of the cost in prices current at the time of development of acquiring land in the Development Area equivalent to 10% of the developer's gross site area.

#### 5. Septic Tanks.

Because of the unsuitable nature of the ground for disposal of septic tank effluent, development requiring the use of septic tanks will be permitted only where there is no reasonable likelihood of health hazard or nuisance. Where septic tanks are permitted it will be a condition of the permission that connection will be made to mains sewer when available. Development will be liable to contribute to the Sewerage Scheme cost, notwithstanding the temporary use of septic tanks.

6. Development subject to provision of adequate water supply.

Until such time as the North Wicklow Regional Water Supply Scheme is in operation, no development will be permitted unless acceptable evidence is submitted either that the water authority in the area, the Dublin Corporation, will permit a water connection or that the developer can provide an alternative adequate supply of potable water.

7. No development will be permitted within sixty feet of the centreline of the existing main road connecting Bray to the Arterial road T.7, in the direction of Wicklow.

8. Standards for Residential Development.

Residential development will be required to be of good layout and appearance. The design of dwellings shall be reasonably co-ordinated in type of structure and external finishes with other dwellings in the neighbourhood. The layout of roads will be required to suit the existing or future local network. In conventional estate layout roads shall not be less than eighteen feet in width with two footpaths each six feet in width. Existing trees are to be incorporated in layouts and where existing greenery is sparse further planting may be required. The Council may require a contribution as provided above in lieu of open space provision within the development; but in any case suitable play spaces for young children should be provided. Dwellings shall be arranged so as to ensure reasonable privacy in the main living spaces (including bedrooms). Generally dwellings shall have adequate space at the front and rear. Space for drying clothes shall be provided not exposed to public view. Dwellings shall not be less than 25 feet from any boundary that is formed by a street or road. Boundaries shall be constructed in durable materials of good appearance. All telephone and electricity service lines shall be laid underground, and lighting standards shall be subject to the approval of the Council. Provision shall be made in any layout for car parking at the rate of two per dwelling.

PART THREE.

Development Objectives:

Services.

1. Joint sewerage scheme with Bray Urban Council; part to Ballywaltrim having priority.

Roads and Traffic.

2. Widening main road connecting Bray with the arterial road T.7, in the direction of Wicklow.
3. Widening Bophall road, providing footpaths, putting existing land drains into culvert.

Housing:

4. Acquisition of approximately 8 acres in Kilbride Townland adjacent to Ballywaltrim for Council housing.
5. Acquisition of approximately 16 acres in Oldcourt Townland for Council housing.
6. Investigation for further acquisition of land for private purchase schemes.

AMENITY.

It is intended to preserve existing trees in the Development Area and particularly as below.

7. Roadside trees at Ardmore.
8. Roadside trees near Sydney Lodge.
9. Roadside trees at Killarney Wood House.
10. Woodlands at Killarney Wood.

OPEN SPACE.

11. Investigate the acquisition of lands for playing fields and open space to serve the Development Area.

FINANCE:

12. Objectives are subject to the availability of finance. Certain objectives are put forward on the assumption that grants from central funds which are usually available will be made, and these objectives are subject to central government sanction.

WICKLOW COUNTY COUNCIL COUNTY DEVELOPMENT PLAN

TOWN DETAIL M.P. NO. 4.

BLESSINGTON TOWN PLAN



WICKLOW COUNTY COUNCIL - COUNTY DEVELOPMENT PLAN

TOWN DETAIL MAP NO. 4.

BLESSINGTON TOWN PLAN

This written statement and the accompanying objectives Map (Town Detail Map no. 4) comprise the Development Plan for Blessington.

The area to which this plan relates is the area within the "Development Area Boundary" indicated on the accompanying objectives map. This plan should be read in conjunction with the County Development Plan the provisions of which apply unless specifically excluded.

DEVELOPMENT POLICY.

The purpose of this plan is to provide for expected growth of population and industry in the Blessington area and to preserve and improve the amenities of the town.

The population of Blessington town rose by 2% between 1951 and 1961 and by 14% between 1961 and 1966. It is considered that population growth in the period up to 1980 could be as much as 250 and it is proposed to plan for such growth. The ultimate population is likely to be considerable because of the proximity of Dublin.

Many travel to work in the Dublin area from Blessington and the surrounding area, girls to work in offices, men in offices and skilled employment. There is little local employment for persons trained in the vocational school. At present industrial employment is in the extensive sand and gravel workings and in the clothing factory. The latter draws a substantial female labour force from a wide area (Baltinglass and Dunlavin for example). The town has a good situation for light industrial activity because of the proximity of Dublin. Industrial expansion of this type would be best located in the area to the south of the clothing factory, where the secondary school is proposed. The school might be redirected to lands east of the proposed site. Employment in tourism is relatively important, and will probably expand because of the location of the town in relation to excellent scenic resources of north west Wicklow.

The town is excessively long considering the relatively small population. Future development will be required to consolidate the urban form. It is intended to encourage the development of the backland area east of town situated close to the town centre and if necessary to use pumps to sewer those lands. The Council will acquire land if necessary in order to promote the proper development of the town in accordance with the plan.

The sewerage scheme requires additional lands for satisfactory effluent disposal. The adaptability of the scheme to meet future demands is a priority because of the town's rate of growth. The new water supply scheme recently completed with an immediate spare capacity of 14,000 gals/day is adequate for a population increase of 200, a figure which might be exceeded before 1980.

Blessington Main Street extending from the Catholic Church to the southern end, particularly the area in the vicinity of the Courthouse, is considered to be of high architectural value and development in this area will be carefully controlled. As some of the buildings in this part of the town are in poor condition encouragement will be given to schemes for their reconstruction to modern standards. It is proposed to assist the redevelopment of groups of buildings as the need and opportunity arises.

#### DEVELOPMENT CONTROL POLICY.

Development which is likely to so injure amenity as to prejudice the tourist development of the town or which would detract from the architectural character will not be permitted. Development out of scale with the present town which would tend to submerge the village character will not be permitted. New development will be required to contribute to the attractiveness of Blessington by good layout and design. Development prejudicial to public health by reason of proximity to the Blessington reservoir will not be permitted. New access to T.42 outside the present speed limit zone will not be permitted. Provision for adequate car parking or loading facilities as the case may be in new development or extended development must be made within the curtilage of the site. This requirement may be set aside in the Main Street in cases where it is clear that parking would not result in traffic congestion or injury to amenity.

