



**DRAFT**  
**GREYSTONES-DELGANY  
& KILCOOLE LOCAL PLANNING  
FRAMEWORK 2025**

**INFRASTRUCTURE ASSESSMENT &  
IMPLEMENTATION PROGRAMME**



## APPENDIX 6

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## 1. INTRODUCTION

The purpose of this Appendix of the Local Planning Framework (LPF) is to:

- Identify the key infrastructure investment necessary to support the development of Greystones-Delgany and Kilcoole as provided for in the LPF;
- Describe the mechanisms, bodies and funding sources that will all need to be utilised and coordinated in order to deliver the required infrastructure in timely manner;
- Detail the manner in which it is intended to implement the objectives of the LPF.

The sequential development of the settlements, alongside the phased delivery of the necessary infrastructure including open space, water supply, wastewater and surface water drainage, roads, transportation, educational facilities, recreational amenities and local services is key to the sustainable development of the settlements. It is critical that the LPF ensures, in so far as is feasible, that development within the LPF area progresses in an ordered manner to make best use of existing or planned infrastructure and which avoids 'leapfrogging' to peripheral areas that are geographically isolated from the existing settlement centres and infrastructural provision.

In order to ensure the successful delivery of the objectives of this plan, Wicklow County Council takes a positive proactive approach in active land management in order to expedite the delivery of new homes as part of the new residential neighbourhoods planned within the LPF. Wicklow County Council liaises with all relevant authorities in a collaborative process to resolve any potential blockages to deliver residential development in particular.

There are a number of stakeholders involved in the delivery of all the infrastructure projects. All projects are dependent on funding. There are also numerous other matters that need to fall in line in order for each infrastructure project to be delivered, like land acquisition, securing the appropriate planning approval, etc.



## 2. KEY STAKEHOLDERS

There are a number of stakeholders involved in the delivery of the infrastructure needed to support the development of the towns. The delivery of much of the necessary infrastructure including water supply, wastewater treatment, public transportation and schools is managed by key Government Departments and State agencies as follows:

### STATE DEPARTMENTS / AGENCIES

#### 2.1 Water Infrastructure

##### Uisce Éireann / Irish Water

The provision of an adequate supply of water and wastewater collection / treatment facilities is critical to facilitate and sustain the development of the LPF area. The delivery, integration and implementation of water and wastewater projects and infrastructural improvements are the responsibility of Uisce Éireann.

##### Office of Public Works OPW

The OPW's responsibilities relate to three main areas: Estate Portfolio Management, Heritage Services and Flood Risk Management.

The OPW provides accommodation for Government Services and manages much of the State's property portfolio. It is now taking the lead on the Property Asset Management aspect of the Public Service Reform Plan. It also has responsibility for caring for 780 heritage sites, including national monuments, historical parks, gardens and buildings.

It is the Government's principal engineering agency, providing an engineering service to the Flood Risk Management and Estate Portfolio Management functions of the OPW as well as to other Government Departments. The OPW has responsibility for leading and co-ordinating the implementation of the National Flood Policy which involves the development of a planned programme of feasible works, with a greater emphasis on non-structural flood risk management measures.

#### 2.2 Roads & Transportation Infrastructure

##### Department of Transport

The Department of Transport supports the development of a balanced and integrated transportation system, through:

- Maintaining and developing our transport system, linking households, communities and businesses, both rural and urban, on the island of Ireland, while also ensuring Ireland's international connectivity which is key to maintaining our global economic competitiveness.
- Ensuring that our transport system is integrated, resilient and decarbonised in a manner that is environmentally, economically and socially sustainable.
- Putting safety, security and accessibility for all users at the heart of our transport system policies and services, including roads users, users of public transport, and pedestrians and cyclists, and air and sea travellers
- Anticipating change and creating regulatory frameworks which are fit for purpose, future-proofed and that ensure the highest standards.

In these regards, the Department's objectives and programmes are aligned to Project Ireland 2040 (National Planning Framework / National Development Plan), the National Economic Plan and the National Climate Action Plan.

Key programmes that may affect the area of this LPF include:

- Strategic Rail Review, DART+

- Sustainable Mobility Policy
- BusConnects
- Pathfinder Programme, Safe Routes to Schools, National Cycle Network
- National Roads Improvements
- Investment in EV Infrastructure

### **National Transport Authority (NTA)**

NTA is a statutory non-commercial body, which operates under the aegis of the Department of Transport. NTA is responsible for developing and implementing strategies to provide high quality, accessible, sustainable transport across Ireland. NTA has a statutory function to implement a transport strategy for the Greater Dublin Area, and also leads the development of transport strategies in Cork, Galway, Limerick, and Waterford.

NTA plans, procures and oversees Public Service Obligation (PSO) public transport, ensuring that vital bus and rail services are available to communities across the country under the Transport for Ireland brand. NTA is the licensing authority for the commercial bus sector and Small Public Service Vehicles (SPSVs).

NTA works with local authorities throughout Ireland to deliver active travel infrastructure that facilitates cycling, walking and wheelchair use.

