

Wicklow

County Development Plan

1999

Greystones/Delgany and Rathdrum



Comhairle Chontae Chill Mhantáin

Preface

This volume contains the Town Development Plans for the scheduled towns of Greystones/Delgany and Rathdrum.

The Greystones/Delgany Plan can be found on page 1,
and the Rathdrum Plan on page 43

Greystones-Delgany
SCHEDULED TOWN

Development Plan
1999

Planning Section
March, 1999

GREYSTONES - DELGANY DEVELOPMENT PLAN

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GREYSTONES - DELGANY DEVELOPMENT PLAN

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1.1 BACKGROUND

1.1.1 Greystones-Delgany is a most attractively located settlement on the east coast with dramatic backdrops of Bray Head to the north and the hills to the north-west and west. The town is within an area of Outstanding Natural Beauty in the 1989 County Wicklow Development Plan. The view northwards and westwards from the Harbour is rated at scenic/highly scenic. The heaths and sea cliffs of Bray Head and its south slopes are of geological and geomorphological interest and are within a proposed Natural Heritage Area.

1.1.2 The coastal zone from Bray Head south to the harbour is a pebble and shingle beach with crumbling clay cliffs. The South Beach is sandy with the rugged rocky foreshore between the harbour and the railway station. The high quality landscaped rolling wooded slopes of Bellevue Demesne and Kindlostown Wood adjoin the town boundary to the west while within the town the open space, the prominent rugged hill form and the wooded margins of Greystones Golf Course are invaluable.

1.1.3 The attractive steep wooded slopes of the Three Trout's Stream Valley align east-west. These form a beautiful backdrop to Delgany Village and form a continuous green wedge from the N11 to the coast.

1.1.4 There are many trees and attractive views and prospects dispersed throughout the settlement.

Apart from these natural or semi-natural amenity resources the town also has many man made amenity assets. These are:

- Victorian Greystones, east of the railway, with its mature patina, the terraces at the Harbour, Trafalgar Road, the railway, and the sea front.
- The Harbour itself, even though it requires extensive upgrading.
- Delgany Village, a small attractive ensemble of buildings of varying styles, enclosing walls and landscaping, with attractive views southwards towards the Three Trout's Stream Valley and Drummin Hill.
- Killincarrig Village, with its attractive wayside character.
- Blacklion, St. Killian's Church and nearby cottages.
- Church Road, Greystones, a fine tree lined avenue with a number of fine individual buildings and terminating with St. Patrick's Church and its grounds.
- The Burnaby, its low density, its many fine attractive houses in their mature generously spacious sylvan residential setting.

1.1.6 There are a number of sites of archaeological importance in the settlement, the most extensive being the deserted medieval settlement at and around St. Crispins Cell at Rathdown Upper.

1.2 SCOPE OF THE PLAN

1.2.1 In accordance with Section 20 of the Local Government (Planning & Development) Act, 1963, as amended by Section 43(1)(e) of the Local Government (Planning & Development) Act, 1976, this plan has been made by the Council to replace the 1989 Development Plan for the Scheduled Town of Greystones-Delgany and its environs. The plan proposes an extension of the Scheduled Town boundary of the 1989 Plan by including certain adjoining areas outside it as indicated in Figure 1 (page 6) attached.

The plan consists of the following:

- This written statement.
- Map No. 1, to a scale of 1:5000, (A0 size) which shows land use zoning and other objectives. A reduced scale version of Map No. 1 is included in this volume at pages 35 to 39.
- Map No. 2, (NTS), and which is an Action Plan for the Killincarrig/Charlesland area (page 40).
- Map No. 3 (NTS), which is an Action Plan for the Greystones Harbour/North Beach Area (page 41).



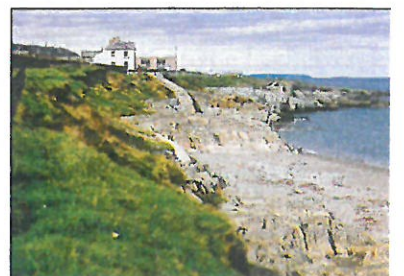
Aerial view of Greystones Harbour



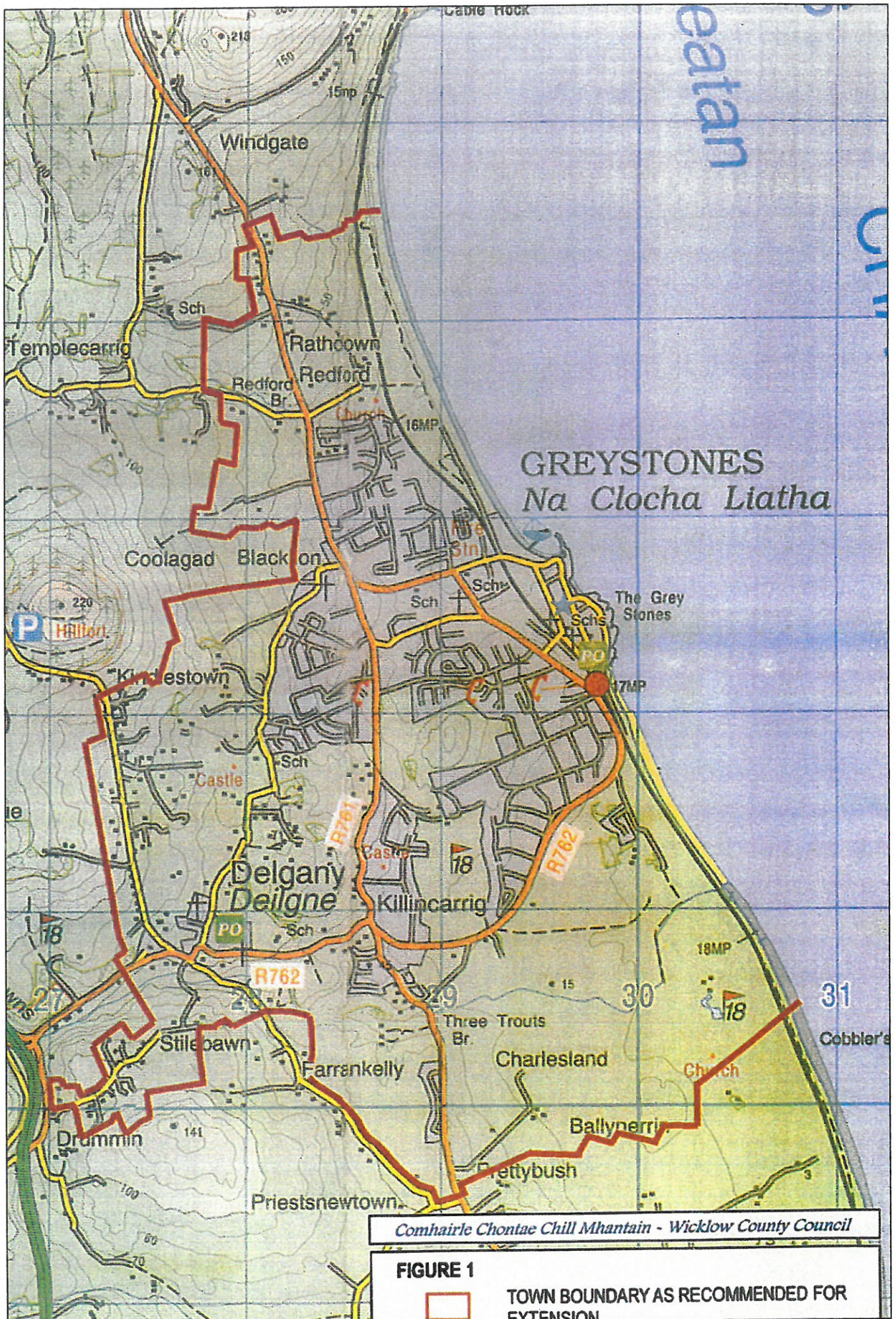
Greystones Harbour



Delgany



Promenade South Beach, Greystones



- 1.2.2** While the plan relates to the five year period commencing on the date of its adoption by the Council (8th March, 1999), certain land use and other objectives (e.g. roads) are likely to be realised over a 10 to 15 year period.

1.3 GENERAL AIMS

- 1.3.1** This plan provides guidelines for the public in relation to the Planning Authority's objectives and development control measures in Greystones-Delgany. The plan seeks to co-ordinate the activities of the Council in discharging its duties as housing, sanitary and roads authority. The planning policies are intended to guide the provision of land for all purposes, including housing, employment, commercial, educational and open space. The plan provides a summary of planning policy to facilitate the orderly and sustainable development of the Greystones-Delgany area.

1.4 STATUTORY REQUIREMENTS

- 1.4.1** The public is referred to the Local Government (Planning & Development) Acts and Regulations. The Planning Authority advises against acquiring land with a view to its development unless at least outline permission has been obtained or the sale is subject to planning permission being obtained.

1.5 CONTENT

- 1.5.1** This plan sets out the Planning Authority's general policies at Chapter 2, its development control standards at Chapter 3 and its specific objectives at Chapters 4, 5, and 6. The plan must be read in conjunction with the Wicklow County Development Plan. In the case of any differences this plan will apply. The plan takes account of the changes that have occurred since the publication of previous plans for the Scheduled Town of Greystones-Delgany in 1970 and 1989.

1.6 SUSTAINABLE DEVELOPMENT

- 1.6.1** At the 1992 Rio De Janeiro Earth Summit, Ireland endorsed Agenda 21, a policy for how the nations of the world will work towards sustainable development.
- 1.6.2** The Brundtland Report of 1987 defined sustainable development as *"Development that meets the needs of the present without compromising the ability of future generations to meet their own needs"*. While the conservation of the natural and built environment is fundamental to sustainability, the principle is much wider in recognising that in future the quality of life will be directly dependant on the health and integrity of the environment.
- 1.6.3** It is the Council's policy to apply the principles of sustainable development to the future planning and development of the town. The land use policies and controls of this Development Plan, the Council's principal land use statement, are constructed on these principles.
- 1.6.4** The plan observes the following sustainable development objectives:
- Protecting local capital - conserving the resource of landscape, open space, architectural and cultural heritage, including material assets.
 - Minimising adverse developmental impact - protecting the integrity of the natural and built environments from insensitive developments.
 - Conserving finite resources - minimising the consumption of natural non-renewable resources, including land.
 - Public participation - involving the local community in environmental sustainability issues and decisions.
- 1.6.5 The Development Plan's policies will:**
- provide a mix of land use zoning objectives to facilitate a balance between housing, employment and recreation consistent with reduced private motor car usage, and, consistent with protecting amenities, permit a mix of land uses within each zoning objective.

SECTION 1 :- INTRODUCTION

- promote a reuse of derelict and under used urban land; prevent expansion into high amenity and rural areas; promote more compact urban forms, including where appropriate, increased net residential densities.
- ensure the protection of natural habitats, ecological resources and quality landscapes; conserve existing urban areas, buildings and features of high environmental quality.
- Promote the use of public transport, cycling, walking and reduced private motor vehicle usage; provide adequate high quality sanitary services; promote the prevention, reduction, recycling and re-use of waste.
- Promote public participation.

2.1 RESIDENTIAL

2.1.1 Table 1 below shows the population change in Greystones / Delgany and its Environs during the 1971-1996 period.

Table 1: Population Trends, 1971-1996

Year	1971	1979	1981*	1986	1991	1996
Greystones/Delgany	4,470	6,781	6,916	8,455	9,649	9,99
Environs	26	140	1,031	1,068	1,129	1,301
Total	4,496	6,921	7,947	9,523	10,778	11,296

Source: Census of Population, 1971, 1979, 1981, 1986, 1991 and 1996

2.1.2 Over the 25 year period, the population of Greystones / Delgany increased by 6,800 persons (151%). During the 1986-1996 period the population increased by 1,773 persons (18.6%). This increase was slightly higher in the Environs which experienced a 21.8% increase as compared to the Town which increased by 18.2%. During the 1991-1996 period the population has increased by 518 i.e. by approximately 104 persons per year. The 1998 population is, therefore, estimated to be approximately 11,500.

2.1.3 The 1989 Plan allocated land for all uses needed to support the demands of a population of 15,000 to 16,000 persons, an increase of 65% approximately over the town's 1986 population. As the April 1998 population is 11,500 persons approximately it follows there is undeveloped zoned land for a further 3,500 to 4,500 persons.

2.1.4 Having considered and rejected proposals to expand the town population to 22,000, the Council made this Plan which, depending on density assumptions, provides for a potential capacity of approximately 17,000. The new Sewerage Treatment Works has a capacity to treat this loading. It is not anticipated there will be any insurmountable water supply difficulties in its servicing either. The town's main road network is inadequate for current flows and requires extensive improvement.

2.1.5 To provide for the land use needs of an increase from 15,000 population of the 1989 Plan to 17,000 persons approximately, more land needs to be identified for urban living and other purposes. There is insufficient suitable land for this within the current town boundary. The proximity of prominent uplands to the north and west and the sea to the east means that much of the extra area need must be satisfied to the south where there is sufficient suitable land available at Farrankelly and Charlesland within reasonable distance from the centre of Greystones and its facilities, some of which may require improvement. The town boundary will be extended to include these areas with minor adjustments elsewhere.

2.2 GENERAL POLICY OBJECTIVES

2.2.1 The goal of the plan is to provide an excellent physical environment for Greystones-Delgany to maintain and improve the town as a place for living, for working and for recreation.

2.2.2 Within the framework of the population projected it is proposed, by indicating appropriate sustainable development objectives, including objectives for the use solely or primarily of particular areas for particular purposes (whether residential, commercial, employment, educational, recreational, agricultural, or otherwise), initially in the five year plan period and thereafter, to achieve the following policy objectives.

- to protect and improve natural and man-made amenities,
- to protect and improve tourist amenities,
- to provide for open space and recreational amenities,



Greystones Harbour



Greystones

Glen o'Downs, N11



*Environs enlarged by excluding Greystones Town Commission.

SECTION 2 :- POLICY OBJECTIVES

- to provide for local employment purposes,
- to improve and extend sanitary services,
- to improve the transportation system for vehicles, cyclists and pedestrians; to
- provide adequate off-street parking facilities,
- to protect residential amenities and to provide for future residential development,
- to promote public transport (DART and buses).

2.3 NATURAL AND MAN-MADE AMENITY OBJECTIVES

- preserve coastal/marine amenity,
- preserve beach/foreshore above high water and adjoining open/undeveloped land for marine related/open space amenity uses,
- provide for agriculture and a green belt north of the urban development zoning boundary,
- provide for agricultural development to the south and west of the urban development zoning boundary,
- preserve coastal views and prospects,
- preserve landward views and prospects,
- preserve the Harbour area and promote its restoration/improvement, facilitate the provision of a marina,
- preserve trees and woodlands,
- preserve Greystones and Charlesland Golf Courses as private open spaces,
- preserve existing pedestrian (and other) rights of way,
- provide for new cycle and pedestrian ways,
- preserve sites of archaeological importance,
- preserve buildings of architectural, historic and artistic value,
- conserve areas of archaeological interest,
- preserve town/village character at Greystones, Killincarrig, Blacklion and Delgany, and
- provide for tourist accommodation.