#### Permitted Uses.

Residential use subject to conditions set out in the preceding section; light industry provided residential amenity is not injured by unsightliness, noise, smell, traffic generated, or other nuisance; commercial use including shopping and hotels, but filling and service stations will not be permitted in the area of architectural interest. outlined above. In this area advertising will not normally be permitted. Free standing hoardings will not be permitted, otherwise the provisions of the County Plan apply.

#### DEVELOPMENT OBJECTIVES:

In the absence of any statement to the contrary the objectives are for completion within five years from the adoption of the plan.

#### Utility Services:

1. Extension of sewerage disposal works to provide for an additional population of 250 plus a small amount of light industry as a first stage improvement.

#### Roads and Traffic.

2. Construct new road access to existing Council housing scheme to south of village.
3. Improve existing road access to Council housing scheme at south of village.

#### HOUSING:

4. Completion of Council housing scheme at present in progress on south side of village.
5. Acquisition of allotments and back gardens for future housing development (total area 5 acres) and provision of serviced sites for private housing development.
6. Acquisition of area of about 15 acres for future housing development between County road no. 358 and the reservoir.

#### INDUSTRY.

7. Reserve approximately 10 acre site between County road number 358 and T.42 for development as an industrial site.
8. Investigate the possibility of providing sites for industry in worked out gravel pits to the north east of the town.

#### AMENITY.

9. Preservation of trees at junction of T.42 and L.181.
10. Planting of screen sand and gravel workings from Main Street.
11. Preservation of trees at the Rectory.
12. Preservation of roadside trees on the shore of the Reservoir on the road leading to the bridge east of the town.
13. Provision of swimming pool on field containing one acre 2 roods and 5 perches bounded on south east by Blessington-Baltinlass main road and situated approximately 700 feet south of the junction of that road and the Blessington-Muas road.

#### FINANCE.

14. Objectives are subject to the availability of finance. Certain objectives are put forward on the assumption that grants from central funds which are usually available will be made, and these objectives are subject to central government sanction.

WICKLOW COUNTY COUNCIL COUNTY DEVELOPMENT PLAN

RURAL DETAIL MAP NO. 1.

RATHDOWN NO. 2. RURAL DISTRICT

This written statement and the accompanying map (Rural Detail Map No. 1.) comprise the Development Plan for the area of Rathdown No. 2 Rural District excluding Bray Urban District, the environs of Bray and Greystones/Delganay, for which there are separate Development Plans.

## DEVELOPMENT POLICY.

The Rathdown Rural District lying in North East County Wicklow is together with the adjoining part of County Dublin an area of outstanding natural beauty and contains some of the most renowned scenic features in Ireland. The area, in the main, is the basin of the Dargle river system and includes the valleys of the Glencree and Glencullen rivers. Hitherto agriculture has been the principal land use with an increasing amount of forestry and some sand and gravel workings. Farm holdings for the most part are less than 50 acres in extent and many, particularly in upland areas, are coming under economic stress partly because of the incompatibility of sheep rearing - the traditional activity - and forestry. The Dublin Metropolitan area lying immediately adjacent is the source of intense and growing pressure on the area for recreation. The scenery is a major attraction for tourists in Ireland and has contributed more than any other factor to the growth of Bray and Greystones as tourist resorts. It is the intention of the Council to conserve the scenic and recreational resources, and to plan for the development of the resources, when considering the making of a Special Amenity Area Order. There are 32 miles of road for scenic driving in the area and a further 21 miles having a pleasant rural character at present heavily used by walkers and for pleasure driving. It is the intention to preserve and develop rights of way and access for the public on foot. It will be essential to plan to minimise the conflict between the motoring and walking and to develop facilities to attract motorists to stop in the area, for example picnic facilities in the forests and woods. The acquisition of marginal holdings for recreation activities will be considered by the Council. At present some holdings have been acquired for weekend purposes by individuals and reasonable access over the lands traditionally available to the public has been denied.

The special character of Ennisterry is recognised and it is intended to safeguard the village from incongruous development, to preserve the townscape, and to protect the skyline and views from the village.

Sand and gravel workings in the area are a threat to the landscape and some of the existing workings are prominent in major views. Heavy traffic generated by the workings is drawn over rural roads damaging their fabric and seriously diminishing their recreational utility. It is intended to seek to minimise the problems associated with the workings and to have the workings rehabilitated as work progresses.

The arterial road is the most important tourist route in Co. Wicklow. It is intended to undertake a landscape study in association with the proposed redevelopment of the road as a dual carriageway. It is intended to protect the redeveloped road from commercial exploitation and other development in the vicinity of the road not only in the interests of safety and of maintaining traffic capacity, but also to ensure that the tourist has a true impression of the beauty of the County on his first entry. It is intended to maintain the lands within 150 yards of the arterial road free from development (from the Dublin boundary to the Glen of the Downs) except as indicated on the map. Intervals of about half a mile of rural landscape will be maintained between developments permitted which are visible from the arterial road.

East of the Sugarloaf Mountain in the vicinity of the arterial road 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.

It is intended to maintain the rural character on the approaches to the Scalp north of Monastery and to safeguard L.29 between Bray Urban boundary and the boundary of Greystones/Delgany development area by restricting development which would lessen the attractiveness of scenic views from the road or development which would tend to form "ribbon development".

It is intended to restrict residential development which would diminish the recreation utility of a locality by altering the rural fabric or by limiting access and the extent of public enjoyment of rural spaces, or which would injure amenity by being out of character with the countryside or by prominence on upland slopes. With the exception of the renewal of farm dwellings it is intended to restrict residential development in elevated situations, that is above the 400' contour generally and above the 500' contour in the townlands of Glencormac South, Glencormac North, Killough Lower, Ballybawn Lower, Coolakay, Ballinagee, Bahana, Bullydonagh, Coolaskeagh, Templecarrig Upper, Templecarrig Lower and Parknasilloge, except as provided for below. Because of the broken land form in the lower parts of the valley individual dwellings may be permitted on sites which are not prominent and where the rural fabric and existing character can be preserved provided that the potential public enjoyment of the area is not diminished. 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. It is intended to restrict extensive development in any part of the area, and generally development consisting of more than one house will not be allowed.