### **Transport Infrastructure Ireland (TII)**

TII is a state agency under the Department of Transport, working at both national and regional level, in partnership with Local Authorities regarding national roads and greenways, and with the National Transport Authority (NTA).

TII is responsible for supporting and facilitating the implementation of measures to improve the M/N11, N81, the development of the new National Cycle Network for Ireland, Greenways and providing Active Travel facilities along and across the National Roads network.

## **2.3 Regeneration**

### **Department of Housing, Local Government and Heritage**

The Department of Housing, Local Government and Heritage delivers a wide range of services and funding programmes that provide and improve infrastructure supporting growth and development, for example:

- Urban Regeneration & Development Fund (**URDF**)
- Delivery of the 'Housing for All' Strategy

The Urban (**URDF**) and Rural (**RRDF**) Regeneration Funds were established under the National Development Plan to support the objectives of the National Planning Framework. The Urban Regeneration and Development Fund (URDF) supports urban regeneration/compact urban growth in cities/towns with a population of over 10,000, and enables a greater proportion of residential and mixed used development to be delivered within the existing built-up footprints of our cities and towns and make them more attractive and vibrant places.

Department of Housing, Local Government and Heritage has responsibility for administering the Urban Regeneration and Development Fund (URDF) aims to deliver more compact and sustainable development, as envisaged under Project Ireland 2040. It does this by part-funding regeneration and rejuvenation projects in Ireland's five cities and other large towns. Currently, the URDF part-funds 132 projects, comprising of almost 400 subprojects, right across the country.

One of four funds set up under the National Development Plan 2018-2027, the URDF supports the objectives of the National Planning Framework (NPF). With an initial allocation of 2 billion euro up to 2027, the fund has been extended to 2030 under the revised NDP 2021-2030.

## **2.4 Community / Social Infrastructure**

### **Department of Education / Department of Further & Higher Education, Research, Innovation & Science**

The Department of Education is the key stakeholder with responsibility for the provision of primary and secondary schools by modernising / extending existing schools and providing new schools.

The Department of Further & Higher Education, Research, Innovation & Science remit is develop Ireland's tertiary education, training and research capabilities.

### **The Department of Children, Equality, Disability, Integrational and Youth**

This Department provides a wide range of services to the community including through the following programmes:

- Implementation of Young Ireland: The National Policy Framework for Children and Young People 2023 – 2028;
- Early Learning and Childcare (ELC) programme, National Childcare Scheme (NCS), the Early Childhood Care and Education (ECCE) programme, the National Action Plan for Childminding;
- Disability Action Plan 2024-2026
- Irish Refugee Protection Programme (IRPP)

### **The Department of Tourism, Culture, Arts, Gaeltacht, Sports and Media**

This Department provides a wide range of services to the community particularly through the delivery of the objectives of the National Sports Policy 2018-2027 and Sports Action Plan 2024-2027. The department also operates the following grants programmes to assist in the development or refurbishment of sports facilities and the provision of sports equipment:

- Sports Capital Programme
- Large Scale Sport Infrastructure Fund (LSSIF)
- Local Authority Swimming Pool Programme

### **The Department of Rural & Community Development**

This Department promotes rural and community development and supports vibrant, inclusive and sustainable communities throughout Ireland. They aim achieve this through a range of policy initiatives, funding schemes and interventions intended to improve the economic and social development of rural and urban communities for example the RRDF, LEADER and Social Inclusion & Community Activation (SICAP) programmes:

- Since its launch in 1991, LEADER has provided rural communities across the EU with the resources to enable local partners to actively engage and direct the local development of their area, through community-led local development. The LEADER Programme aims to support the local development of Ireland's rural areas which, for the purposes of the programme, are defined as all parts of Ireland with the exception of the areas within the boundaries of the five main cities of Dublin, Cork, Limerick, Waterford and Galway.
- The Social Inclusion and Community Activation Programme (SICAP) provides funding to tackle poverty and social exclusion through local engagement and partnerships between disadvantaged individuals, community organisations and public sector agencies. Administered by Pobal, SICAP is co-funded by the Irish Government, through the Department of Rural and Community Development, and the European Social Fund Plus under the Employment, Inclusion, Skills and Training (EIST) Programme 2021-2027. SICAP addresses high and persistent levels of deprivation through targeted and innovative, locally-led approaches. It supports disadvantaged communities and individuals including unemployed people, people living in deprived areas, people with disabilities, single parent families, people

on a low income, members of the Traveller and Roma community and other disadvantaged groups. The programme is managed at a local level by 33 Local Community Development Committees (LCDCs), with support from local authorities, and actions are delivered by Local Development Companies (LDCs).

- The Urban and Rural Regeneration Funds were established in support of more compact and sustainable development, through the regeneration and rejuvenation of Ireland's cities, towns and villages, and National Development Plan. This is to enable a greater proportion of residential and mixed-use development to be delivered within the existing built-up footprints of our cities and towns and to ensure that more parts of our urban areas can become attractive and vibrant places in which people choose to live and work, as well as to invest and to visit. The Rural Regeneration and Development Fund (RRDF) supports the regeneration and development of rural towns, villages and outlying areas. The purpose is to support job creation in rural areas, address de-population of rural communities and support improvements in our towns and villages with a population of less than 10,000.