2.4 OPEN SPACE AND RECREATIONAL OBJECTIVES

- provide public open space for active and passive recreational purposes at a minimum rate of 7 acres per 1000 population.
- facilitate the objectives of private sporting and recreational clubs.
- preserve public rights of way along the coast and elsewhere.
- facilitate anti-erosion measures and the maintenance (including replacement inland) of the Cliff Walk.

2.5 LOCAL EMPLOYMENT OBJECTIVES

2.5.1 There is a need to provide for more local employment in Greystones / Delgany to provide for a greater degree of self sufficiency, to reduce the extend of commuting, and to stimulate the local economy and employment base. Having regard to its location, socio-economic structure and environmental character, the most appropriate employment type would be high tech rather than heavy or special industry. This objective is expressed in the appropriate zoning objectives.

2.5.2 Additional employment and services facilities will be provided by expanding retailing, tourism and other services. Provision is made in the zoning objectives for the expansion of the Town Centre (T1) southwards. This area is intended to accommodate a mix of uses such as retail, tourism, and other activities.

2.5.3 It is Council policy :

- to zone land at Mill Road, and Charlesland for employment uses,
- to promote employment uses in the commercial zones,
- to promote tourism activity, and
- to permit limited home based employment in residential zones.

2.6 SANITARY SERVICES OBJECTIVES

- Extend and improve the networks as required to facilitate development.

2.7 TRANSPORTATION OBJECTIVES

- 2.7.1** It is the Council's policy to maintain the safety, capacity and level of service of all roads in the town, to carry out the necessary road improvements, to remedy hazards and delays, and to introduce traffic calming measures to conserve amenity.
- The road improvements which are deemed urgent will be funded in part by Section 26(2) contributions from benefiting developers and carried out in a phased programme as early as funding and land acquisition permits.
 - It is the Council's policy to expedite the roads programme from its own resources, from central funds, and Section 26(2) sources.
 - It is the Council's policy to require developers to provide within their sites that part of the improved network to facilitate development.
 - Joint venture schemes with the private sector associated with suitable developments will be considered in appropriate locations.
 - To facilitate the provision of park and ride sites, in keeping with the DTI Strategy.
- 2.7.2** Cycle ways will be provided in the R761 and in its proposed improvement from Prettybush northwards towards Blacklion, on Mill Road, from Church Road to Kindlestown Upper, from Delgany to the coast and as shown on Map 1.
- 2.7.3** Pedestrian ways are proposed/preserved, at the Three Trout's Stream Valley from Delgany to the coast, along the R761, at Whitshed Road westwards to Killincarrig Road and westwards towards the town boundary, along the coast from the northern to the southern town boundaries, within Greystones Town Centre, from Redford Park/Ennis's Lane to the coast, in and around Delgany and Killincarrig, and elsewhere as shown on Map 1.
- 2.7.4** The Council will bring forward new measures to facilitate greater traffic management and better use of the existing road network, in order to provide priority for public transport in the context of the Dublin Transport Initiative and the Recommendations of the Greystones Transportation Study.

2.8 EDUCATIONAL AND COMMUNITY OBJECTIVES

- 2.8.1** Currently educational facilities in Greystones/Delgany are about at capacity. Additional residential development will require additional school space. It is estimated that the following will be needed.
- a new primary school located at Mill Road,
 - a new second level school in Killincarrig, and
 - an extension of Delgany National School.
- 2.8.2** Provide for a Community Centre and for related Sports and Recreational facilities on the lands zoned Town Centre (T1) or adjacent lands at Mill Road.

2.9 AMENITY OBJECTIVES

- 2.9.1** It is the Council's policy to protect and enhance the town's natural and man made amenity assets.
- 2.9.2** The Council's amenity policy objectives will be achieved by the listing of buildings and sites for preservation, tree preservation orders, the preservation of views and prospects and by appropriate land use zoning objectives.
- 2.9.3** The Council's amenity policy is specifically designed to protect the amenity quality of the Three Trouts Stream along its entire length as a visual amenity, as an aquatic source for fish and plant life and as a habitat and corridor for wildlife. In order to protect these resources the Council will not permit the stream to be culverted.

SECTION 2 :- POLICY OBJECTIVES

2.10 HOUSING OBJECTIVES

It is the policy of the Council to enable every household to have available an affordable dwelling of good quality, suited to its needs, in a good environment and as far as possible at a tenure of its choice.

It is the policy of the Council to promote and encourage the provision of housing accommodation in accordance with the proposals contained in the document "Social Housing - The Way Ahead" and to seek to implement an element of social housing in all new residential development areas. In furtherance of this policy, the Council will, inter alia:-

- accrue land or buildings for the purposes of providing housing and community facilities in areas where services exist or are planned
- make sites available in serviced areas for the purposes of housing development by persons in need of housing
- ensure the provision of a wide range of house types and sizes to cater for the differing needs of the population, including the provision of sheltered housing for the elderly
- encourage and assist voluntary and non profit co-operative housing associations in the provision of housing
- seek a minimum of at least 15% provision for social housing in all new residential development areas
- implement the Councils housing programme in accordance with the housing needs assessed
- encourage tenant involvement and participation in estate management in order to give tenants a meaningful role in the running of their estates. Anti social behaviour in Council estates will be tackled through an effective estate management policy, which will be reinforced by the Council taking a lead role in a multi-partnership approach
- enable the provision of suitable housing and halting sites for the travelling community.

2.11 CAR PARKING AT TOWN CENTRE

- 2.11.1 It is the Council's objective to ensure that sufficient car parking is provided at the town centre to cater for increased retail and other development.

3.1 INTRODUCTION

Section 26 of the 1963 Act, as amended, obliges the Planning Authority to effect its control of development by ensuring that planning permissions are consistent with the proper planning and development of the area of the Authority (including the preservation and improvement of the amenities thereof), regard being had to the provisions of the Development Plan, the provisions of any special amenity area order relating to said area and the matters referred to at Section 26 (2).

3.1.1 Non-Conforming Uses

Some uses do not confirm with the zoning objectives for their area. These are uses (1) which were in existence on 1st of October 1964; or (2) which have valid permissions; or (3) which have no permissions and which may or may not be the subject of enforcement proceedings. The Planning Authority may permit extensions and improvements of premises in categories 1 and 2 where the proposed development would not be seriously injurious to the amenities of the area and would not prejudice its proper planning and development. The Council is especially conscious of the possible adverse effects of employment and commercial development too close to residential accommodation.

3.1.2 Development Contributions

Having regard to the capital expenditure required in the provision of infrastructure (including drainage, water supply, roads, footpaths, traffic management, open space, car parking and the acquisition of land) which is required to facilitate development, the Planning Authority will require appropriate contributions from benefiting applicants by virtue of its powers at Section 26(2) of the 1963 Act.

3.2 LAND USE ZONING OBJECTIVES

- 3.2.1 The purpose of land use zoning objectives is to indicate the Council's intentions for all lands in the town. The various land use zones and their objectives are identified on Map 1. Land use zoning objectives are listed thereunder in Table 2.

Table 2: Zoning Objectives

R	Residential
R1	Preserve and improve residential amenity. Permit residential development at 22.2 houses/ hectare (9/acre) max.
R2	Preserve and improve residential amenity. Permit residential development at 17.3 houses/ hectare (7/acre) max.
R3	Preserve and improve residential amenity. Permit residential development at 12.4 houses/ hectare (5/acre) max.
R4	Preserve and improve residential amenity. Permit residential development at 2.5 houses/ hectare (1/acre) max.
R5	Preserve and improve residential amenity. Protect architectural character. Preserve and improve harbour amenities. Permit residential development at 22.2 houses/hectare (9/acre) max. Permit compatible marine tourist associated development.
R6	Preserve and improve residential amenity - permit new development in keeping with the character of "The Burnaby", a low density residential area of historical and architectural interest composed mainly of large single family dwelling houses on generous sites. Permit residential development at 10 houses per hectare (4/acre) max.
R7	Preserve and improve residential amenity. Protect architectural character. Preserve the tree lined character of Church Road. Permit residential development at 17.3 houses per hectare (7/acre) max.
R8	Preserve and improve residential amenity. Permit residential development at 2.5 houses/hectare (1/acre) max. Preserve trees and woodlands. Provide and preserve pedestrian riverine way in the valley of the Three Trout's Stream between Delgany and the R761.



Cottages, Delgany



Greystones Railway Station



Aerial view Greystones

SECTION 3 :- DEVELOPMENT CONTROL OBJECTIVES

Table 2: Zoning Objectives (cont'd)

T	Town, District and Local Centres
T1	Provide for town centre activities (commercial, educational community centre, and tourist related development). Preserve residential amenities. Provide for residential development at 22.2 houses/hectare (9/acre) max.
T2	Provide for local/ district centre activities (retail, offices, entertainment and services). Preserve architectural character. Permit residential development.
T3	Provide for shopping development.
T4	To provide for local/ district centre activities. (retail, offices, entertainment, services and residential.)
C	Community and Education
C1	Provide for community and/or education uses.
C2	Provide for cemetery.
O	Open Space
O	Preserve public open space
POS 2	Preserve private open space.
E	Employment
E1	Provide for the development of a single undivided employment unit, either a microchip or similar manufacturing plant or for a business, office, science and technology park set in open parkland with extensive landscaping, a high architectural standard of layout and building design with low site coverage with provision to link into nearby cycle and pedestrian circulation. Permitted uses shall include data processing, software development, technical and consulting, commercial laboratory, health care, research and development, media recording and general media associated uses, training, publishing, financial, administrative headquarters, film production, telemarketing, tele-servicing, light industry, offices, enterprise centre, industrial/ enterprise training and education centre, restaurants, office services, car parks, branch a.t.m.s, recreational/ sports buildings, Community Centre and related activities.
E2	Provide, for employment development primarily for light industrial development and ancillary development to a high standard of architectural design, especially in such matter as a generous building line to the R761, extensive including perimeter and other landscaping, appropriate building materials, finishes and colours. High bay buildings will not be permitted.
A	Agriculture
	Provide for the development of agriculture.
G/B	Green Belt
	Provide for green belt development.
	Public Utilities
	Provide for the development of public utilities and services.
Z	Action Plan
Z1	Provide for a comprehensive phased residential and public open space development on 53 hectares at a gross residential density of 15.7 dwellings per hectare to accord with action area plan Z1.
Z2	Provide for an integrated and comprehensive Harbour/ Marina/ Coastal Erosion Protection related development, including leisure, hotel, open space facilities and residential (200 dwelling houses max) with height restrictions to accord with Greystones Harbour/ North Beach Action Area Plan, Z2.

3.2.2 The acceptability of certain uses in particular zones is self evident, as is the unacceptability of others. Over a wide range of uses the degree of acceptability will be assessed on the basis of a specific application where its nature, extent, intensity and its incidental effects can be evaluated properly.

3.2.3 For control purposes the town has been divided into zones. Zoning refers to the main land use occurring in each zone. The zones have been divided into 8 groups according to the main use in each: The Groups are:

- Group 1 Residential: R1, R2, R3, R4, R5, R6, R7, R8.
- Group 2 Employment: E2.
- Group 3 Commercial: T1 and T3.
- Group 4 Open Space: O, POS.2.
- Group 5 Local Centre: T2 and T4.
- Group 6 Agriculture: A.
- Group 7 Green Belt: G/B.
- Group 8 Community and Education C1, C2.

3.2.4 Table 3 indicates acceptability levels for any use in each of the 8 groups.

Table 3: Use Matrix

Proposed Use	Land Use Group							
	1	2	3	4	5	6	7	8
Abattoir	x	x	x	x	x	x	x	x
Advertising	o	1	1	x	o	x	x	x
Aerodrome/Airfield	x	x	x	x	x	x	x	x
Bed and Breakfast	o	1	1	x	1	x	x	x
Boarding Kennels	x	o	x	x	o	o	x	x
Car Parks	o	1	1	o	1	o	o	x
Caravan Park (holiday)	x	x	x	o	x	o	x	x
Caravan Park (residential)	x	x	x	x	x	x	x	x
Cash and Carry Outlet	x	o	o	x	x	x	x	x
Cemetery	1	x	x	1	x	1	1	1
Church	1	x	1	o	1	o	x	o
Commercial	o	x	1	x	1	x	x	x
Community Facility	o	o	1	o	1	o	x	x
Concrete Asphalt etc. plant	x	x	x	x	x	x	x	x
Creche/Nursery School	o	o	1	x	1	x	x	1
Cultural Use	o	o	1	o	1	x	x	o
Halting Site	1	o	o	1	o	1	o	x
Dance Hall/Discotheque	x	x	1	x	o	x	x	x
Doctor/Dentist etc.	o	o	1	x	1	x	x	x
Education	1	o	1	x	1	x	x	1
Embassy	o	x	o	x	1	x	x	x
Extractive Industry	x	x	x	x	x	x	x	x
Garden Centre	o	o	1	x	o	o	x	x
Guest House	o	o	1	x	1	x	x	x
Health Centre	o	o	1	x	1	x	x	o
Heavy Vehicle Park	x	o	o	x	x	x	x	x
Homebased Economic Activity	1	1	1	x	1	o	o	x
Hospital Nursing Home	o	x	o	x	x	x	x	x
Hotel/Motel	o	o	1	x	1	x	x	x
Industry - General	x	o	1	x	x	x	x	x
Industry - Light	o	1	1	x	o	x	x	x
Motor Sales Outlet	x	o	1	x	o	x	x	x
Offices	x	1	1	x	1	x	x	x
Open Space	1	1	1	1	1	1	1	o
Petrol Station	x	1	1	x	o	x	x	x
Private Club	o	o	1	x	o	x	x	x
Private Garage	1	o	1	x	1	o	x	x
Private Tip	x	o	x	x	x	x	x	x
Public House	x	o	1	x	o	x	x	x
Public Services	1	1	1	1	1	o	o	o
Recreational Building	o	o	1	1	o	x	x	x
Residential	1	x	1	x	1	x	x	x
Residential Institution	o	o	1	x	1	x	x	x
Restaurant	o	1	1	x	1	x	x	x
Scrap Yard	x	o	x	x	x	x	x	x

cont'd. over

SECTION 3 :- DEVELOPMENT CONTROL OBJECTIVES

Table 3: Use Matrix (cont'd)

Service Garage	x	o	1	x	o	x	x	x
Shops (Local)	1	o	1	x	1	x	x	x
Shops (Other)	x	x	1	x	x	x	x	x
Sports Club	o	o	1	1	o	1	o	x
Warehouse	x	o	1	x	x	x	x	x
Wholesale Outlet	x	o	1	x	x	x	x	x

3.2.5 The key to Table 3 is that the figure 1 is Permitted in Principle, the letter O is Open for Consideration, and the letter X is Not Permitted.

3.2.6 Apart from the 8 groups of the Table there are other areas. The first is the "AMD" site at Mill Road, which is the subject of zoning objective E1. The second is the Killincarrig / Charlesland area, for which an Action Plan has been prepared. The third is objective PU (Public Utilities) which includes roads, railways and the proposed DART "park and ride" car parks.