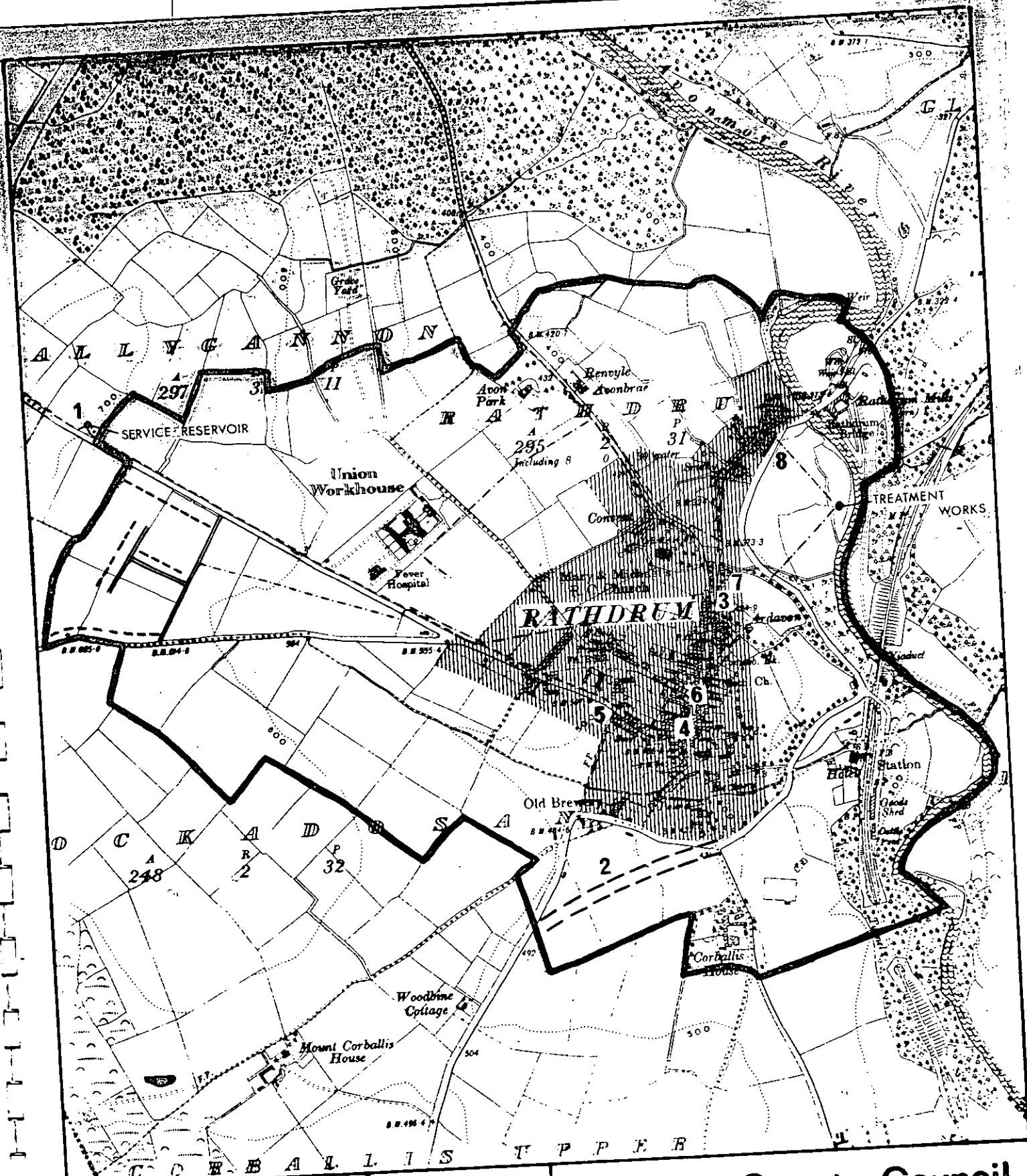
Where there is an existing nucleus of development as at Kilmacanogue, Glencormac North, Monastery, Kilgarron, Kilmolin, Willow Grove, a small amount of individual residential development which would serve to consolidate existing development may be permitted within the limits indicated on the map. The Council do not intend to provide services or public lighting or to alter the present standard of the road system. Consequently adequate provision to meet public health requirements and to dispose of refuse must be made within the curtilage of sites

#### DEVELOPMENT OBJECTIVES.

1. The development of a car park at Glencree village for 25 cars.
2. The development in association with the Forestry Division, Department of Lands, of a car park in the vicinity of County road no. 35 (The Old Long Hill) with a view to Powerscourt Waterfall.
3. The investigation of possible sites in the Glencree valley for acquisition or leasing for recreation use.
4. The reduction of congestion at Enniskerry at pea by the provision of car parking if practicable.
5. Amenity study in association with the redevelopment of the arterial road.
6. The improvement of County road no. 6, at Kilmolin and of County road no. 11, as a scenic road.
7. Investigate rehabilitation of sand and gravel workings.
8. Study for a detailed Amenity Plan for the area as part of the County Amenity Plan.

Views and prospects are listed for protection in Table VI. of the County Development Plan.

FINANCE. Objectives are subject to the availability of finance. Certain objectives are put forward on the assumption that grants from central funds which are usually available will be made, and these objectives are subject to central government sanction.



Scale: 6 ins : 1 mile

Date: 7th September 1970.