## COUNTY / LOCAL AGENCIES

### Wicklow County Council

Wicklow County Council (WCC) as the local authority is responsible for leading the management and monitoring of the implementation of the objectives of the LPF, and all the Council's Directorates have roles in the project delivery of certain infrastructure solely or in conjunction with other bodies others sections of the Council:

- Planning, Economic and Rural Development Directorate
- Transportation & Infrastructure Delivery Directorate
- Climate, Environment, Recreation and Amenity Directorate
- Social Development (Housing & Community) Directorate
- Finance, Water and Information Systems Directorate
- Emergency Response Directorate

Development contributions for the provision of services such as roads, footpaths and amenity / open space provision, etc will be applied where appropriate to approved planning applications. The details and basis for the determination of the contributions are set out in the Wicklow Development Contribution Scheme or any subsequent schemes adopted thereafter in accordance with the provision of section 48 of the Planning and Development Act 2000 (as amended).

### County Wicklow Community Partnership

County Wicklow Community Partnership CLG., trading as County Wicklow Partnership (CWP) was formed from the merger of three companies; Arklow Community Enterprise (ACE), Wicklow Working Together (WWT), and Wicklow Rural Partnership (WRP). County Wicklow Partnership became operational in 2009. The key programmes delivered by CWP include the TÚS, Rural Social Scheme (RSS), LEADER and SICAP (Social Inclusion Community Activation) programmes.

### Wicklow LCDC

The Local Government Act 2014 provides that each Local Community Development Committee (LCDC) will be established as a committee of the Local Authority. The Wicklow LCDC was established in 2014. The LCDC comprises of representatives who are members of the Local Authority, other state agencies, community and voluntary sector and social partners. The balance of representation between the sectors is intended to be balanced in favour of the non-statutory sector. The LCDC is independent of the Local Authority in the discharge of its functions. LCDC have primary responsibility for co-ordinating, planning and overseeing local and community development spend. They will deliver on this primarily through implementation of the community elements of six-year Local Economic and Community Plans (LECP).