3.2.7 "Open for Consideration" means a use is not acceptable in principle and will only be permitted in special cases where the Council is satisfied that the use would not conflict with the general objective for the zone and could be permitted without undesirable consequences for the permitted uses and which can be allowed subject to compliance with pertinent control criteria consistent with the proper planning and development of the area, having regard to the Development Plan. Uses which by their nature are temporary are open for consideration in all zones. Uses in the table which are not indicated as permitted in principle or open for consideration are material contraventions of the plan. Uses not recorded in Table 3 will be considered in relation to the general policies of the Plan and the zoning objectives for the particular area.

3.2.8 In the context of the relevant zoning objectives to provide for the following specific uses as shown on Map No. 1.

LOI: provide for 4.5 acres as a community centre and for related sports and recreational facility on this or lands within the EI area at Mill Road.

LO2: provide for hotel/leisure facility on c. 14 acres at Charlesland.

LO3: reserve land for retail and car parking uses at Church Road.

3.2.9 At Greystones Harbour and North Beach Action Plan area, provide for an integrated and comprehensive Harbour/ Marina/ Coastal Erosion Protection related development, including leisure, hotel, open space facilities and residential (200 dwelling houses max) with height restrictions to accord with Greystones Harbour/ North Beach Action Area Plan, Z2.

3.3 URBAN DEVELOPMENT CONTROL OBJECTIVES

3.3.1 It is the Council's objective to ensure that new development is designed to the highest standards to enhance the appearance of the town by providing an attractive environment. The Council will apply the principles of sustainable development and will consider factors such as the use of natural local materials, energy efficiency, transport implications, the impact on micro climate, the impact on ecology and compatibility with local environmental conditions. Matters such as layout, building line, height, massing, detailing and landscaping will be examined in the context of the design emphasis required in different areas. New uses, re-uses and the adaptation of existing buildings are encouraged.

3.3.2 Significant natural and man-made features on a site will influence layout. To protect amenity the Council will require that existing site features such as mature trees and woodlands, hedgerows, rock outcrops and water features be identified and, where appropriate, be retained on development sites and that new planting or other landscaping appropriate to the area be provided.

3.3.3 Developers will be responsible for the grading, hard landscaping, planting and development of open space, including the provision of pedestrian paths, cycle paths, roadside trees, street planting, screen planting and other facilities. The Council will oblige applicants to submit a comprehensive tree and hedgerow

survey at a suitable scale by a suitably qualified person. Developers' layouts will be required to facilitate the retention of the maximum practical number of significant trees which must be adequately protected during development. The Council will require security by means of a financial bond to ensure the protection of existing trees on a development site.

3.3.4 Disabled Persons

Developers will provide independent and unaided access to premises, buildings, public spaces, facilities and services to accord with the requirements of the Building Regulations, 1991 and with the general guidelines published from time to time by the National Rehabilitation Board.

3.3.5 Conservation Areas / Listed Buildings

Applications for development in conservation areas or at or about listed buildings will be considered in relation to the particular features and amenities of the area and of the structure, especially their visual aspect and environmental context.

3.3.6 Areas of Archaeological Interest

When considering certain planning applications the Council will have regard to the nature of sub-surface works which might impact on archaeological remains. The Council may require the applicant to submit a report prepared by a suitably qualified archaeologist on the archaeological implications of the proposed development. Where permissions are granted attention will be drawn to the obligation to report the discovery of archaeological finds to the appropriate authorities and in appropriate circumstances the Council may impose conditions requiring professional archaeological supervision of site excavations, the funding by the applicant of archaeological assessment, monitoring, testing or excavation of the site and the submission of a report thereon, prior to the commencement of development, and, the preservation of all or part of any archaeological remains on the site. Sites of archaeological interest are identified on Map 1. The National Monument Service section of The Department of Arts, Heritage, Gaeltacht and The Islands produce the 'Recorded Monuments of County Wicklow'.

3.3.7 Density

Density is a measure of the relationship between buildings and surrounding space. High quality environment is possible over a wide range of densities. Too low densities waste scarce valuable serviced urban land. Over development can adversely affect adjoining amenities, generate more traffic than roads can accommodate, reduce private open space and cause sunlight, daylight, air and ventilation problems. To avoid these effects and to guide the public plot ratio, site coverage, residential density and building height standards are set out in this plan. The standards are maxims and are subject to the considerations set out at Section 26 of the 1963 Act and to the controls built into the zoning objectives. The plan specifies maximum densities for all eight residential zone objectives and for Action Plan Areas Z1 and Z2.

3.3.8 Plot Ratio

The gross building floor area divided by the gross site area is the plot ratio. The gross floor area is the sum of all floor space within the external walls of the building, excluding plant, tank rooms and car parking areas. The gross site area is all land within the curtilage of the site. The normal maximum plot ratio for non commercial development is 0.75. Commercial development will be restricted to a maximum plot ratio of 1.5. Plot ratio controls are not applicable in open space/agricultural zones or green belt zones. Residential is controlled by residential density.

3.3.9 Site Coverage

The site coverage index is determined by dividing the total area of ground covered by buildings by the total ground area within the site. A particular site coverage may be accepted only where it is consistent with other factors such as open space requirements, parking, height, fire safety standards, plot ratio and the protection of the amenities of adjoining properties, especially dwellings. The maximum site coverage is 60%, save for commercial areas where it is 80%.

3.3.10 Building Height

The Planning Authority will not normally permit a building which is significantly higher than neighbouring buildings within existing town and village streetscapes save in exceptional circumstances. In deciding applications for a high building the following impacts will be considered.

- overshadowing/loss of light,
- overlooking/loss of privacy (particularly of residential property),
- street scale and space scale,
- proximity to structures or spaces of architectural/historical importance, existing landmarks,
- existing spires, domes, towers or other high buildings,
- views,
- skyline.
- existing or proposed open areas, and
- civic importance.

3.3.11 Building Lines

3.3.11.1 Building lines are an important element of the urban fabric of the town. Generally the Planning Authority will not permit new development in front of an existing building line unless it would positively add to the urban space or form or where it would accord with a building line established by the Council.

3.3.11.2 In residential areas the general building line for new dwelling houses will not be less than 7.6m (25 ft.) from the road boundary. In some instances, especially in residential developments, a greater or lesser building line may be accepted or required as part of the overall design and layout where it would add interest and variety and constitute a desirable design feature without creating a traffic hazard or creating a possible noise nuisance to residents. Such variations will be considered on their merits, subject to an absolute minimum building line of 6 m (20 ft.) to provide for a drive-in space for cars where such is provided in front of the building line. Where road gradients exceed 3%, near junctions, interchanges, traffic lights, or where the road is elevated or other abnormal conditions occur, building lines in excess of the above standards may be required.

3.3.11.3 In employment areas the building line will generally not be less than 15.2 m (50 ft.) and include a 2 m (6 ft.) deep landscaped strip between the highway and the building. This requirement may be varied up or down in special circumstances (e.g. in the case of a site with a curved or irregular frontage, or in the case of a site with more than one road frontage). Substantial rear building lines may be specified where new industrial development is proposed backing onto existing or proposed residential developments.

3.3.12 Advertisements

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

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

3.3.13 Trees

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

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

3.4 RESIDENTIAL DEVELOPMENT CONTROL STANDARDS

3.4.1 Material Considerations

It is the Council's aim to achieve a high standard of residential design. This will ensure that the following are achieved:

- High design quality,
- A sense of place,
- Protection of existing amenities,
- Accessibility,
- Recreational provision,
- Personal security,
- Privacy,
- Architectural quality, and
- Traffic safety.

3.4.2 The Planning Authority will require the provision of several different dwelling types within a single estate, providing the overall design integrates them successfully.

Table 4 is a check list suitable for use by developers, and development control officers. It covers the main qualitative factors whose presence is likely to enhance a development, and whose absence is likely to detract from it.

Table 4: Qualitative Aspects in New Housing Estates

Desired Features	
A. Overall	
1.	The architectural expertise desirable in a design for a development of this scale.
B. Existing Features	
2.	Trees, walls, hedgerows and other site features of value retained, protected during construction, and integrated into the design.
3.	Opportunities for connecting hedgerows/other vegetation to provide corridors for wild life.
4.	Design makes good use of site contours and views

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Table 4: Qualitative Aspects in New Housing Estates (cont'd).

Desired Features
C. Layout 5. Houses grouped together around open spaces, cul-de-sacs, or courtyards, giving sense of enclosure, and with use of longer access roads minimised. 6. Entrances and parking avoided on through/distributor routes, adequate visitor parking provided. Curves, T junctions, roundabouts etc. used to calm traffic. 7. Pedestrian links short, direct, well lit, overlooked by dwellings and with no sharp bends.
D. Public and Private Open Space 8. Housing oriented to face open spaces so that there is adequate informal supervision of them. 9. Detailed landscape plan specifying trees, plants etc. to be used in public open space.
E. Variety 10. Variety of layout within estates, use of staggered as well as straight building lines. 11. Use of several house types, involving variations within a common theme.
F. Public Views 12. Existing or potential marine or mountain views to be maximised.

3.4.3 Housing developments should relate well to the surrounding urban land form and use. Layouts should respect existing amenities and character and have regard to the need for access to the normal range of local support services such as schools, shopping, employment and transport. New residential development generates a demand for open space at a number of levels within a residential area and within easy reach of it. Developers will be responsible for the provision and the development of the public and/or communal open space and may also be required to contribute towards the provision of on site or off site recreational facilities.

3.4.4 Where, for good reason, open space standards cannot be achieved on site and more intensive recreational facilities would be necessary by way of compensation, the Council may consider arrangements, including financial contributions, whereby appropriate intensive facilities may be provided in lieu of open space of lesser utility.

3.4.5 Considerations of personal security require that areas to be used by the public, such as open spaces, roads and footpaths, will be overlooked by adjacent housing. Layouts should be designed to avoid the passage of through traffic. Within residential environmental cells alignments will discourage speed and afford priority to the safety of pedestrians and cyclists. There will be safe and easy access to each dwelling unit with road widths sufficient to accommodate two vehicles passing. Adequate off-street parking, including visitor parking, will be provided with turning areas for motor vehicles, including emergency services. Private open space (gardens, etc.) to be provided for dwellings will be designed to minimise overlooking.

3.4.6 Residential Densities

The normal maximum residential densities for each land use objective zone are detailed in Table 5 below.

Table 5: Residential Densities

Description	R1, R5, T1, T2, T3	R2, R7	R3	R6	R4, R8	Other Zones
Houses per hectare	22.2	17.3	12.4	10	2.5	See Z1, Z2 Action Plans
Houses per acre	9	7	5	4	1	

3.4.7 Purpose Built Apartments

In the case of purpose built, not converted, apartments the following density standards will apply.

1. A maximum gross floor area of 210 m² of floor space for each house permissible on the site,
2. a maximum of 3 flats for each house permissible on the site,
3. apartment developments will be considered only on sites of adequate size for at least one house, and
4. mixed apartments and house developments may be allowed at a density between that for flats and for houses in that zone.

3.4.8 Purpose built flats will not be permitted in the Old Burnaby, nor will they normally be permitted on sites surrounded by and having access through predominantly single family occupied housing estate developments. Apartment developments will show a high quality of building design and site layout with due regard for the character and amenities of adjacent areas. Apartment developments will be acceptable within new residential developments where planned and constructed as part of such developments. Adequate properly located and screened space for refuse bins, clothes drying and cycle and other storage will be provided.

3.4.9 Private Open Space

3.4.9.1 Privacy, which is freedom from observation, is essential for residential amenity. The design of residential areas must ensure a high degree of privacy. Private open space is therefore an essential requirement in any residential development. In housing developments such private open space is normally provided in back gardens. This space should not normally be less than 80 m² exclusive of car parking space. This space should not be overlooked from public areas. Subject to house design, fenestration, existing and proposed screening, a minimum of 22 metres is required to separate opposing overlooking windows. The rear boundary of the house site will normally be 11 metres from the rear of the house. Two metre high screen walls will be required for a distance of 3 metres from the rear of dwellings to provide adequate privacy from adjoining occupiers. Subject to the maintenance of privacy, where sufficient alternative private open space is available the depth of 11 metres may be reduced to 7 metres for single-storey dwellings.

3.4.9.2 In purpose built apartment developments communal open space, i.e. space in which residents can enjoy reasonable privacy, should be provided at the rate of 50 m² per apartment. This space should be provided in small parks, seating areas, retreats or secluded areas. In the case of the conversion of an existing house into flats the existing private open space shall be available to all the occupants of the house.

3.4.10 Public Open Space

3.4.10.1 The primary functions of public open space in housing areas are aesthetic and recreational. Open space provides a visual break and visual variety within the overall residential layout. The Council will require the provision of public open space within new residential estates at the rate of 80 sq. m. per house. This open space will be designed and located so as to complement the residential layout and will be visually as well as functionally accessible to the maximum number of dwellings within the housing area.

3.4.10.2 Public open space will be designed to be overlooked by as many dwellings as possible and will be provided, as far as is practical, equally dispersed throughout the entire estate development in a hierarchical manner ranging from small areas where small children can play within sight of their homes to larger areas where older children can engage in casual ball play, etc. The minimum unit of open space acceptable is 200 sq. m. with 10 m. as the minimum dimension for any side. Unit sizes will increase for the larger open space areas required under the hierarchical system. Save in exceptional cases,

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the larger open space areas within a residential development will not exceed one hectare in extent.

3.4.10.3 The landscaping of any public open space, including incidental open space, will be of a very high standard and will include significant tree and shrub planting, the creation of interesting levels, slopes and terraces where practical, and the proper grading and seeding of the land. The developers of residential estates will be required to vest all open spaces in the Council's ownership as public open space on the taking in charge of the estate. In residential developments which are proposed not to be taken in charge by the Council, evidence will be required that management companies, of which membership will be compulsory for all purchasers of property on the estate, will be set up at an early date and details of the management scheme will be agreed with the Council.

3.4.10.4 The Council will not accept land on very steep slopes, backlands, badly drained land, road grass margins, roundabouts, etc. as qualifying for public open space assessment. The Council may require the open spaces of adjacent developments to adjoin each other.

3.4.11 Infill Development

3.4.11.1 Infill development occurs within areas which are already largely built up, where proposals are of small scale within the existing physical fabric. Infill development is encouraged. The design of any new infill development will have regard to the character, scale, massing, rhythm, prominent design features, density and height of existing buildings. Applicants will be obliged to maintain existing building lines, roof pitches and window proportions. Infill development will be in sympathy with the character of established town and village centres, respecting existing architectural details, including materials and finishes. Where it is impractical to provide public open space the Council will require a financial contribution towards the improvement of an existing open space or recreational facility.

3.4.12 Extensions to Dwellings

3.4.12.1 Applicants for permission to extend or alter dwellings will be required to observe this advice:

1. To integrate new works by using matching building elements (e.g. extend a pitched roof building with a pitched roof).
2. Dormers should not break ridge or eaves lines; front dormers to be set back not less than three tile courses.
3. A set back of 150 mm. with any single-storey extension to the side, and
4. Preserve residential amenity by avoiding overlooking and over-shadowing adjoining premises.

3.4.12.2A "family" flat is a sub-division of a single family dwelling unit to accommodate a member of the immediate family, often an elderly parent, for a temporary period.

3.4.12.3 The Council will permit such sub-division when satisfied of the need and provided the proposal does not otherwise detract from residential amenity, and provided the flat is linked internally with the main dwelling. Ordinarily such a consent will be conditioned that the premises reverts to single dwelling use when the flat is no longer required for the family member. The conversion of houses to other uses will not normally be permitted. Houses in the T1 and T2 zones may be permitted a change of use to commercial use, subject to the merits of the particular case.