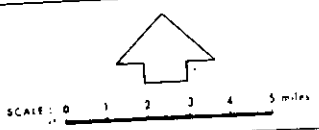
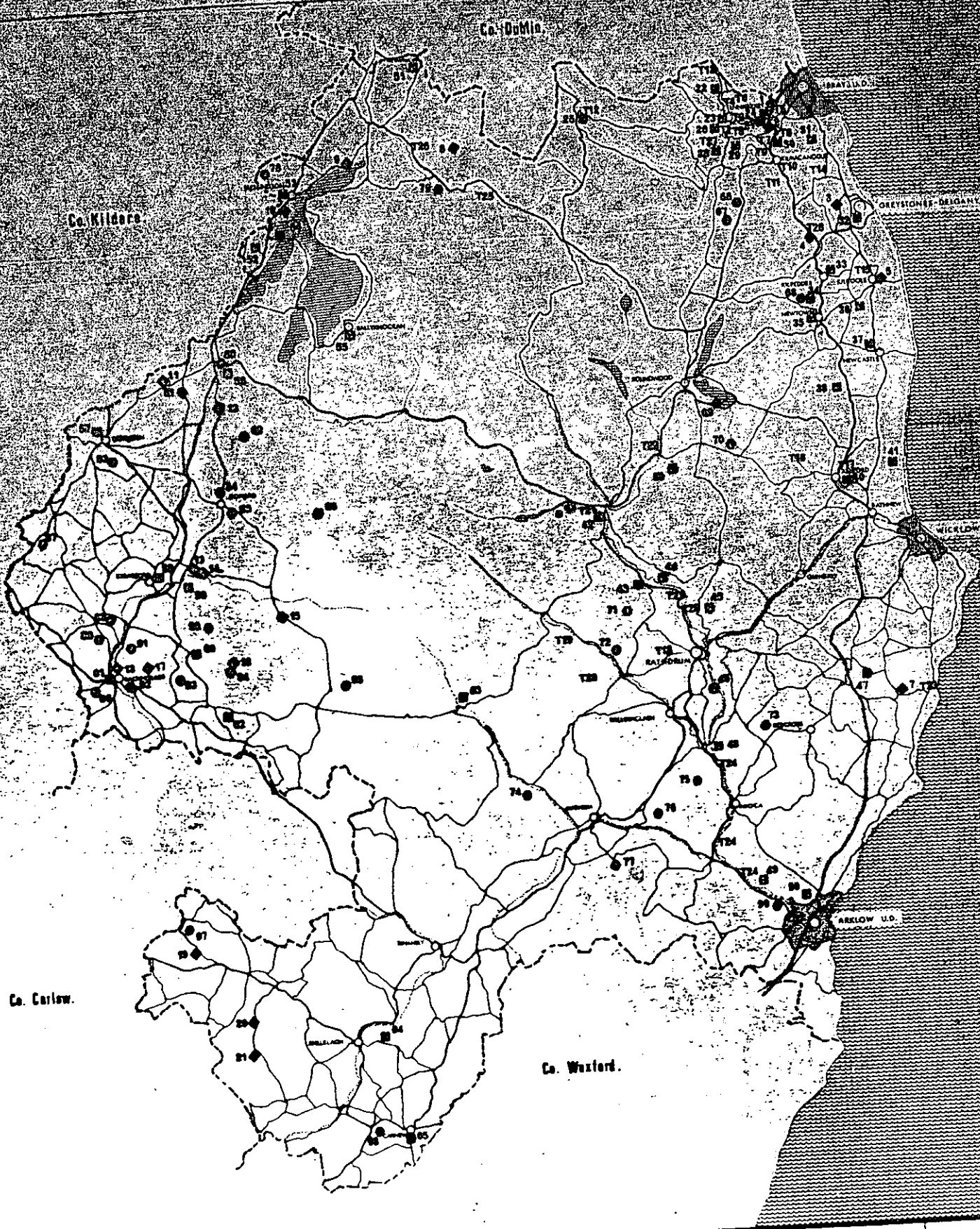
**Key**

- BOUNDARY OF AREA DESIGNATED FOR DEVELOPMENT.....
- AREA FOR DENSE DEVELOPMENT.....
- REMAINDER OF AREA:- LOW INCIDENTAL DEVELOPMENT
- NUMBERS REFER TO WRITTEN STATEMENT.....

**Wicklow County Council**

**DEVELOPMENT  
PLAN T.D.M.2**

**Rathdrum**



Date: 21st September 1970

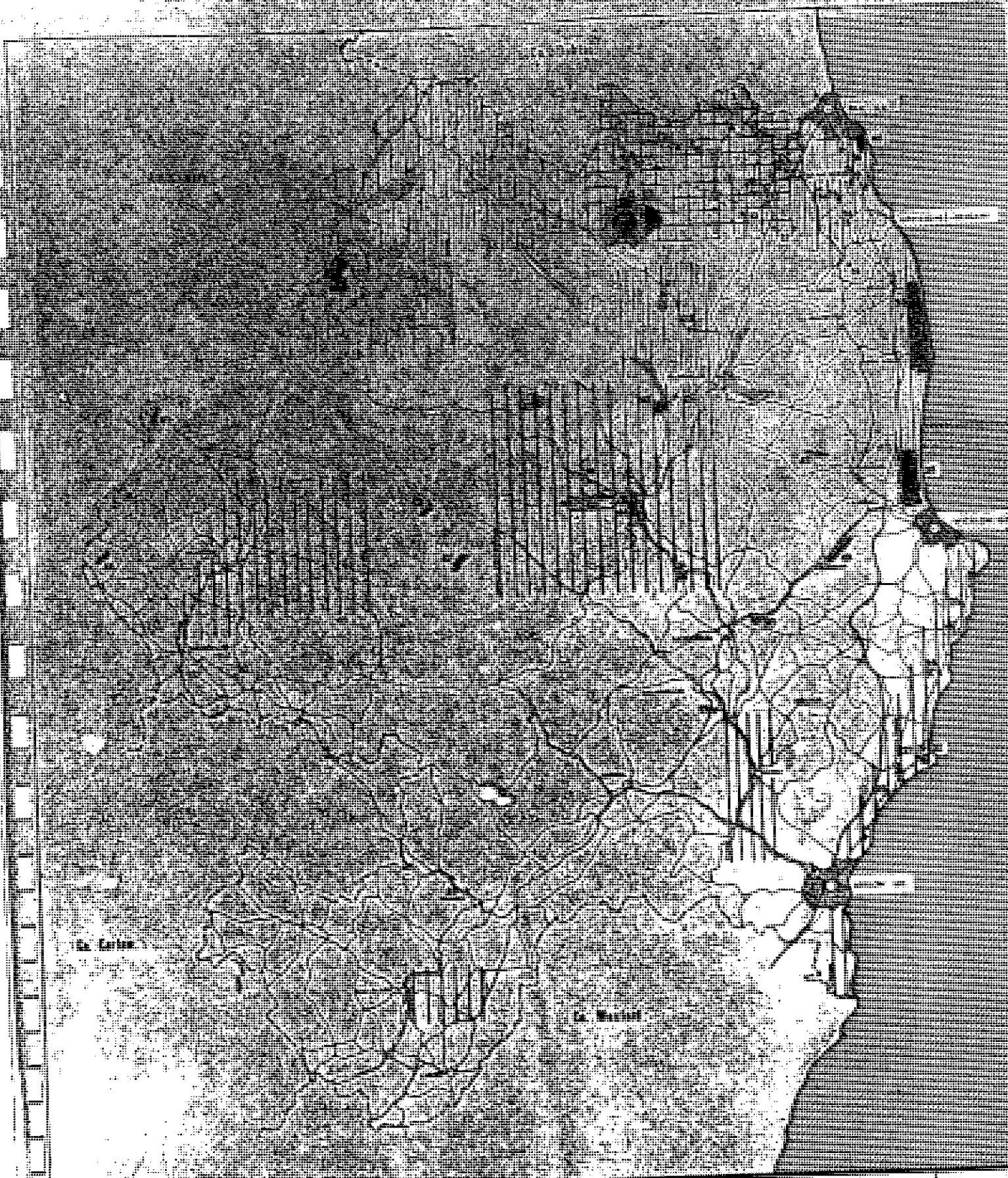
- HISTORICAL or ARCHITECTURAL INTEREST
  - ◆ NATIONAL MONUMENTS
  - ARCHAEOLOGICAL INTEREST
- T TREES & WOODLANDS INDICATED BY PREFIX T