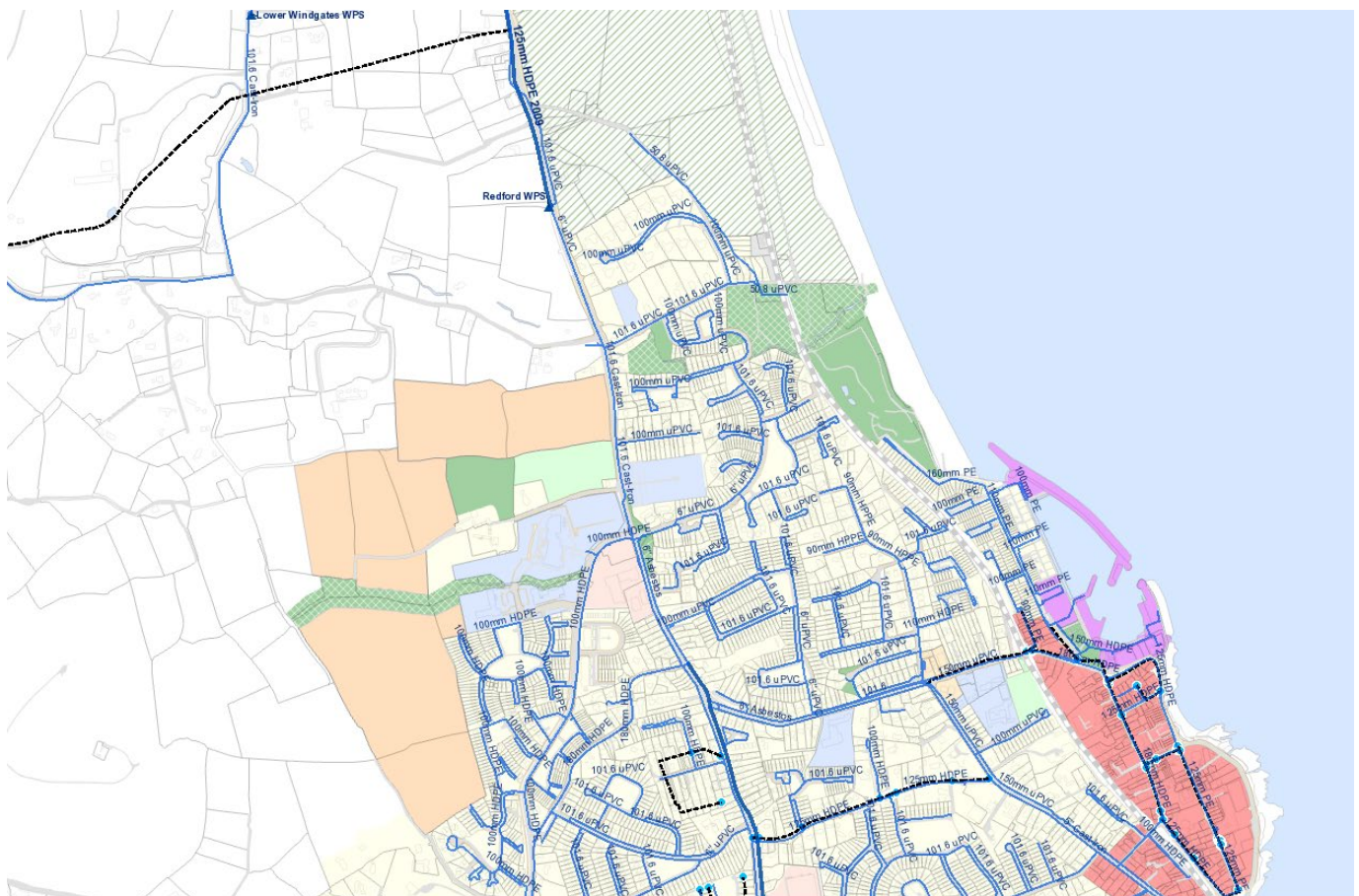
### 3. LOCAL SERVICES ASSESSMENT

#### 3.3 Water Supply

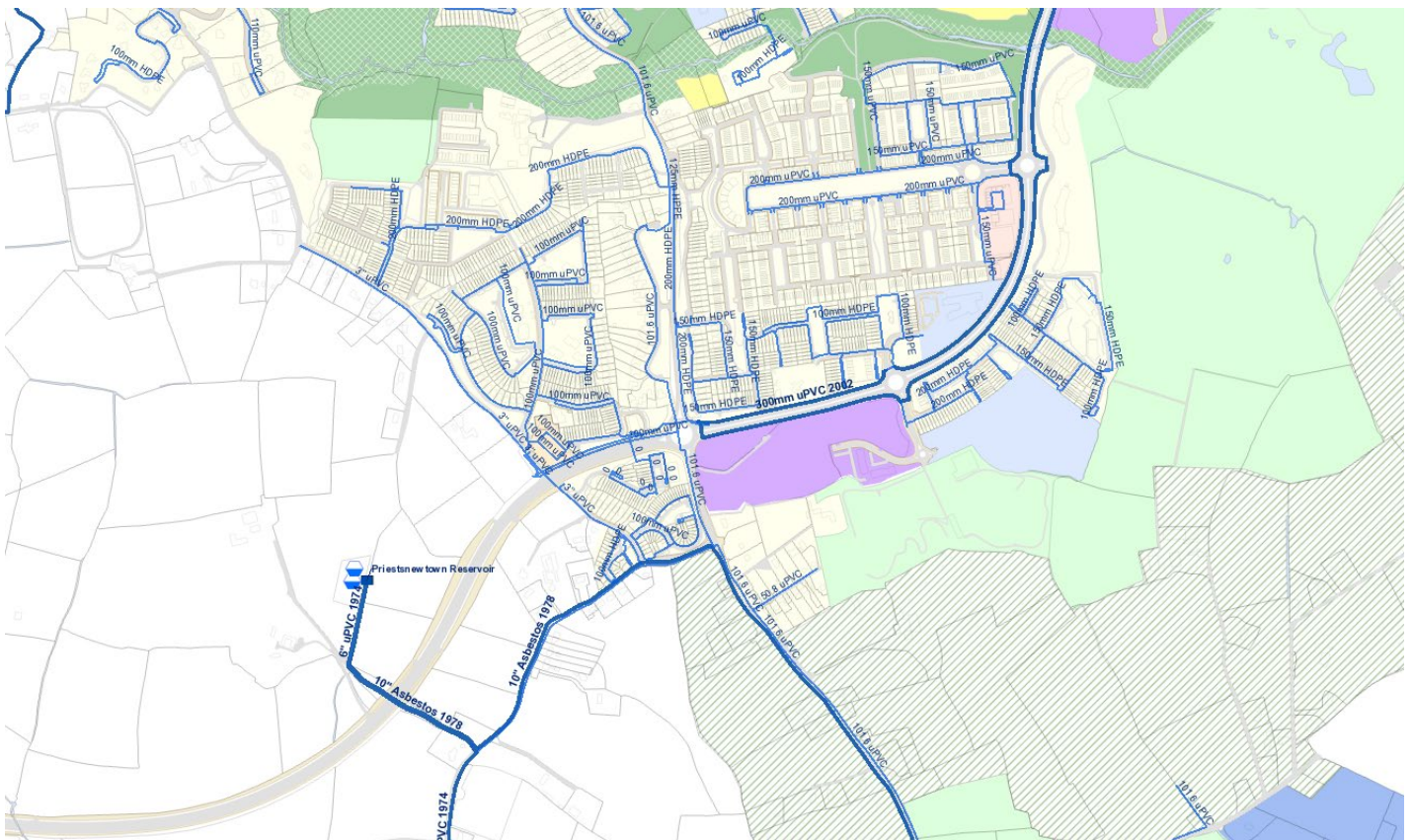
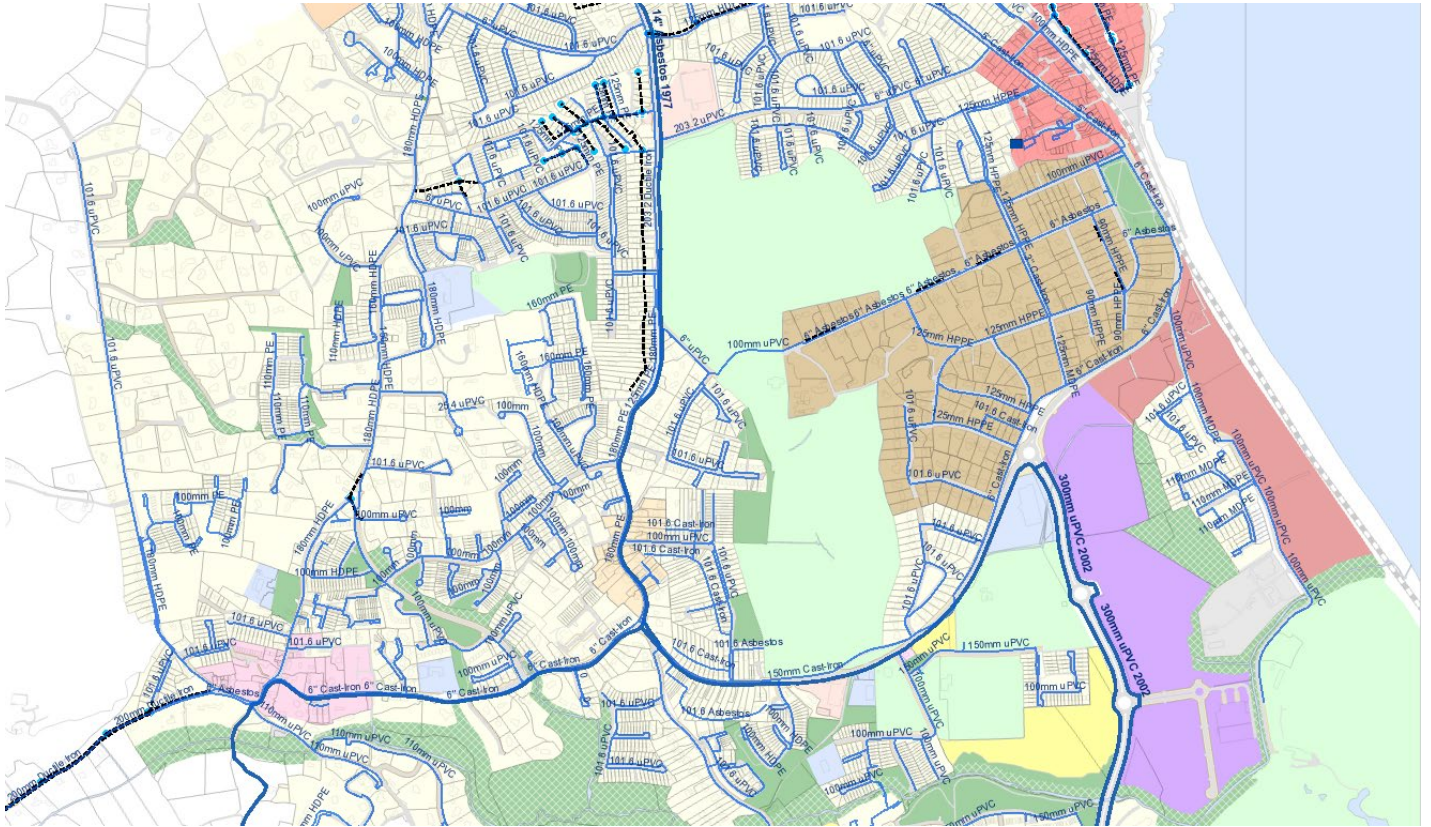
The LPF area is serviced by the Vartry Water Treatment Plant near Roundwood, Co. Wicklow, which has recently been upgraded. The improved water treatment plant provides for the supply of clean water for 200,000 people in north Wicklow and south Dublin.

This supply has adequate capacity to accommodate the level of growth envisaged by the Core Strategy for the LPF area. Water is stored in and around the LPF area in four reservoirs at Priestsnewtown, Drummin, Templecarrig and Windgates.