3.5 EMPLOYMENT USE CONTROL OBJECTIVES

3.5.1 New employment uses (including business, office, science and technology parks) will be set in open parkland with a generous provision of high quality landscaping with, where appropriate, provision for cycling and pedestrian

circulation. A high standard of architectural design of buildings, boundary walls, hard and soft landscaping, with restrained advertising, will be required. Extensive hard surfaces such as goods service yards and car parking will be laid out in discreetly located screened and extensively landscaped areas to ameliorate visual impact, especially when viewed from public areas. To promote an attractive open parkland layout appropriately generous building lines will be observed with especially low site coverage. Where circulation routes are intended to be taken into public charge they will normally have an overall reservation width of 17 metres consisting of a 9 metre carriageway, two 1.5 metre footpaths and 1.5 metre reservations for cycle-ways and one metre wide grass verges.

- 3.5.2** New employment uses of the nature of industry and warehouse development will also be required to have a high standard of architectural design of buildings, boundary walls, hard and soft landscaping areas and restrained advertising. Applicants will be required to screen open storage areas, loading and parking places. Adequate off-street parking and loading areas to the plan's standards will be required. Where the width of an adjoining public road carriageway is less than 9 metres, the width of each vehicular access opening to each premises will be 9 metres. New accesses will be suitably located with respect to road intersections or other openings to adjoining premises. Applicants for more than one unit will be required to observe a uniform design for walls, boundary fences, roof profiles and building lines.

3.6 SHOPPING/TOWN CENTRE DEVELOPMENT CONTROL OBJECTIVES

- 3.6.1** Town/District/Local Centre shopping often provides the main social and civic focus in urban areas. Town Centre shopping schemes will be required to conform to the highest design standards and not to be of excessive size in relation to the planned catchment area.
- 3.6.2** While adequate car parking, separate service areas and convenient access by public transport and for pedestrians and cyclists from surrounding residential areas are essential elements in Town Centre shopping schemes, these will be supplemented by features that make the scheme attractive and pleasing to the public. Such features will include:
1. A pedestrian space of appropriate scale, design and enclosure,
 2. The provision of street furniture (e.g. telephones, seats, litter bins, covered cycle facilities, etc.),
 3. The provision of public facilities (e.g. toilets, advice centres, health clinics, crèches, child and special care facilities),
 4. Retail support uses to keep the centre vibrant throughout business hours (e.g. stalls, cafes and bars),
 5. The inclusion of residential uses, particularly flats and maisonettes, as an integral part of the centre to increase evening activity and the security of the centre.
- 3.6.3** The overall design strategy will normally reflect variety (by use of differing shop fronts, setbacks, signs etc.) within a unified concept. The design and layout of buildings together with materials used in their construction should be such as to discourage graffiti and other forms of vandalism. All unsightly areas, for example service areas, will be screened from nearby residential areas and pedestrian malls. The screening will be an integral part of the design. Tree planting and landscaping will also be part of the general design of the shopping scheme.
- 3.6.4** A high standard of design will be required. In dealing with application for shopping development, the Council will have regard to the Local Government (Planning and Development) General Policy Directive, 1982.
- 3.6.5** When sites in the T1 zone are being redeveloped, to encourage 24 hour occupancy, site coverage, plot ratio, parking and open space requirements may be relaxed for upstairs residential development fronting the street.

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3.7 RETAIL WAREHOUSING OBJECTIVES

- 3.7.1** This activity is the retail sale of non food and non clothing goods, the sale of which is not normally feasible in conventional shops. This includes building materials, electrical goods, garden equipment, floor coverings and DIY products, and other heavy items usually requiring the use of a vehicle for transportation. The use may include outdoor display areas and is likely to generate considerable car parking.
- 3.7.2** The scale and character of Greystones-Delgany is such that retail warehousing is not an appropriate use within zones T1 and T2.
- 3.7.3** Within employment zone E2 retail warehousing may be acceptable where it would be secondary to the main use of the area for employment purposes and would not be of such a scale (either individually or cumulatively) as to threaten the potential of the area for future employment growth.

3.8 SHOP FRONT DESIGN OBJECTIVES

- 3.8.1** Existing traditional shop fronts will be retained, with suitable name signs painted, or mounted, on the existing fascia in the traditional manner. New shop fronts will be in character both with the buildings of which they form a part and with nearby buildings and traditional shop fronts. The Planning Authority's objective is to raise the quality of shop front design and advertising.
- 3.8.2** Solid roller shutters will not be permitted. Security screens, where permitted, will be located inside the shop window or to the rear of the display area. Demountable metal grilles or wrought iron grilles may also be acceptable.

3.9 ADVERTISING CONTROL OBJECTIVES

- 3.9.1** Normally outdoor advertising will be restricted to the main commercial areas. Large advertisements will not be permitted close to a listed building, public open space, coastline or important view. Advertising signs, other than those identifying a particular business premises and attached to that premises, will not be permitted in areas which are predominantly residential.
- 3.9.2** Advertising signs, where permitted should be simple in design and sympathetic to the surroundings and features of the building on which they are displayed. The number of signs on a property should be consistent and no sign should be unduly obtrusive or out of scale with the building facade.

3.10 PETROL FILLING STATION CONTROL OBJECTIVES

- 3.10.1** A petrol station is a building and land used for the sale of petroleum spirit and allied products. It does not include a service garage, a motor vehicles sales outlet, a motor accessories outlet or an outlet for the retail sale of household commodities. A petrol station includes petrol pumps, storage tanks, pipework, parking and circulation surfaces and ancillary motor services, including the provision of oil, water, air and often a cash kiosk and canopy.
- 3.10.2** A service workshop which would not adversely affect amenities, particularly residential amenities will be permitted. The sale of goods not directly related to the motor trade at a station will be permitted as an ancillary small scale convenience where it can be shown that it would not adversely affect amenity, especially residential amenity. The total area of ancillary retail sales at a station will not exceed 80 m². A larger retail space will be assessed as a retail shop. Filling stations will locate at the town perimeter in the 30 mph or 40 mph speed limits.
- 3.10.3** The Council may not accept the standard corporate images favoured by oil companies in applications to redevelop or extend existing stations in town and village centres, conservation areas and in areas of architectural, historical and artistic importance. Stations adjoining a residential use will be required to satisfy

the Council on amenity factors, including noise, visual obtrusion, fumes, smells, personal safety and business hours.

- 3.10.4** The Council will limit the extent of advertising which will be designed as an integral part of the buildings and will be limited to the name of the petrol sold, other services offered and, as required by law, the price of petroleum products. High level signs, signs projecting over public roads, flags, bunting and mobile signs will not be permitted. Forecourt canopies will be part of an integrated overall design and will not be so high or so large as to be unduly obtrusive within its immediate environment. Forecourt illumination will not be flashing or intermittent. Lighting intensity will be limited to that necessary for safe vehicular and pedestrian circulation and will not intrude on the amenities of adjoining premises.

3.11 ROADS AND INFRASTRUCTURAL OBJECTIVES

- 3.11.1** The standards of "Geometric Design Guidelines" RT 180 and 181 (An Foras Forbartha) are the basis of the Council's roads requirements. A road width of between 5.5 and 7.3 metres will normally be required for local access roads in housing developments. Normally two 1.8 metre wide footpaths will be provided. "Recommendation for Site Development Works for Housing Areas", (DoELG, 1998) will apply in all residential developments.

3.11.2 Individual house driveways will have:

- (a) a vehicular entrance not wider than 3 metres,
- (b) up to two parking spaces each 2.4 metres x 4.8 metres, and
- (c) inward opening gates.

- 3.11.3** The Council will provide sanitary services to facilitate development. It should not be assumed that because an area is indicated for development that applicants will automatically receive permission merely because they comply with zoning objectives. The introduction of improved access and drainage to new areas will be on a strictly phased basis and, until such time as adequate access and services are available in an area, the Council will refuse permission on prematurity grounds. Developers will be required to provide strictly separate surface water and foul drainage where separate sewerage systems exist or are intended in the future.

3.12 CAR PARKING OBJECTIVES

The standards set out in Table 6 will apply to all new development, be it new construction or additions, or material changes in use of existing buildings. In implementing the standards the Council will reserve the right to alter the requirements having regard to each particular development.

Table 6: Car Parking Standards

Use Class	Parking spaces to be provided
Auditorium, Theatre, Cinema, Stadium	0.33 per seat
Church	0.33 per seat
Nursing Homes	0.5 per bed
Third Level Colleges	0.5 per student
Hotel (excluding function room)	1 per bedroom
School	1.2 per classroom
Hospital	1.5 per bed
Clinics & Group Medical Practices	2 per consultant
Dwelling	1-2 per unit
Warehousing	1 per 100 sq.m gross floor area
Retail Warehousing	6 per 100 sq.m gross floor area
Library	3 per 100 sq.m gross floor area

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Table 6: Car Parking Standards (cont'd)

Use Class	Parking spaces to be provided
Marina	1 per Berth
Manufacturing	3 per 100 sq.m gross floor area
Offices (ground floor)	5 per 100 sq.m gross floor area
Offices (above ground floor)	4 per 100 sq.m gross floor area
Take-aways	6 per 100 sq.m gross floor area
Retailing	6 per 100 sq.m gross floor area
Bank or Financial Institution	7 per 100 sq.m gross floor area
Restaurant dining room	10 per 100 sq.m gross floor area
Ballroom, Private dance Clubs	15 per 100 sq.m gross floor area
Bar, Lounges, Function Rooms	20 per 100 sq.m gross floor area

Where car parking bays are provided, it will be necessary for the bays and aisles to be marked out on a permanent durable surface with 100mm wide lines in a durable material and to the required dimensions as set out in the RT 181 published by An Foras Forbartha. Each new premises proposed for commercial or industrial use must include within the curtilage of the building one or more loading bays of a size adequate to cater for its specific needs and the requirements of the type of vehicle serving the premises. The location of these loading bays must be such as not to obstruct the circulation of vehicles on the site involved or other required parking space. See Table 7.

Table 7: Parking and Loading Dimensions

Bay Type	Dimensions
Car-parking Bays	5.0m x 2.5m
Loading Bay	6.0m x 3.0m
Circulation Aisles	6.0m in width

Where parking is permitted in the view of the general public, adequate soft landscaping must be provided to soften the appearance of parking areas. When considering applications for parking spaces in front of existing boundary walls or railings and retaining some green or planted areas between the street and the building line. All parking areas should be divided into groups of not more than twelve bays and delineated by soft landscaping including trees.

Parking areas should be reserved solely for the parking of the vehicles and should not be used for the storage of materials or goods associated with the development, not for the parking of goods or other heavy vehicles. Adequate turning must be provided for within the site. Car parking facilities for visitors and for disabled drivers should be provided in all new commercial and institutional developments.

4.1 IMPLEMENTATION

The implementation of certain development objectives assumes that the necessary funding and approvals are forthcoming from Central Government. Should finance or authorisation not be available, or should the compulsory acquisitions of lands not be confirmed, the objectives so affected will not be implemented within the plan period.

4.2 PRESERVATION OBJECTIVES

4.2.1 Tree Preservation

Subject to a specialist arboricultural assessment of individual specimens within each group, the Planning Authority has made or intends to make Tree Preservation Orders under Section 45 of the 1963 Act in the case of the groups of trees at the locations shown on Map 1, viz.,

Quarry Road, Whitshed Road, Portland Road & St. Vincent Road, Church Road, Kindlestown Lower, Kindlestown Upper, The Old Rectory, Delgany, Bellevue Demesne, The Valley of the Three Trout's Stream, Killincarrig, Stilebawn, and Coolagad.

4.2.2 Views and Prospects

The Council proposes to preserve the following views and prospects which are of special amenity value subject to zoning objectives. Their locations are shown on Map 1.

1. The view of the coast, Bray Head, Little Sugar Loaf, the Sugar Loaf and the uplands to the west of the town from Greystones Harbour.
2. The views southwards from the R762 east of Delgany Village towards the Three Trout's Stream Valley.
3. The views southwards opposite the "Horse and Hounds" in Delgany Village towards Drummin Hill.
4. The views seawards from Cliff Road and Marine Road.
5. The views seawards from the R761 north of Redford.
6. The view northwards from 'Glenair' towards Three Trout's Stream Valley.
7. The view northwards to the Glen of the Downs from the west end of Blackberry Lane.

4.2.3 Buildings and Structures for Preservation

It is intended to secure the preservation of the buildings and structures of artistic, architectural or historical interest in Table 8. Their locations are shown on Map 1.

Table 8: Preservation

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



Delgany Inn, Delgany



Harbour, Greystones



Burnaby, Greystones



Church, Greystones

SECTION 4 :- SPECIFIC OBJECTIVES

Table 8: Preservation (cont'd)

No.	Building	Location	Extent
10	"Cliff House"	Cliff Road	Structure
11	"Wavecrest"	Cliff Road	Structure
12	CIE Station	Church Road	Structure
13	Thatched Cottage	Delgany	Structure
14	Thatched Cottage	Delgany	Structure\
16	Church of the Most Holy Rosary	La Touche Road	Interior including Evie Hone windows
17	St Patrick's Church of Ireland	Church Lane	Facade
18	Original section of Wicklow Arms Hotel (bearing inscription 1856)	Delgany	Structure
19	"Malvern"	Delgany	Structure
20	Greystones Public Library	Opposite junction with Killincarrig Rd.	Facade and Structure
21	St Killian's Church	Blacklion	Structure
22	Moorlands	Whiteshed Road	Structure
23	"The Shrubberies"	Pavilion Road	Structure
24	Former Coastguard cottage & Garda Station	Greystones	Structure

4.2.4 It is an objective to preserve the post boxes in Table 9, which are shown on Map 1.

Table 9 : Preservation

Ref.	Location	Year	Type	Postal District
25	Blacklion, Greystones	VR	Pillar	Bray
26	Portland Road, Greystones	ER	Wall	Bray
27	Railway Station, Church Road, Greystones	GR	Pillar	Bray
28	Rath, Delgany Road, Greystones	ER	Wall	Bray
29	Rathdown Road (Victoria Road), Greystones	VR	Pillar	Bray

4.2.5 Buildings and Structures for Protection

In dealing with applications for their alteration or demolition, it is an objective to consider the preservation of the buildings and structures of artistic, architectural or historical interest in Table 10. Their locations are shown on Map 1.

Table 10: Protection

No.	Building	Location	Extent
30	"Natures Gold", 1 Killincarrig Road	Greystones	Facade and structure
31	"Iretons", 2 Killincarrig Road	Greystones	Facade and traditional shop front
32	"R J Mooney"	Trafalgar Road	Shop Front
33	"S. Ferns"	Trafalgar Road	Shop Front
34	La Touche Hotel	Trafalgar Road	Facade and structure
35	Presbyterian Church	Trafalgar Road	Structure
36	"Burlington"	Victoria Road	Structure
37	"Duncairn"	Harbour	Structure
38	Beach House, Public House	Harbour	Structure
39	1 & 2 Triton House	Trafalgar Road	Structure
40	3 Bethal Terrace	Trafalgar Road	Structure
41	2 Bethal Terrace	Trafalgar Road	Structure
42	"Emily Lodge"	Trafalgar Road	Structure
43a	No.1 Emily House	Trafalgar Road	Structure
43b	No.2 Emily House	Trafalgar Road	Structure
43c	No.3 Emily House	Trafalgar Road	Structure
46	The Health Centre	Delgany	Structure
47	The Old School House, Delgany	Delgany	Structure

4.2.6 Sites of Archaeological Interest

It is an objective of the Planning Authority to consider the preservation of the items, sites, features, landmarks and other objectives of archaeological importance or historical interest listed in Table 11, as shown on Map 1.