Wicklow County Council

**DEVELOPMENT PLAN**

BUILDINGS & MONUMENTS  
TREES & WOODS





  
 Date: 1st January 1988

Scale: 1:50,000  
 1 cm = 500 m  
 1 inch = 12.5 miles

Wicklow County Council

# DEVELOPMENT PLAN

B



**Objectives Map**

Wicklow County Council

**DEVELOPMENT PLAN T.D.M.I**

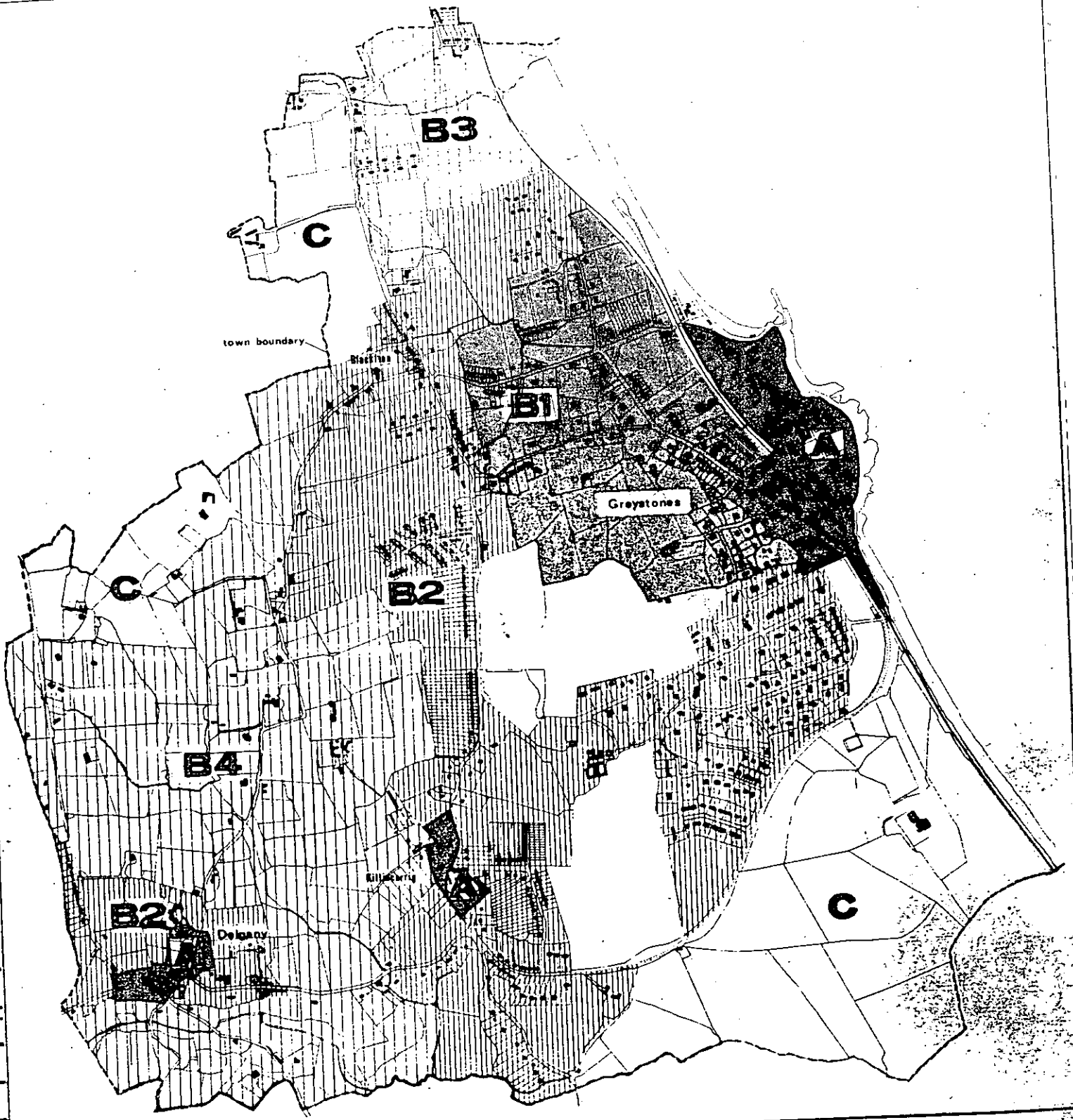
Greystones - Delgany



Scale: 1:1000

Date: 27 September 1970

ROADS AND HOODLAPES INDICATED IN THIS MAP  
 OPEN SPACES INDICATED IN THIS MAP  
 DOTTED LINES TO WRITEN STATEMENT



**Zoning Map**

ZONE	CHARACTER OF ZONE	CHARACTER OF DEVELOPMENT	MAXIMUM FLOOR SPACE (LITRES)	MAXIMUM NUMBER OF STOREYS
RESIDENTIAL ZONE B1	RESIDENTIAL	MAXIMUM DENSITY 3 DWELLINGS/HECTARE	MAXIMUM NUMBER OF DWELLINGS/HECTARE	MAXIMUM NUMBER OF STOREYS 2
RESIDENTIAL ZONE B2	RESIDENTIAL	MAXIMUM DENSITY 4 DWELLINGS/HECTARE	MAXIMUM NUMBER OF DWELLINGS/HECTARE	MAXIMUM NUMBER OF STOREYS 2
RESIDENTIAL ZONE B3	RESIDENTIAL	MAXIMUM DENSITY 1 ACRES (0.405 HECTARES)	MAXIMUM NUMBER OF DWELLINGS/HECTARE	MAXIMUM NUMBER OF STOREYS 2
RESIDENTIAL ZONE B4	RESIDENTIAL	MAXIMUM DENSITY 2 DWELLINGS/HECTARE	MAXIMUM NUMBER OF DWELLINGS/HECTARE	MAXIMUM NUMBER OF STOREYS 2
RESIDENTIAL ZONE B2C	RESIDENTIAL	MAXIMUM DENSITY 2 DWELLINGS/HECTARE	MAXIMUM NUMBER OF DWELLINGS/HECTARE	MAXIMUM NUMBER OF STOREYS 2
AGRICULTURAL ZONE C	AGRICULTURAL	MAXIMUM DENSITY 2 DWELLINGS/HECTARE	MAXIMUM NUMBER OF DWELLINGS/HECTARE	MAXIMUM NUMBER OF STOREYS 2