#### Greystones – Delgany Water Distribution Network

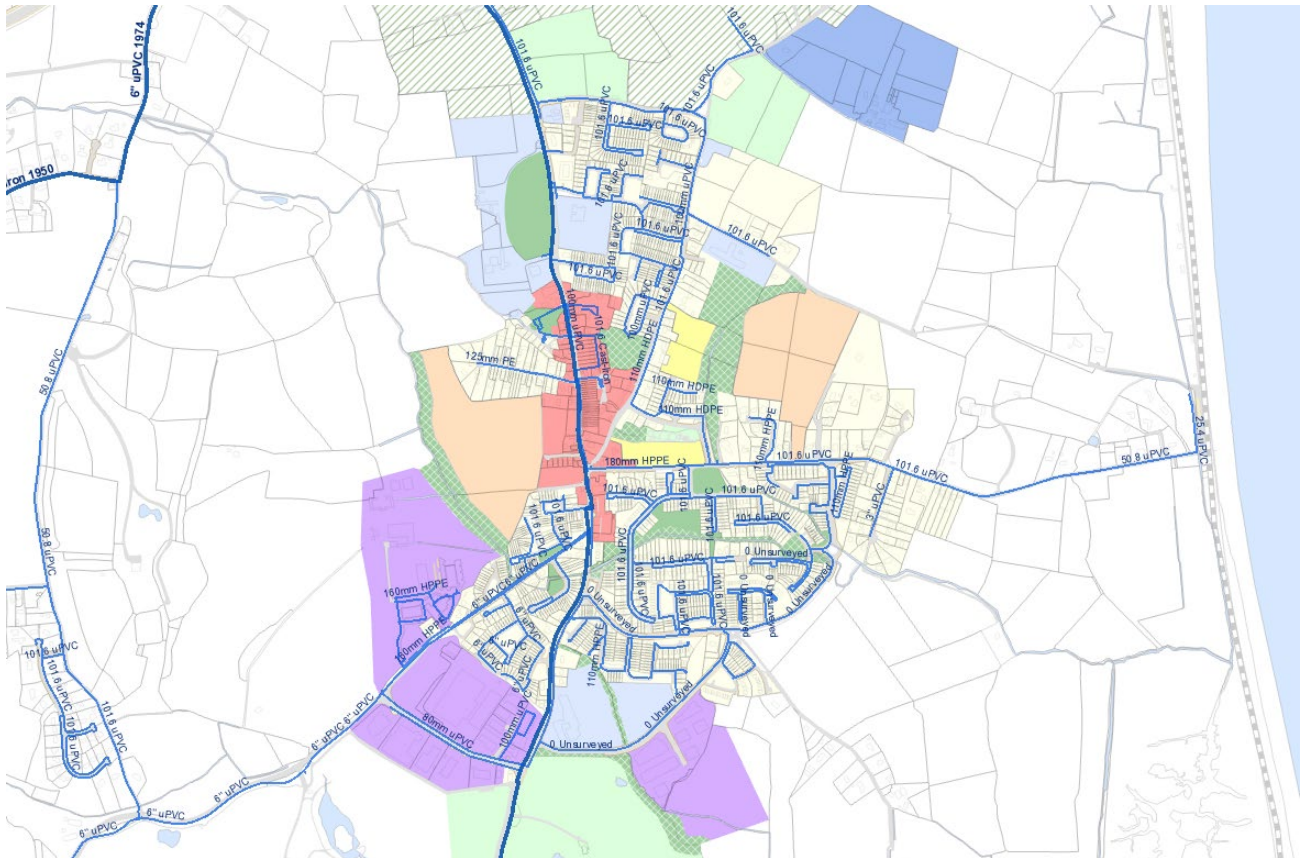








## Kilcoole Water Distribution Network



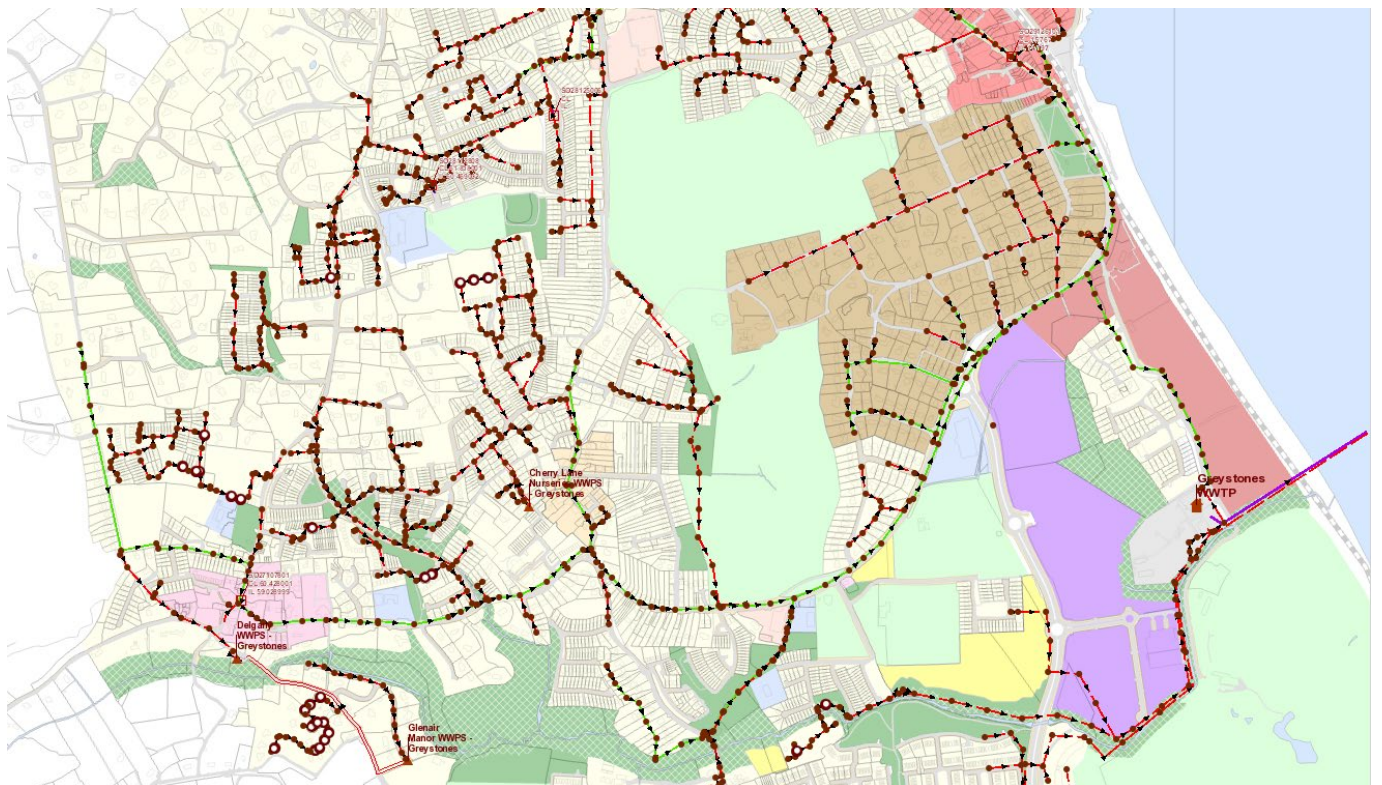
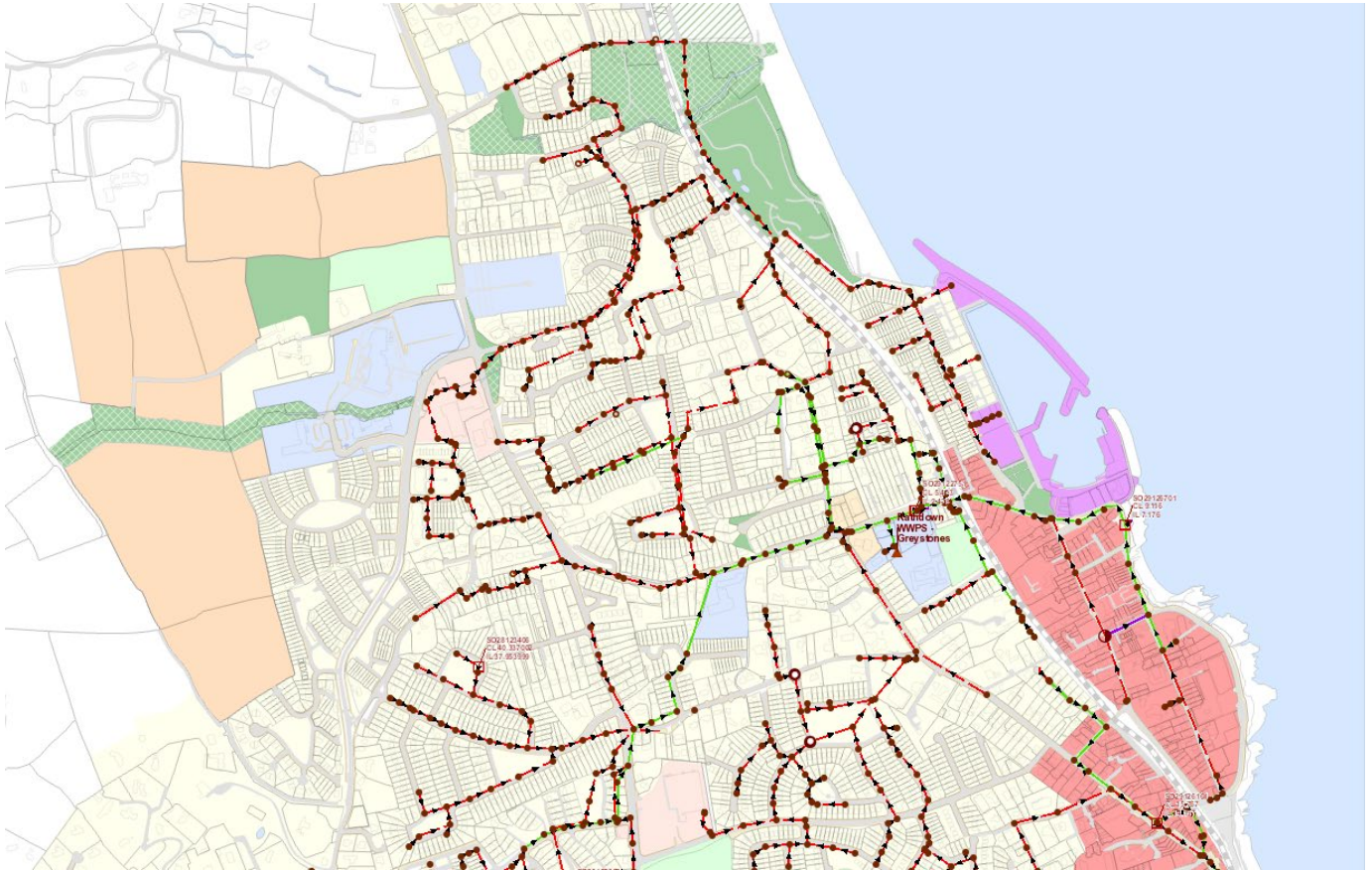
### 3.2 Wastewater Treatment

The LPF area is served by two wastewater treatment plants (WWTP) – at Woodlands, Greystones and at Cooldross, Kilcoole. The Greystones WWTP has a design capacity of 40,000 p.e. and a spare capacity of c. 10,000 p.e., while the Kilcoole WWTP has a design capacity of 4,000 p.e. and a theoretical spare capacity of 1,500 p.e.