Table 11 : Sites, Features, Landmarks and Objects of Archaeological and Historical Interest

Map Ref.	Description	Interest
44	Church (in ruins) at Rathdown Upper and its curtilage Crispin	Cell of St Crispin
45	Kindlestown Castle and curtilage at Kindlestown Upper (National Monument No 324)	13th Century Castle now in ruins (National Monument)
48	Rathdown Castle at Rathdown Upper	Site of Early Castle
49	Castlesite at Rathdown upper	Archaeological Interest
50	Killincarrig Castle and curtilage at Killincarrig	Early 17th century L-shaped fortified house
51	Old Graveyard, Delgany	Graveyard and Cross Shaft and Inscription
52	"Cartref", Rathdown Upper	Historical Interest
53	Captain Tarrant's Farmhouse	Historical Interest
54, 55, 56 & 57	Possible enclosure sites at Charlesland	Archaeologist Interest
58	Enclosure sites at Charlesland	Archaeologist Interest
59	Enclosure sites at Charlesland	Archaeologist Interest
60	Site at Redford	Archaeological Interest

4.3 WORKS OBJECTIVES

4.3.1 Roads

4.3.1.1 The Council will construct new roads and improve existing roads including effecting appropriate traffic calming measures. To fund these works the Council will secure Central Government funding and attach appropriate Section 26(2) conditions in permissions. The principal roads objectives are listed hereunder and shown diagrammatically on Map 1.

1. Provide for the junction at the east end of an access free east-west distributor road from the R761 at Prettybush to the N11 at Drummin East.
2. Improve road R761 from Prettybush northwards to Mill Road.
3. Provide the eastern by-pass to Killincarrig from Mill Road northwards and improve the R761 northwards towards Blacklion.
4. Improve road No. R761 from Blacklion northwards towards Windgates.
5. Improve road R762 from Delgany Primary School eastwards to its intersection with the R761.
6. Improve 300 metres of Mill Road east of its junction with the R761.
7. Provide the Delgany (east) by-pass with a link to the R761 north of Killincarrig.
8. Improve the road from Delgany to Blacklion.
9. Provide the Blacklion by-pass.
10. Provide cycle-ways on the R762 from Delgany to Greystones, on the R761 from Prettybush towards Blacklion, and elsewhere as shown on Map 1.
11. Provide traffic calming measures throughout the town.
12. Provide footpath at Rathdown Road.

4.3.2 Social Housing Works Objectives

The Council will provide social housing in accordance with the needs defined in the Councils housing needs assessment.

The Council will seek a minimum of 15% provision for social housing in all new residential development areas.

The Council will rehabilitate its own housing stock where necessary and encourage and facilitates similar rehabilitation of existing private housing.

The Council will provide traveller halts and accommodation, as the needs arise at suitable sites.

The Council will design and construct social housing in such a way as to contribute to achievement of the Councils public open space standards.

4.3.3 Other Works Objectives

1. Develop a riverine linear open space park in the valley of the Three Trout's Stream from Delgany to the coast.
2. Facilitate 450 space capacity "park and ride" off street parking for the DART.
3. Facilitate the provision of additional public car parking in the vicinity of the railway station.
4. Facilitate the provision of social housing in residential areas.
5. To facilitate the provision of park and ride/ other off street parking at Greystones Town Centre.

SECTION 5 :- ACTION AREA PLAN Z1 - KILLINCARRIG & CHARLESLAND

5.1 Map 2 - Killincarrig/Charlesland Action Plan

- 5.1.1 Map 2 (page 40) consists of an Action Plan for the Killincarrig/Charlesland Area.

5.2 ACTION PLAN OBJECTIVES

- 5.2.1 To provide a comprehensive phased residential and public open space development on approximately 53 hectares at a gross density of 15.7 dwellings per hectare, to include:
- (i) up to 822 dwellings with 8.2 hectares of open space, most of it along the stream to adjoin the existing public open space to the west,
 - (ii) in order to achieve an appropriate mix of dwelling types, up to 15%, may avail of the 3:1 houses to apartments density factor,
 - (iii) a minimum of at least 15% of the dwelling units will be social housing.
 - (iv) 12 Hectares of public open space, mostly for active recreation,
 - (v) cycle and pedestrian ways on an east/west axis alongside the stream, to extend to the coast and Delgany; to link with the proposed primary school (C1) and other uses at Mill Road, and,
 - (vi) provide for the improvement of the R761 between Prettybush and Mill Road,
 - (vii) provide a Section 26(2) contribution towards the Council's expenditure on works and land acquisition facilitating this development,
 - (viii) preserve trees and woodlands, and,
 - (ix) protect the amenities of adjoining properties.



Seafront, Greystones



Shops, Greystones



Delgany

Map 3 - Greystones Harbour and North Beach Action Plan

Map 3 (page 41) consists of an Action Plan for the Greystones Harbour and North Beach Area.

Action Plan Objectives

To provide for an integrated and comprehensive harbour/marina/coastal erosion protection related development, including leisure, hotel, amenity, open space facilities and residential (200 dwellinghouses maximum) with height restrictions. It should be noted that some of the area is outside of the high water mark. The development of the area comprises six areas in which the following objectives will be pursued:

Area A - Harbour

- Construct breakwater, new harbour wall, following detailed study of tidal movement and silt source and flows.
- Construct new harbour basin with potential for berthing 290 boats.
- Refurbish and extend the whole harbour.
- Retain part of foreshore for club and community buildings.
- Provide four new slips.
- Dredge basin and old inner harbour.
- Provide amenity lighting railings, part walls, notices, sculpture.
- Provide facilities for commercial fishermen and extend to the south wall and breakwater.
- Provide for public walkways throughout the harbour area.

Area B - Community Club and Management Facilities

Provide for the following facilities in a quayside location with direct access to the water, good quality (generally single storey) modern architecture.

- Coastal rescue.
- Rowing Club and boat yard.
- Sea Scouts Club and boat yard.
- Two additional marine based club facilities and boat yard.
- Sailing Club and boat yard.
- Angling Club and boat yard.
- Harbour Management and facilities unit.
- Chandlers repair shop and boat yard.
- Relocation of existing clubs by negotiation.
- High quality railings on low stone walls to boundaries.

Area C - Existing Harbour Side Properties

Provide for:-

- New Urban Square.
- Parking.
- Landscaping.
- Restoration of services access and retention of existing warehouses.
- Maintain vernacular character.
- Have regard to Development Plan zoning objectives.

Area D/E - Housing and Commercial

Provide for housing subject to the following standards and limitations:

- Provide for a maximum 230-250 apartment units of circa 900sq ft each subject to the following provisos:-

D. Harbour Side Housing

- High quality modern architecture.
- Maximum height of harbour side blocks to 20.5 O.D. ie 7m over railway embankment. Floor level of parking floor = 605m OD. Raised central courtyard and alterations with ground level courtyard. Relative datum is taken as the to of the old pier wall -9.06 OD.
- Two storey over parking giving three storey height adjacent to railway embankment. No overlooking of adjoining housing.
- Three storey over parking giving four storey height at right angles to railway embankment.

- Three/four storey with tops set back to front with stepped facades to permit views to ground level courtyards.
- Provide for a limited number of commercial units at ground floor - maximum 16 at 500-700sq ft each, including possible doctors surgery, shop, small local offices (no fast food takeaway outlets).
- High quality soft landscaping and materials compatible with a seaside environment.
- All houses to be confined to the west of the proposed access road.

E. Parkside Housing

- High quality modern architecture.
- One and two storey apartment units in T-shaped blocks with open landscaped courtyards between.
- Maximum height to be no higher than roof of adjoining houses in Redford Park.
- All houses to be confined to the west of the proposed access road
- Provide pedestrian through route from Redford Park.

Area F - Public Park

- Provide new landscaped public park for passive recreation and some appropriate sporting uses, with links to Cliff Walk and to proposed Heritage Park at side of medieval Rathdown.
- Park to be located to the east of the proposed access road between the road and the sea. The park is to adjoin the proposed Heritage Park, providing for continuity and promotion of the open aspect from the Harbour to the slopes of Bray Head.
- Landscape site of the old dump and plant to provide picnic and recreation areas.
- Create a sandy cove at the north end of the proposed harbour with specific beach access facilities and summer public swimming raft
- Provide for coastal protection from the harbour to at least 500m past the Gap Bridge. Cliffs to be re-graded and high level and low level walks with occasional access to the beach be provided with extensive planting on the slopes and sides of the walkways.

Area G - Heritage Park

- Promote and actively assist in association with the relevant expert agencies the development of this area, largely the site of historic Rathdown as a medieval Heritage Park, together with the use of Captain Tarrant's Farmhouse as a visitors' centre, museum and study centre. Promote the acquisition of additional adjoining lands containing archaeological remains for inclusion in the Heritage Park.

Other Objectives

- Provide a 900m² single storey commercial unit at the harbour side with potential for usage for commercial marine based activities, or as individual retail units.
- Relocate the old boathouse to the new quay side to form part of the accommodation for the marine rescue unit.
- Form a new Urban Square to the front of the existing cottages adjacent to the site of the old Sailing Club. Provide three storey town housing on the northern edge of the Square and landscaped car parking.
- Provide for hard landscaping to the edge of the existing harbour to incorporate the existing grassed area and provide parking for 30 cars and further hard landscaping with some seating.
- Provide for a minimum of 350 public car parking spaces in small units of approximately 40 car spaces spread through the development area and properly landscaped and surfaced.
- All parking for the apartments to be within the curtilage of the apartment sites.
- Provide for a full width access road terminating at the proposed Heritage Park.
- Protect and develop existing fishermen's facilities.
- Provide for a single storey restaurant, bar and lounge and 30 - 50 bedroom hotel accommodation.
- Provide for guesthouse and restaurant accommodation on the west side of the new sea road.
- Endeavour actively through negotiation with individual owners to improve the visual appearance of the proposed adjoining developments in the area.



MAP NO. 1 KEY TO ZONING OBJECTIVES (SEE PAGES 36 - 39)

R Residential

- R1 Preserve and improve residential amenity. Permit residential development at 22.2 houses/ hectare (9/acre) max.
- R2 Preserve and improve residential amenity. Permit residential development at 17.3 houses/ hectare (7/acre) max.
- R3 Preserve and improve residential amenity. Permit residential development at 12.4 houses/ hectare (5/acre) max.
- R4 Preserve and improve residential amenity. Permit residential development at 2.5 houses/ hectare (1/acre) max.
- R5 Preserve and improve residential amenity. Protect architectural character. Preserve and improve harbour amenities. Permit residential development at 22.2 houses/hectare (9/acre) max. Permit compatible marine tourist associated development.
- R6 Preserve and improve residential amenity - permit new development in keeping with the character of "The Burnaby", a low density residential area of historical and architectural interest composed mainly of large single family dwelling houses on generous sites. Permit residential development at 10 houses per hectare (4/acre) max.
- R7 Preserve and improve residential amenity. Protect architectural character. Preserve the tree lined character of Church Road. Permit residential development at 17.3 houses per hectare (7/acre) max.
- R8 Preserve and improve residential amenity. Permit residential development at 2.5 houses/hectare (1/acre) max. Preserve trees and woodlands. Provide and preserve pedestrian riverine way in the valley of the Three Trout's Stream between Delgany and the R761.

T Town, District and Local Centres

- T1 Provide for town centre activities (commercial, educational, community centre/sporting/recreational facility and tourist related development). Preserve residential amenities. Provide for residential development at 22.2 houses/hectare (9/acre) max.
- T2 Provide for local/ district centre activities (retail, offices, entertainment and services). Preserve architectural character. Permit residential development.
- T3 Provide for shopping development.
- T4 To Provide for local/ district centre activities. (retail, offices, entertainment, services and residential.)

C Community and Education

- C1 Provide for community and/or education uses.
- C2 Provide for cemetery.

O Open Space

- O Preserve public open space
- POS 2 Preserve private open space.

E Employment

- E1 Provide, at Mill Road, for the development of a single undivided employment unit, either a microchip or similar manufacturing plant or for a business, office, science and technology park set in open parkland with extensive landscaping, a high architectural standard of layout and building design with low site coverage with provision to link into nearby cycle and pedestrian circulation. Permitted uses shall include data processing, software development, technical and consulting, commercial laboratory, health care, research and development, media recording and general media associated uses, training, publishing, financial, administrative headquarters, film production, telemarketing, tele-servicing, light industry, offices, enterprise centre, industrial/ enterprise training and education centre, restaurants, office services, car parks, branch a.t.m.s, community centre/ recreational/sports buildings, and related activities.
- E2 Provide for employment development primarily for light industrial development and ancillary development to a high standard of architectural design, especially in such matters as a generous building line to the R761, extensive including perimeter and other landscaping, appropriate building materials, finishes and colours. High bay buildings will not be permitted.

A Agriculture

Provide for the development of agriculture.

G/B Green Belt

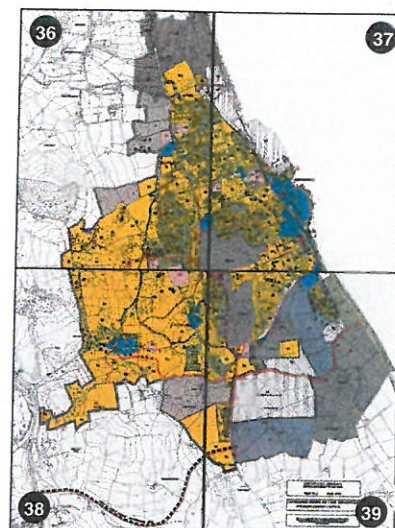
Provide for green belt development.