Wicklow County Council

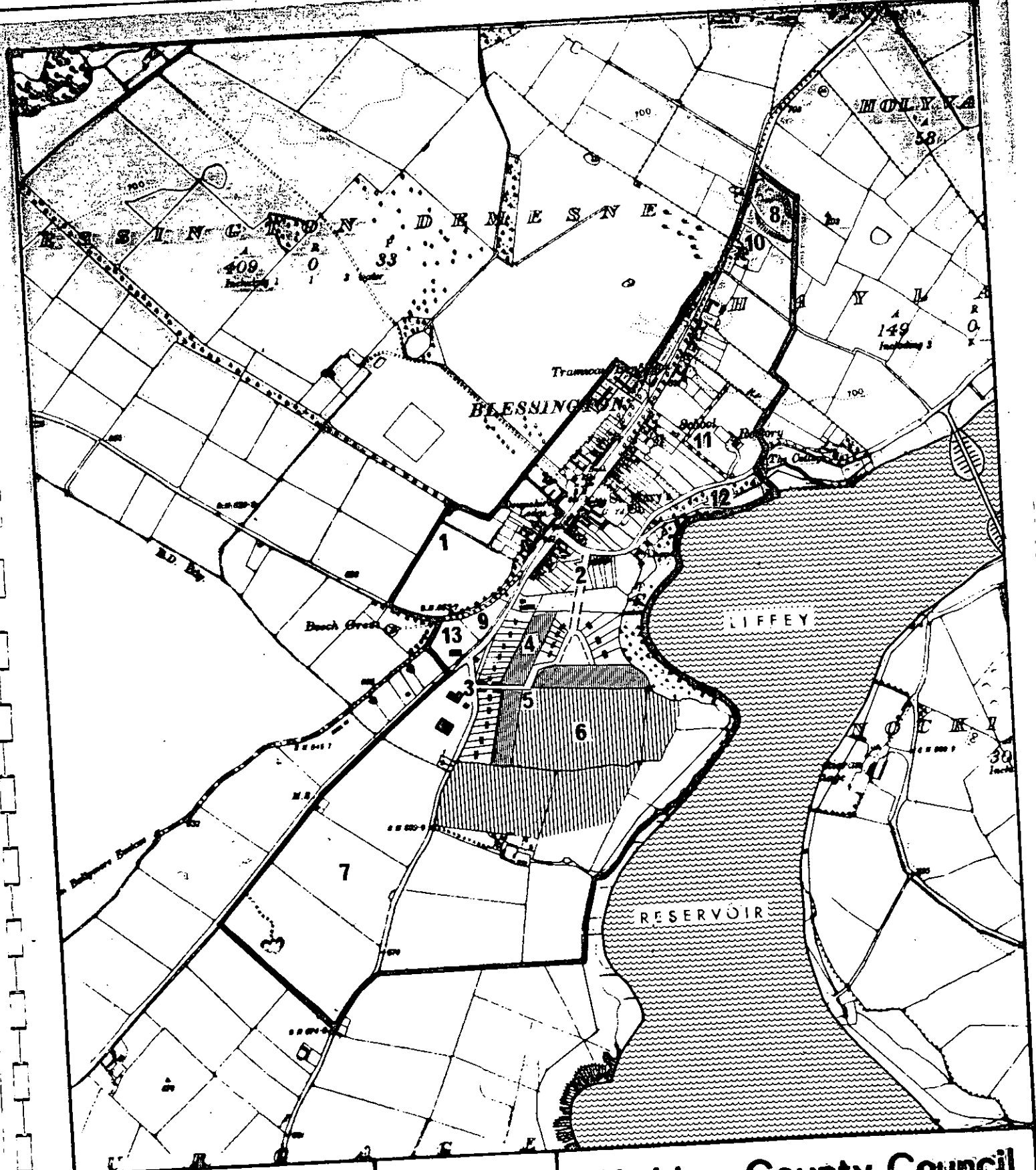
**DEVELOPMENT PLAN T.D.M.1**

Graystones - Delgany



Scale: 1:500

Date: 27 November 1979



Scale: 6 ins : 1 mile

Date: 7th September 1970.



**Key**

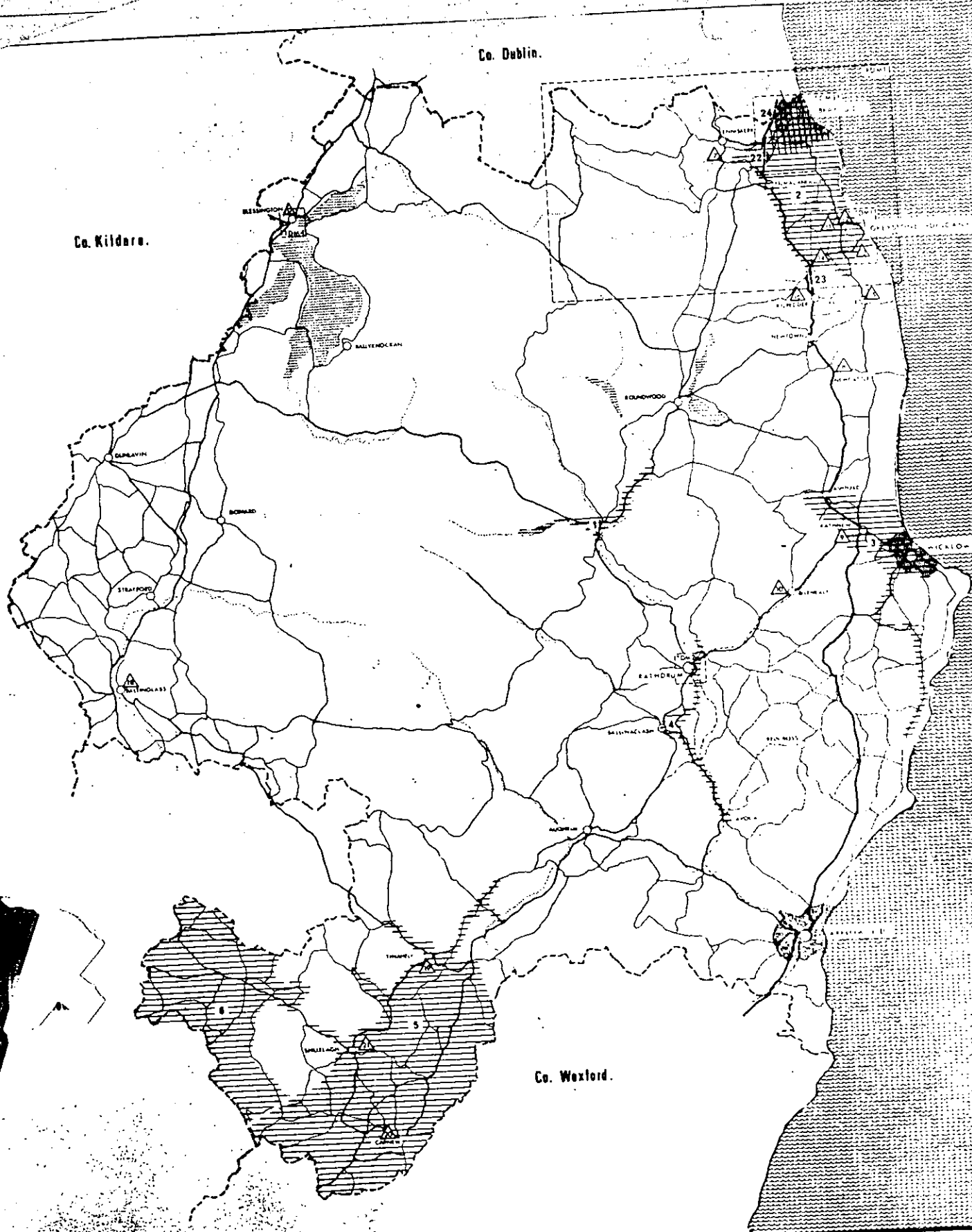
- BOUNDARY OF AREA DESIGNATED FOR DEVELOPMENT.....
- COMPLETION OF COUNCIL HOUSING SCHEME.....
- ACQUISITION OF LAND FOR FUTURE HOUSING.....
- NUMBERS REFER TO WRITTEN STATEMENT..... 9

**Wicklow County Council**

**DEVELOPMENT  
PLAN T.D.M.4**

**Blessington**





Co. Kildare.

Co. Dublin.

Co. Wexford.