Public Utilities

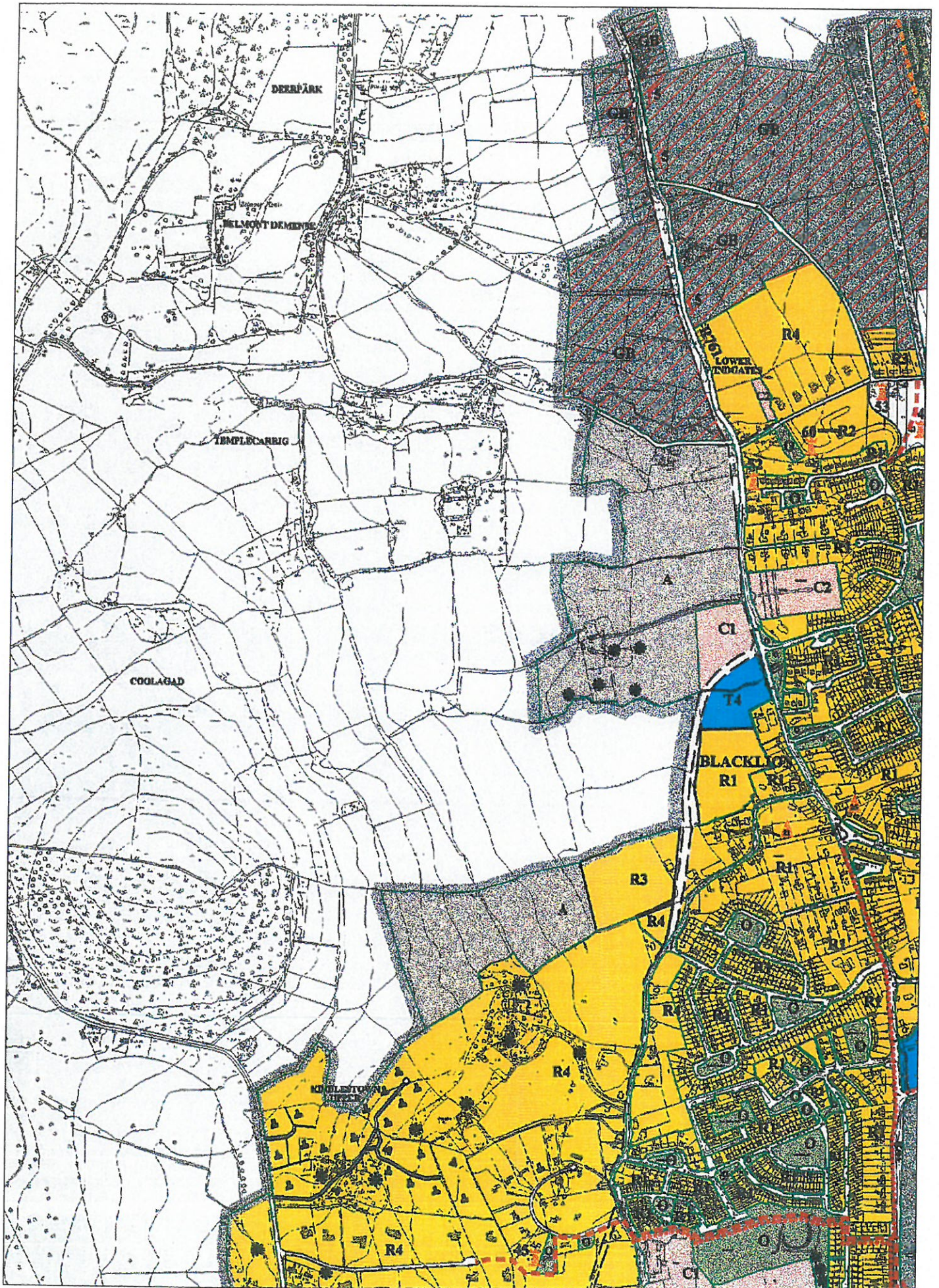
Provide for the development of public utilities and services.
To Facilitate the provision of park and ride/other off-street parking at Greystones Town Centre.

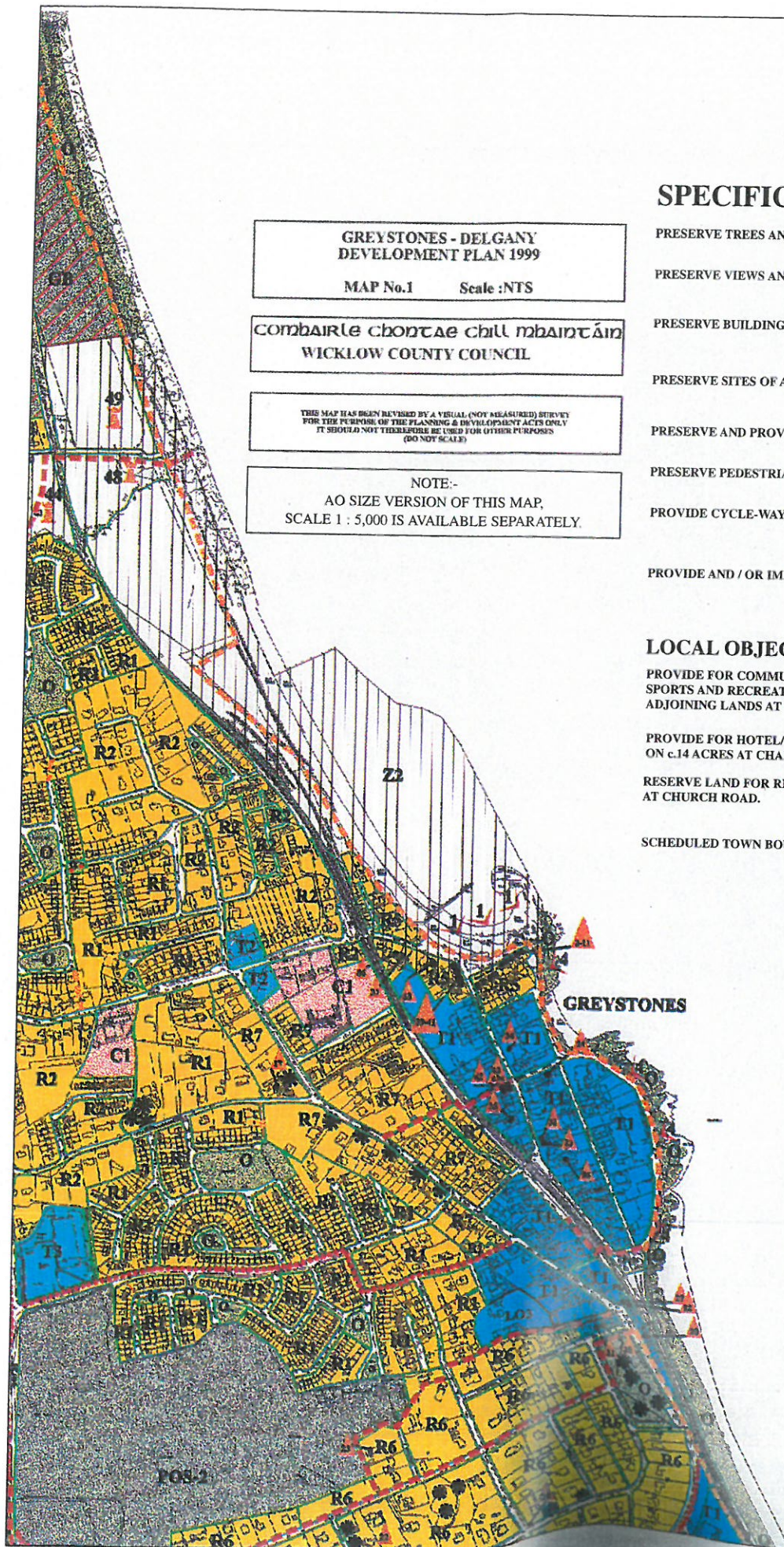
Z Action Area Plan

- Z1 Provide for a comprehensive phased residential and public open space development on 53 hectares at a gross density of 15.7 dwellings per hectare to accord with action area plan Z1.
- Z2 Provide for an integrated and comprehensive Harbour/ Marina/ Coastal Erosion Protection related development, including leisure, hotel, amenity open space facilities and residential (200 dwelling houses max) with height restrictions to accord with Greystones Harbour/ North Beach Action Area Plan, Z2.



832 units.





GREYSTONES - DELGANY
DEVELOPMENT PLAN 1999

MAP No.1 Scale : NTS

COMHAIRLE CHOINTAE CHILL MHAINTÁIN
WICKLOW COUNTY COUNCIL

THIS MAP HAS BEEN REVISED BY A VISUAL (NOT MEASURED) SURVEY
FOR THE PURPOSE OF THE PLANNING & DEVELOPMENT ACTS ONLY
IT SHOULD NOT THEREFORE BE USED FOR OTHER PURPOSES
(DO NOT SCALE)

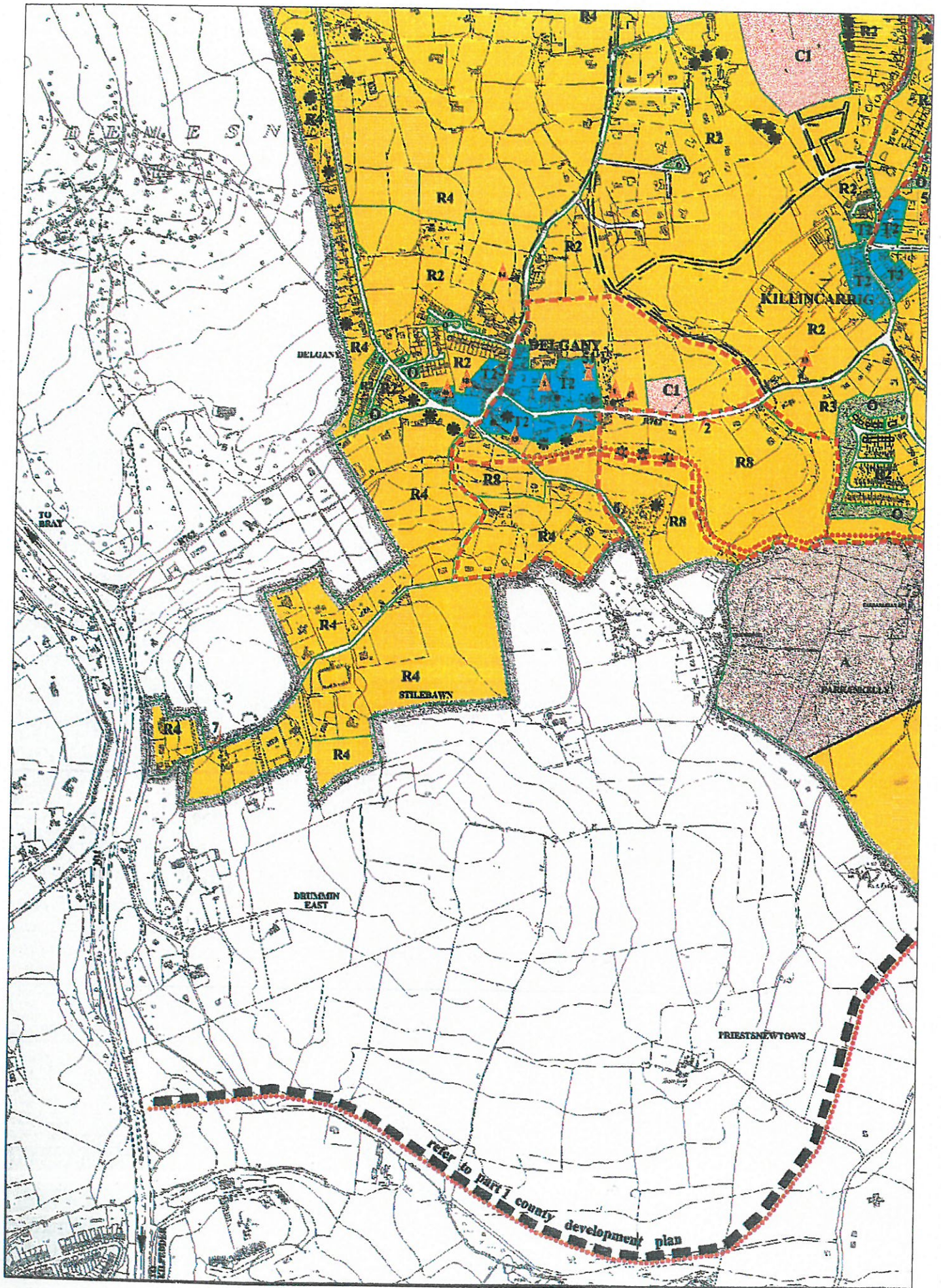
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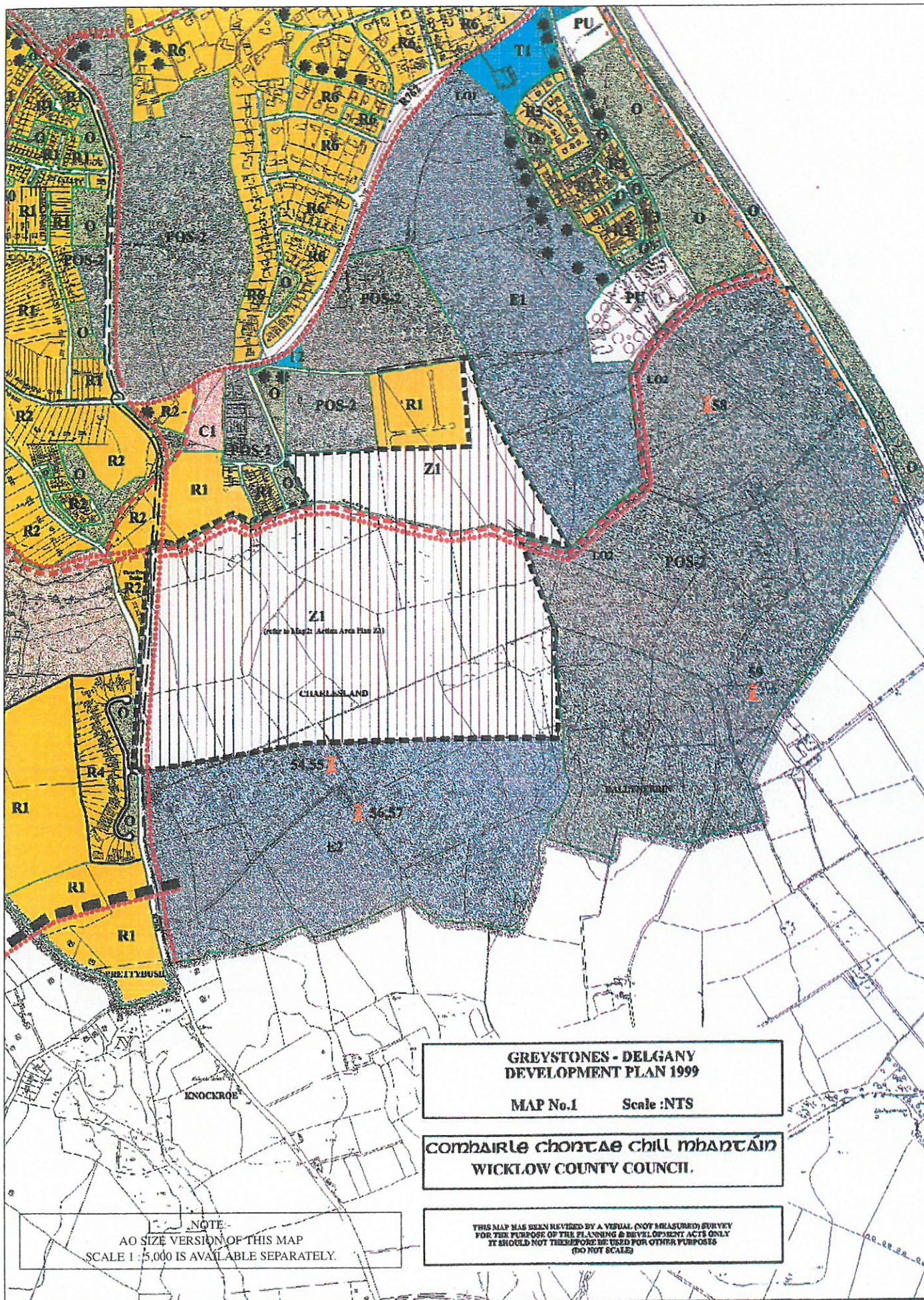
SPECIFIC OBJECTIVES