- MAJOR SEWERAGE SCHEME
- MAJOR WATER SUPPLY
- MINOR WATER SUPPLY or SEWERAGE SCHEME
- MAJOR ROAD IMPROVEMENTS

Wicklow County Council

**DEVELOPMENT PLAN**

**A**

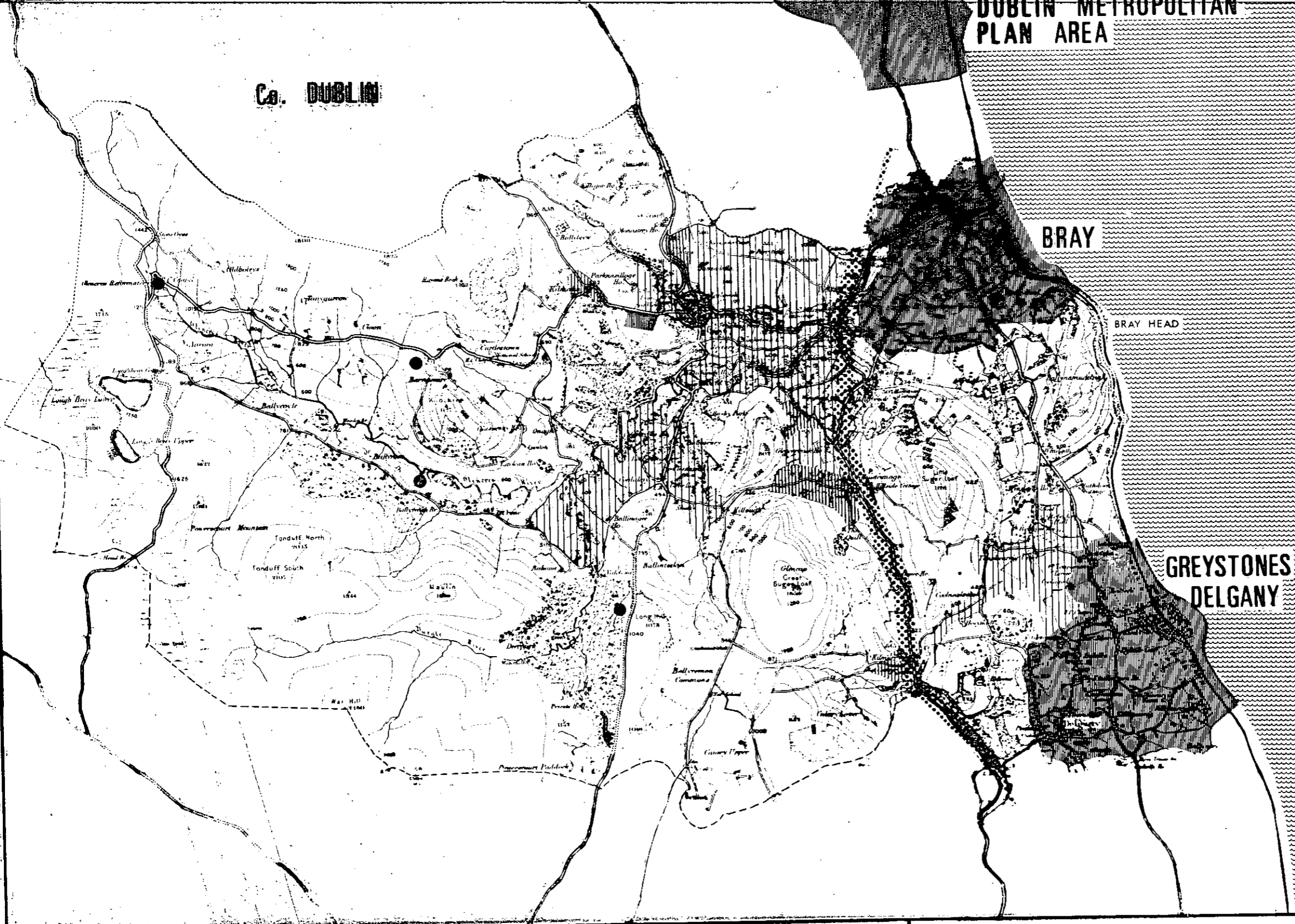
DUBLIN METROPOLITAN  
PLAN AREA

Co. DUBLIN

BRAY

BRAY HEAD

GREYSTONES  
DELGANY



### Rural Detail Map

#### Key

- DWELLINGS MAY BE PERMITTED UNDER CERTAIN CONDITIONS.
- PROPOSED CAR SPARK OR PICNIC AREA.
- CONSOLIDATION AREAS.
- DEVELOPED AREAS.
- ENNISKERRY.
- AREA OF SPECIAL CONTROL ALONG THE ARTERIAL ROAD.

Wicklow County Council

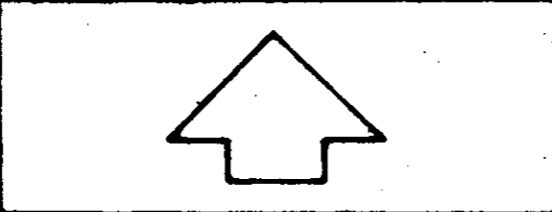
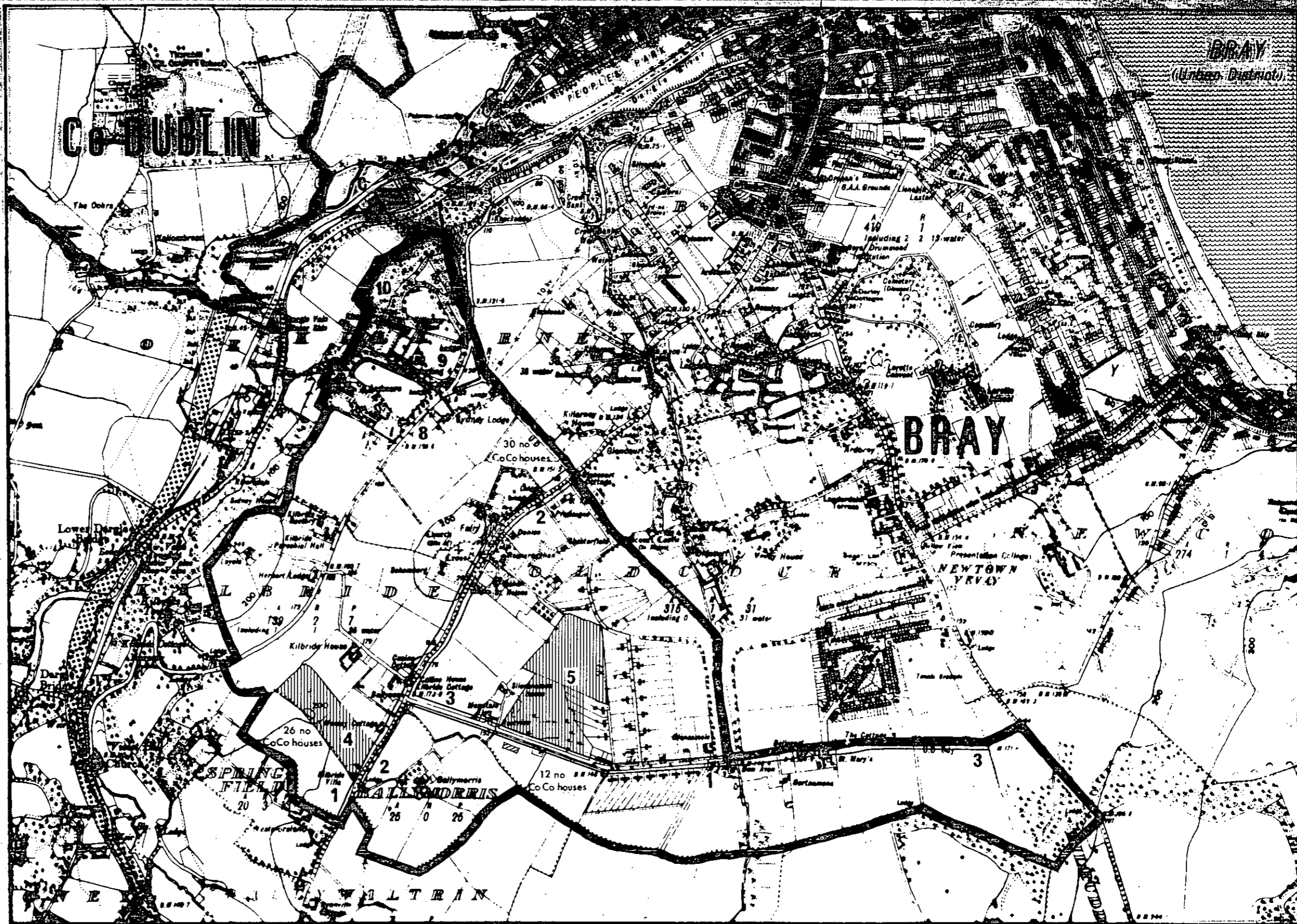
## DEVELOPMENT PLAN R.D.M.1

Rathdown (no. 2 district)



Scale: 1 inch = 1 mile

Date: 7th September 1970

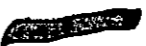






Scale: 6 ins : 1 mile

Date: 7<sup>th</sup> September 1970

### Town Detail Map — Objectives

**Key**

- BOUNDARY OF AREA DESIGNATED FOR DEVELOPMENT 
- ACQUISITION OF LAND FOR COUNCIL HOUSING 
- NUMBERS REFER TO WRITTEN STATEMENT 
- COUNTY BOUNDARY 
- AREA OF SPECIAL CONTROL ALONG THE ARTERIAL ROAD 

### Wicklow County Council

# DEVELOPMENT PLAN T.D.M. 3

## Bray Environs