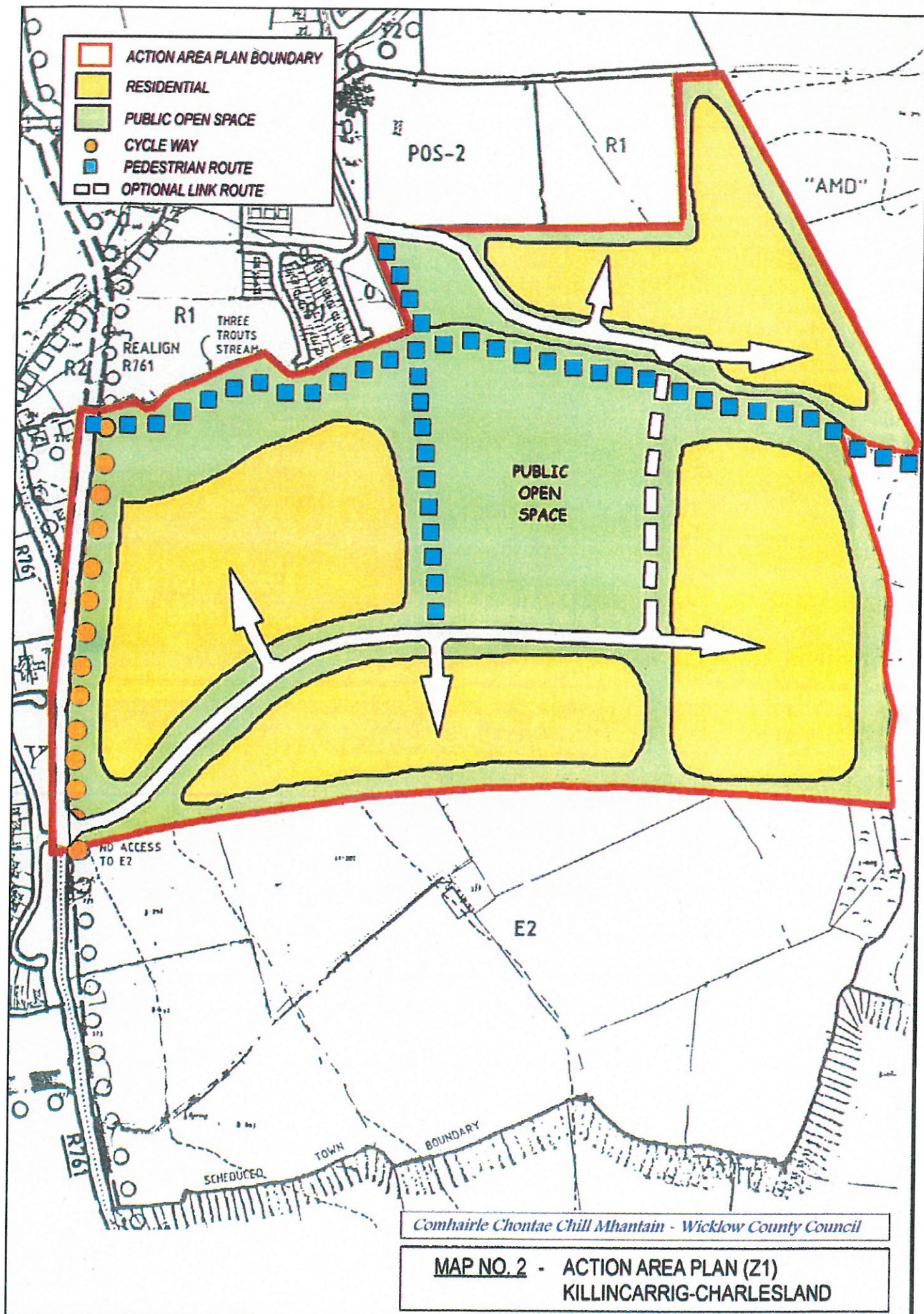
- PRESERVE TREES AND WOODLANDS * *
- PRESERVE VIEWS AND PROSPECTS 4
- PRESERVE BUILDINGS AND STRUCTURES 25
- PRESERVE SITES OF ARCHAEOLOGICAL INTEREST 51
- PRESERVE AND PROVIDE PEDESTRIAN CIRCULATION ---
- PRESERVE PEDESTRIAN WAY ---
- PROVIDE CYCLE-WAYS
- PROVIDE AND / OR IMPROVE ROADS ---

LOCAL OBJECTIVES (LO)

- PROVIDE FOR COMMUNITY CENTRE AND FOR RELATED SPORTS AND RECREATIONAL FACILITY ON THIS OR ON ADJOINING LANDS AT MILL ROAD L01
- PROVIDE FOR HOTEL/LEISURE FACILITY ON c.14 ACRES AT CHARLES LAND L02
- RESERVE LAND FOR RETAIL AND CAR PARKING USE AT CHURCH ROAD. L03
- SCHEDULED TOWN BOUNDARY
















**Map 3 -
Greystones Harbour &
North Beach Action Plan
Not To Scale**



Zoning Legend

-  **AREA A** HARBOUR
-  **AREA B** COMMUNITY, CLUB & MANAGEMENT
-  **AREA C** EXISTING HARBOURSIDE PROPERTIES
-  **AREA D** HOUSING, COMMERCIAL & HARBOURSIDE
-  **AREA E** HOUSING, COMMERCIAL & PARKSIDE
-  **AREA F** PUBLIC PARK
-  **AREA G** HERITAGE PARK
-  **PARKING**
-  **COMMERCIAL (SEE ALSO UNDER APARTMENTS)**

Wicklow County Council



M. L. Lohy - County Engineer

S. Curley - Senior Executive Planner

Prepared by
C. Garde - GIS Specialist

This map has been produced by Wicklow County Council with available Local Authority and Ordnance Survey base data.

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NOTE: This map is intended only to illustrate the objectives listed in the accompanying document. This map should not be used to determine either areas or dimensions. Road lines as illustrated may be slightly altered at detailed design stage.

**Base Map Entitled
Map 3 - Greystones Harbour &
North Beach Action Plan GWOI**

**Drawn by
Martin Noone Architect MRIAI
136 Lr Georges St, Dun Laoghaire
November 1998**

Rathdrum
SCHEDULED TOWN

Development Plan
1999

Planning Section
March, 1999

RATHDRUM DEVELOPMENT PLAN

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1.1 BACKGROUND

Rathdrum is situated in East County Wicklow, approximately 16km. to the south-west of Wicklow Town and 19km. from Arklow. It is located within the rolling undulating landscape of the Avonmore valley, within the foothills of the Wicklow Mountains, and this rolling topography determines the layout and picturesque streetscape of the village. The village is mainly linear in form, with the Market Place at the southern end of the town providing a focal point.

1.2 SCOPE OF THE PLAN

This Development Plan for the Scheduled Town of Rathdrum has been prepared by Wicklow County Council in accordance with and pursuant to Section 20 of the Local Government (Planning and Development) Act, 1963, as amended by Section 43(1)(e) of the Local Government (Planning and Development) Act, 1976. It replaces the 1989 Development Plan for the Scheduled Town of Rathdrum. The Plan shall have effect within the development boundary set out in map No. 1 (page 60-61).

The plan consists of this written statement and map No. 1.

It is intended that the majority of this Plan's objectives are, where feasible, to be implemented within 5 years from the date of its adoption by the Council (8th March, 1999). The Plan also forms the basis for the long-term development of the town. Particular emphasis is placed upon policies which seek to encourage the orderly development and growth of the town, which maintain the attractive character of the town, which assist in the tourist development of the area and which continue to maintain the distinction between the urban and rural area.

1.3 DEVELOPMENT PLAN STRUCTURE

This document is divided into three sections: -

- Section 1; Introduction,
- Section 2; The non-statutory survey and analysis section, and
- Section 3; The Development Plan which sets out the land-use and development objectives for the town.

The Development Plan consists of policies and objectives contained within this written statement, and the accompanying map which illustrates these policies and objectives.

The development control standards of the Wicklow County Development Plan shall be applicable within the development boundary set out herein for the town of Rathdrum unless otherwise detailed in the Rathdrum Development Plan.



Square Rathdrum



Parnell Park, Rathdrum



Main Street Rathdrum

This section contains a detailed survey and analysis of socio-economic, landuse and amenity considerations affecting the overall development of the town of Rathdrum. The policies and objectives set out in Section 3 of this document have been formulated having regard to the various opportunities and constraints identified by this analysis.

2.1 POPULATION

Table 1 below sets out the trends in population between 1971 and 1996 for both the Rathdrum District Electoral Division (D.E.D.) and the Census Town area. The area defined as the Census Town is wholly contained within the D.E.D.

Table 1 Population Trends 1971-96

	1971	1979	1981	1986	1991	1996
Rathdrum Village	1,141	1,189	1,268	1,307	1,175	1,234
Rathdrum D.E.D.	1,776	1,817	1,904	1,895	1,780	1,852

2.2 HOUSING

The table below demonstrates the changing number of private households in Rathdrum Census Town and the DED between 1991 and 1996.

Table 2: Changing Numbers of Permanent Private Households 1991-96

Year	Rathdrum Census Town	Rathdrum DED
1991	295	490
1996	330	525
Change	35	35

This illustrates the concentration of residential development in the area within the town of Rathdrum. It is significant that the number of permanent private households in the town rose by almost 12% between 1991 and 1996 while the population of the town only increased by 5% over the same period. A continuation of this trend is supported by recent population, household and workforce projections which predict a significant increase in the number of households in South Wicklow over the next twenty years in parallel with a small decrease in the overall population of South Wicklow over the same period. This increase in the number of households would be as a direct result of increased headship rates in the area. An extrapolation of the figures contained in the Wicklow County Council Growth Centre Strategy shows the potential for a significant increase in the number of permanent households in Rathdrum between 1991 and 2016.

There is sufficient land zoned within the town boundary to allow for more than a doubling in the number of households. The development of these lands has, to date, been impeded by deficiencies in the sewerage system and the effluent treatment plant.

2.3 PIPED INFRASTRUCTURE

It is estimated that the capacity of the existing treatment plant is a population equivalent in the region of 500-600 persons. The treatment plant is overloaded and incapable of operating properly and effectively with sewage discharging untreated into the Avonmore River. Furthermore, there are problems with existing sewers and manholes and the overall network needs to be extended to facilitate future development.

The Department of the Environment has approved preliminary proposals for the construction of a new sewage treatment plant accompanied by improvements and extensions to the sewerage network. Detailed designs are now in the process of being drawn up for this project. The capacity of the new plant will initially be in the region of 3,000



Rathdrum



The Square, Rathdrum



Avondale House

population equivalent (PE) and will increase to 4,500 PE after Phase 2 of the project is completed. This spare capacity will allow for new industrial development as well as future population expansion.

The public water supply serving the town comes from a number of springs. Current usage is c.460m³ per day. The town's water supply is occasionally supplemented by a well, which was drilled in the 1980s. This well is used when the normal supply is diminished due to prolonged dry periods and represents spare capacity in the supply network. It is considered that the water supply to the town is adequate to cater for anticipated demand arising during the Plan period. However, storage capacity is limited and may have to be augmented in the event of significant growth.

2.4 ROADS AND TRANSPORTATION

Public transportation between Rathdrum and Dublin is provided by both rail and bus links. These links have served to increase the attractiveness of Rathdrum as a commuter town within easy reach of the capital. Recent and ongoing improvements to the N11 also improve access to Rathdrum and have significantly reduced journey times between Rathdrum and the Dublin Metropolitan Area.

The road system and usage within the town of Rathdrum poses continuing problems for the development of the town. The unsuitability of parts of the road system to accommodate present day traffic and the absence of off-street parking and unloading spaces reduce the effective functioning of the town from a commercial, industrial, residential and environmental viewpoint. In order to increase the attractiveness of the town as a location for investment it is essential that the arterial roads entering the town be connected outside of the town centre, so reducing traffic through Main Street. On-street car parking needs to be reduced in order to maximise the efficiency of the existing road network.

2.5 ECONOMIC ACTIVITY

The town of Rathdrum operates as a local service centre and as a market town for its surrounding agricultural hinterland. The latest available sources of information on employment within the town is the Small Area Population Statistics (S.A.P.S.) from the 1991 Census. These figures relate to those who reside in the town as opposed to those who work in Rathdrum. The number of persons living in Rathdrum who were in paid employment in 1991 was 306. This figure represents 47% of all those residing in the town aged between 15 and 65 years of age.

At present demand for industrial sites is very strong but no suitable serviced sites are available due to the infrastructural problems mentioned previously. There is a need to provide suitably located serviceable lands for industrial development.

2.6 EDUCATION

There are three primary schools and one post-primary school in Rathdrum. The enrolment figures for each of these four schools, for the year 1997-1998, are listed in Table 3 below.

Table 3: School Enrolment 1997-1998.

School	Pupil Numbers
St Saviour's Primary School	33
Our Lady's School	145
Boys National School	141
Avondale Community College	329
Total	648

The primary schools have little capacity to absorb any increase in pupil numbers. They are located on confined sites where any extra provision of classroom space would severely encroach on limited and necessary play areas. There are sufficient lands available within the town which would be suitable for the development of a new primary school. The design of the new community school provides for the addition of further classrooms to be constructed as extensions to the existing structure, when necessary.

2.7 TOWNSCAPE AND AMENITY

The town is divided between two distinct urban areas: Low Town, situated beside the Avonmore Bridge and the town proper which is focused on Main Street and the Fair Green. The town centre is located on the shoulder of the Avonmore river valley. This location has resulted in the town developing primarily to the west of Main Street. To the east of Main Street the land is generally open in character as it slopes down to the river. The river and the open spaces along it represent a significant amenity for the town. The development of the Parnell Memorial Park has helped to connect the town with this rural amenity. An important feature within the overall townscape is the presence of mature woodlands, hedgerows and scattered trees which give Rathdrum its character. This feature will need to be recognised and incorporated into future developments within the town.

Main Street is a narrow and winding street and possesses few buildings of any architectural or historic merit. However, the visual quality of the town is enhanced by a number of integrated and complimentary groups of buildings. Low Town consists in the main, of simple two storey structures having a traditional visual emphasis and complemented by a number of buildings of individual, but coherent, architectural merit. There are a number of attractive buildings located opposite St. Saviour's Church of Ireland and there is an attractive terrace of buildings on the western side of the Main Street at the junction of Main Street and the Laragh Road. There are also a number of individual buildings of merit such as the old Railway Hotel and Rathdrum Mill. The Market Square forms an attractive focal element within the urban form of Rathdrum.

A survey of the built fabric and land-use patterns shows that while there are a number of buildings which require redevelopment or renovation, there are no significant obsolete areas within the scheduled town boundary.

2.8 REVIEW OF OBJECTIVES OF THE RATHDRUM DEVELOPMENT PLAN, 1989

Section 2.3 of the 1989 Rathdrum Development Plan stated that improvements to sewerage disposal plant would be designed and implemented within the plan period, subject to the availability of funds. Proposals have since been submitted to the Department of the Environment and the scheme is now at design stage. It was also stated in this section of the 1989 Development Plan that the public water supply was to be augmented and new water supply source was to be proposed. Since then a new water supply source has been provided by the drilling of a well and it is envisaged that this source is more than capable of accommodating any additional growth in Rathdrum.

Section 2.5 proposed the realignment of R.752 at Corballis, the provision of a new road to link traffic from R.755 to R.752 and improvement of access to Main Street from the west. There has been no progress to date on these proposals. A road system linking C.127 and C.123 to R.755 has been partially achieved by the completion of a link between C.127 and C.123.

Section 2.6 of the 1989 Plan proposed the protection and improvement of the visual amenity of the town. Stricter planning controls are now being adhered to with respect to design of new buildings within the town. The Building Facade Report commissioned by Wicklow County Council has identified appropriate types of infill and replacement

buildings and has made recommendations with respect to improving shopfronts and the external facades of dwellings which is being implemented by the Council in dealing with planning applications. The report also recommended the undergrounding of cables in the interests of visual amenity and to date this has been carried out around the Market Square and mid way along Main Street.

2.9 RELEVANT PLANS AND DOCUMENTS

There are a number of current documents and plans which will impact upon the development of Rathdrum and which have been taken into account in preparing this Development Plan. The main plans referred to are outlined below.

2.9.1 An Integrated Rural Development Plan for County Wicklow 1995-1999

This plan was prepared by Wicklow Rural Partnership Ltd. in 1994 as an application for Leader II funding and is implemented by the Partnership. The ultimate aim of this Plan is to establish for the 21st century in Wicklow a *"self sustaining system for promoting employment through new enterprise, conserving a high quality natural and cultural environment, and maintaining a sustainable balance between these goals"*. Rathdrum is one of the identified villages where a five-year programme has been proposed based on cultural and activity tourism. Under this programme, opportunities will be provided to develop the tourism and agri-tourism sector of Rathdrum's enterprise base.

2.9.2 County Wicklow Interim Action Plan - Five Year Action Plan under Sub-Programme 3 of the Operational Programme for Urban and Village Renewal.

Rathdrum is one of eleven villages which was selected for inclusion under this Sub-Programme. The Sub-Programme seeks to improve the overall vitality, ambience and visual appearance of the village in a manner which will help underpin the economic regeneration of the village. A number of key projects within the village have been identified which will aid in achieving this objective, and to date, footpath refurbishment, reinstatement and the undergrounding of cables has been carried out in the village. A number of premises have also taken part in the Building Facade Programme and their properties have benefited as a result.

2.10 OPPORTUNITIES AND CONSTRAINTS

The elevated position of the town above the Avonmore River represents a significant asset in terms of both the visual and recreational amenity of the town. The existing network of pedestrian paths contributes to the convenience and recreational amenity of the town. The town's proximity to the N11 and the operation of a scheduled rail and bus service increases the attractiveness of the town as a residential location for those employed elsewhere in County Wicklow or in the Dublin Metropolitan Area.

Development of the town has been constrained in the past by significant infrastructural constraints. The road system and usage within the town of Rathdrum poses continuing problems for the development of the town. The unsuitability of parts of the road system to accommodate present day traffic and the absence of off-street parking and unloading spaces reduce the effective functioning of the town from a commercial, industrial, residential and environmental viewpoint. Furthermore, the existing sewage treatment plant is overloaded and incapable of operating properly and effectively with sewage discharging untreated into the Avonmore River and there are problems with existing sewers and manholes throughout the existing sewerage network. As these infrastructural constraints are overcome it would appear inevitable that Rathdrum will experience significant residential and commercial development.

This section outlines the policy and objectives of the Planning Authority for the development of Rathdrum over the life of the Development Plan.

General Policy

- To provide for the town's social, educational and economic functions and for the preservation and improvement of amenities.
- To plan for the elimination of impediments to growth and ensure that sufficient infrastructural services are provided, and land allocated for the future development of the town.
- To encourage and control development in the town, to ensure expansion is nucleated on the existing form, to avoid urban sprawl, and enable development to occur in a cost efficient manner.

Specific goals and objectives listed below are illustrated on the accompanying map (page 60-61). Objectives which require the carrying out of works and the expenditure of public funds are subject to subventions being forthcoming from the E.U., State, Semi-State and other sources to support these objectives and the receipt of contributions towards such expenditure from developments benefiting from their works.

3.1 PIPED INFRASTRUCTURE

The Council shall seek the achievement of the following objectives during the plan period:

- S1 To replace the existing sewerage treatment plant to provide waste water treatment for an initial population equivalent of 3,000 and to further upgrade this facility to accommodate a population equivalent of 4,500 persons.
- S2 To carry out remedial works to the existing sewerage network and to develop new northern and southern trunk sewers and branch sewers as indicated on the accompanying map (page 60-61).
- S3 To augment the existing public water supply and provide ancillary storage capacity.

The Council, bearing in mind the capital expenditure necessary for the improvement of piped infrastructure, which facilitates development, will require contributions towards the carrying out of such works. These contributions will be adjusted on an annual basis having regard to rises in the building cost index or in the consumer price index.

3.2 HOUSING

It shall be a policy of the Council to facilitate and encourage the nucleation of new housing development within the town. Specifically, the Council shall seek to achieve the following objectives during the plan period:

- H1 To provide for social housing and/or developed sites within the town.

3.3 ROADS AND TRAFFIC

Given the problems associated with through traffic, the Council shall seek to achieve the following objectives during the plan period:

- RT1 To reserve sufficient land at Corballis, illustrated on the accompanying map (page 60-61), for the realignment and improvement of the regional road R752-125. The reservation shown is diagrammatic only and subject to further investigation.
- RT2 To reserve sufficient land to facilitate the development of a road linking the R755-0 with Local Road L6123. The reservation shown on the accompanying map is diagrammatic only and subject to further investigation.
- RT3 To develop a link road between the realigned Main Street/Laragh Road junction and the R752-125 close to the entrance to the railway station.



The Square, Rathdrum



Angling Facility, Anglinin

Rathdrum Church



In the interest of improved traffic and pedestrian safety and the free movement of traffic throughout the town, the Council shall seek to achieve the following objectives during the plan period:

- RT4 Development of additional off-street car parking behind the eastern side of Main Street with a pedestrian link to the Main Street.
- RT5 Definition of carriageway, provision of soft landscaping and formal laying out of parking along the northern side of the Fair Green.
- RT6 Widening the carriageway of Local Road L6123 between the Community School and the Fair Green and provision of a public footpath.

In order to facilitate the appropriate development of the town centre, the Council shall seek to achieve the following objectives during the plan period:

- RT7 To facilitate the development of an access and relief road to the east of Main Street between the realigned Main Street/Laragh Road junction and the area between the Church of Ireland and Parnell Memorial Park. In particular, a detailed action plan will be drawn up in consultation with the local community which shall indicate the preferred option for access onto the southern end of Main Street having regard to the intrinsic integrity of the Parnell Memorial Park, providing for pedestrian priority on the relief route and providing for traffic safety.
- RT8 To preserve vehicular access points for future development to lands at the west of Main Street at Back Lane and at the north eastern end of the Fair Green.

The Council, bearing in mind the capital expenditure necessary for the construction of new roads and the maintenance and improvement of existing roads, which facilitate development, will require contributions towards the provision of such works. These contributions will be adjusted on an annual basis having regard to increases in the building cost index or in the consumer price index.

In order to secure the greater convenience and safety of road users and pedestrians at Ballygannon it shall be an objective of the Council :

- RT9 To widen the existing carriageway at Ballygannon between Local Roads L6123 and L2127 and to provide a footpath along its entire length.

3.4 INDUSTRY AND COMMERCE

The Council shall seek to encourage in-depth commercial development on either side of Main Street through the development of vehicular access points and the provision of services.

3.5 TOWNSCAPE AND AMENITY

3.5.1 Townscape

It is the policy of the Council to protect and upgrade the quality of the town's built environment.

a) Built environment

It shall be an objective of the Council to protect and preserve those items of architectural, historical and townscape interest listed in Table 4 opposite. Any proposal to demolish or alter these items in any way will require prior planning permission and the effect of this objective is to remove any such developments from the "exempted development" provisions of the Planning Acts and Regulations.

Table 4: Buildings and Structures for Protection and Preservation

Map ref.	Building Structure	Location	Extent
P.1	St. Mary and St. Michael's Roman Catholic Church	Laragh Road	Church facade
P.2	St. Saviour's Church of Ireland (1830)	Main Street	Church facade
P.3	Bridge over the Avonmore River	Low Town	Bridge and parapet walls
P.4	Single arch stone bridge over the railway line	Railway Station	Bridge including parapet walls
P.5	Flair Dry Cleaners - formerly Market House	Main Street	Elevation on to Main Street
P.6	Rathdrum Mills	Low Town	Structure

b) Views

It shall be an objective of the Council to preserve and improve the following views of amenity value:

- P8 Across and along the Avonmore River from the R755-0 at Rathdrum Catholic Church
- P9 Across the Avonmore River valley towards the town of Rathdrum from the R752-90 above Rathdrum Mills.

c) Woods and trees

- P10 It shall be an objective of the Council to preserve existing hedgerows and groups of trees within the town which add to the aesthetic quality of the town and to ensure that the layout of new developments will, as far as is practicable, integrate and preserve existing field patterns, hedgerows and trees. In particular, it is an objective of Council to protect and preserve the trees or groups of trees identified in Table 5.

Table 5: Trees and Groups of Trees to be protected and preserved.

Map ref.	Location
P.11	Woodland and trees along the R752-125 between Low Town and St. Saviour's Primary School
P.12	Woodland and trees along the R755-0 between its junction with Main Street and the town centre.
P.13	Trees along Local Road L 97544 -0 between Low Town and the Junction of the R755 and Main Street.
P.14	Trees and Woodland along the banks of the Avonmore River
P.15	Trees within Parnell Memorial Park and trees immediately outside of and to the north of the Park

3.5.2 Open Space

The Council shall ensure that adequate public and private open space is provided in all new developments within the town. The relevant policies and objectives in relation to housing layout, minimum garden sizes and public open space provision are detailed in Appendix 1 of the County Development Plan.

3.5.3 Pedestrian Circulation and Access

It shall be a policy objective of the Council to secure the greater convenience and safety of pedestrians through the protection and preservation of the footpaths and pedestrian accesses listed in Table 6.

Table 6: Footpaths and pedestrian accesses for protection / preservation.

Map ref.	Description
FP.1	Footpath along the eastern edge of the Parnell Park estate, linking the R752-125 at Corballis with Brewery Lane
FP.2	Pedestrian access along Pound Lane between St Saviour's Church of Ireland and the R752-125 at Corballis
FP.3	Pedestrian access between the railway station and the R752-125 to the south of St. Saviour's Primary School
FP.4	Footpath from the Catholic Church and primary school on the Laragh Road towards the youth hostel just off the north western end of the Fair Green
FP.5	Old pedestrian accesses from County Home to famine graveyard at Ballygannon.
FP.6	Pedestrian access from the old railway goods yard to the footbridge over the Avonmore River at Balleese
FP.7	Footpath linking the Catholic Church and primary school on the Laragh Road with Low Street

3.6 ZONING POLICY AND OBJECTIVES

The zoning policy provides for seven land use zoning categories which will enable a variety of different land uses to be facilitated and promoted within the town. It is an objective of the Council to carry out its development control function in accordance with the matrix table opposite. The zoning objectives for the town of Rathdrum are as follows:

- T To preserve, improve and provide for town centre uses.
- R1 To preserve existing residential uses and provide for infill residential development.
- R2 To provide for new residential development.
- O To preserve, improve and provide for recreational public and private open space.
- CE To provide for and improve community and educational facilities.
- E1 To provide for light industrial and commercial development.
- E2 To protect the riverside character of Low Town through development of either residential, light industrial or commercial uses, suitably landscaped and to a maximum site coverage of 20%.
- A To provide for continued agricultural development and associated uses and to provide a clear break between urban land-uses and the rural area.
- H To provide for holiday home development.

Table 7: Land use Matrix.

LAND USE MATRIX TABLE	T	R1	R2	O	CE	E1	E2	A
House/Flat	✓	✓	✓	X	~	X	✓	X
Playschool / Crèche	✓	✓	✓	X	~	X	~	~
Retail shop	✓	~	~	X	X	X	~	X
Public house/Restaurant/Take Away	✓	X	X	X	X	X	~	X
Guesthouse/hotel	✓	~	X	X	X	X	~	X
Offices	✓	X	X	X	X	~	✓	X
Cinema / Dance hall /Disco	✓	X	X	X	X	~	X	X
Health centre/clinic/medical practice	✓	~	X	X	~	X	~	X
Library/art gallery	✓	~	~	X	~	X	~	X
Playing fields/Sports Clubs and Grounds	X	~	~	✓	~	~	✓	✓
Park / Playground	~	~	~	✓	~	~	✓	~
School	~	~	~	X	✓	X	~	X
Hospital	X	X	X	X	✓	X	X	~
Nursing home	X	~	~	X	✓	X	X	X
Community halls	~	~	~	X	✓	X	X	X
Place of worship	~	~	~	X	✓	X	~	X
Agricultural machinery outlet	X	X	X	X	X	✓	X	X
Wholesale outlets	~	X	X	X	X	✓	X	X
Warehouses	~	X	X	X	X	✓	X	X
Light industry	~	X	X	X	X	✓	~	X
Workshops	~	X	X	X	X	✓	~	X
Commercial vehicle parks	X	X	X	X	X	✓	X	X
Garages / Panel beating	X	X	X	X	X	✓	~	X
Motor sales outlet	X	X	X	X	X	✓	~	X
Filling stations	X	X	X	X	X	✓	~	~
Agricultural building	X	X	X	X	X	X	~	✓
Camping site/Tourist caravan park	X	X	X	X	X	X	~	~
Travellers Halting Site	X	X	~	X	X	X	X	~
Utility structures	~	~	~	~	~	~	~	~

✓	Normally Permitted
~	Not Normally Permitted but Open For Consideration
X	Not Permitted

Uses shown as “normally permitted” are generally acceptable in principle in the relevant zones. However, it should not be assumed that if a proposed development complies with the matrix table that it will necessarily be accepted. Factors such as density, height, traffic generation, design criteria and physical environmental factors will also be considered in establishing whether or not a development proposal conforms to the proper planning and development of the town.

Uses shown as “open for consideration” are not acceptable in principle and it is important to note that these uses will not normally be permitted. It is only in particular cases, where the planning authority is satisfied that the uses would not conflict with the

SECTION 3 :- THE DEVELOPMENT PLAN

general objectives for the zone and could be permitted without undesirable consequences for the permitted uses, that they can be allowed.

It is not intended that existing uses within the zones outlined in this plan which appear to be inconsistent with the primary use zoning objective should be curtailed. In all such cases, where uses are legally established by continued use for the same purpose prior to October 1st, 1964 or by a planning permission, they shall not be subject to legal proceedings under the Acts in respect of the continued use. Where extensions to or improvements of premises accommodating these uses are proposed, each shall be considered on its merits.

Uses not specifically indicated in the matrix table will be judged by reference to the most appropriate use of a similar nature, which is indicated on the table, and on its environmental and planning implications and effects.