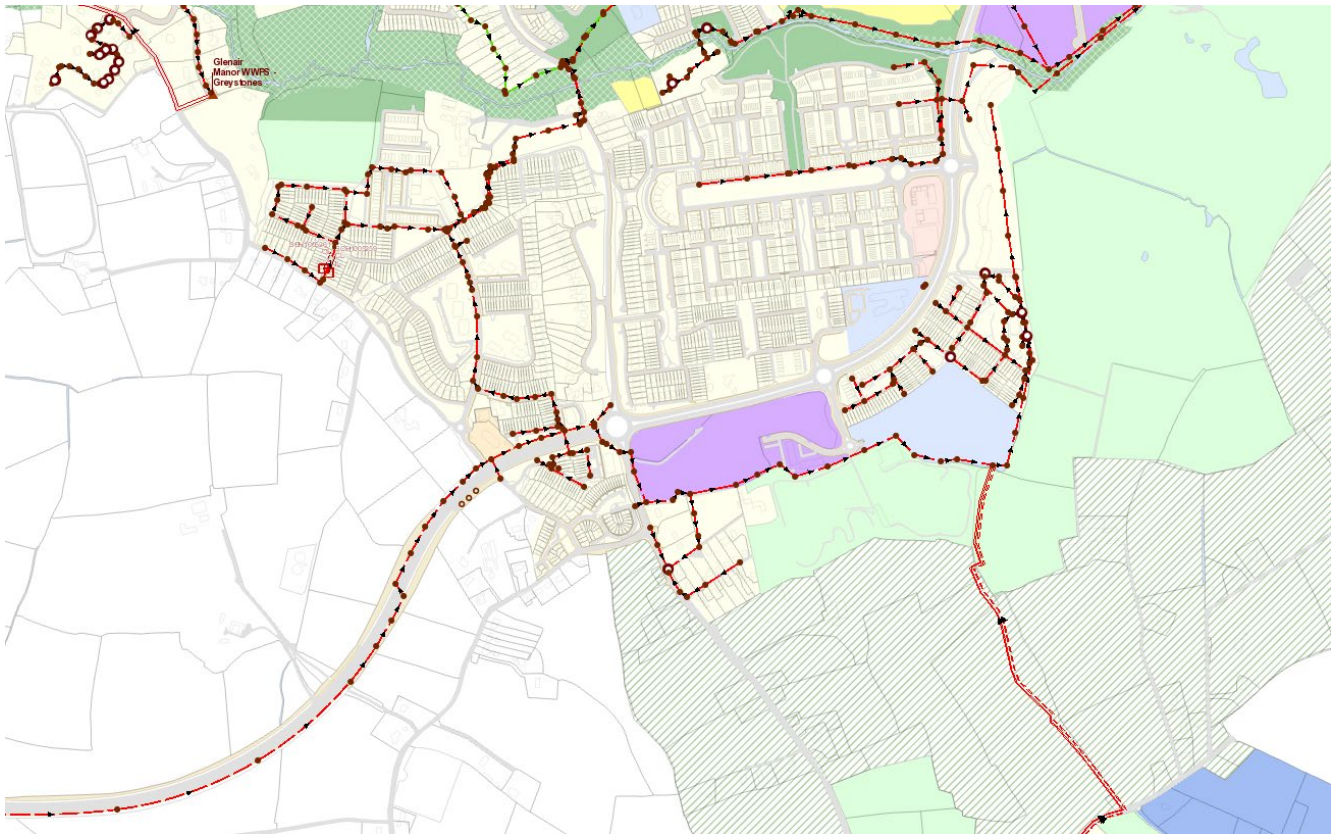
Having regard to the limited assimilative capacity of the receiving waters at the Kilcoole WWTP and its proximity to the Murrough, a number of areas in Kilcoole are connected instead to the WWTP in Greystones via a pumped rising main near Lott Lane and it is unlikely that significant additional development in Kilcoole will be considered for connection to the Kilcoole WWTP.

There is adequate capacity in the Greystones WWTP to accommodate the servicing of the lands proposed for zoning in both Greystones-Delgany and Kilcoole in this LPF. However, in order to ensure maximum efficiency of the system, a Drainage Area Plan (DAP) will be necessary for the area between Lott Lane and Sea Road in Kilcoole to ensure that wastewater drainage in this area can be coordinated to manage the need for pumping.

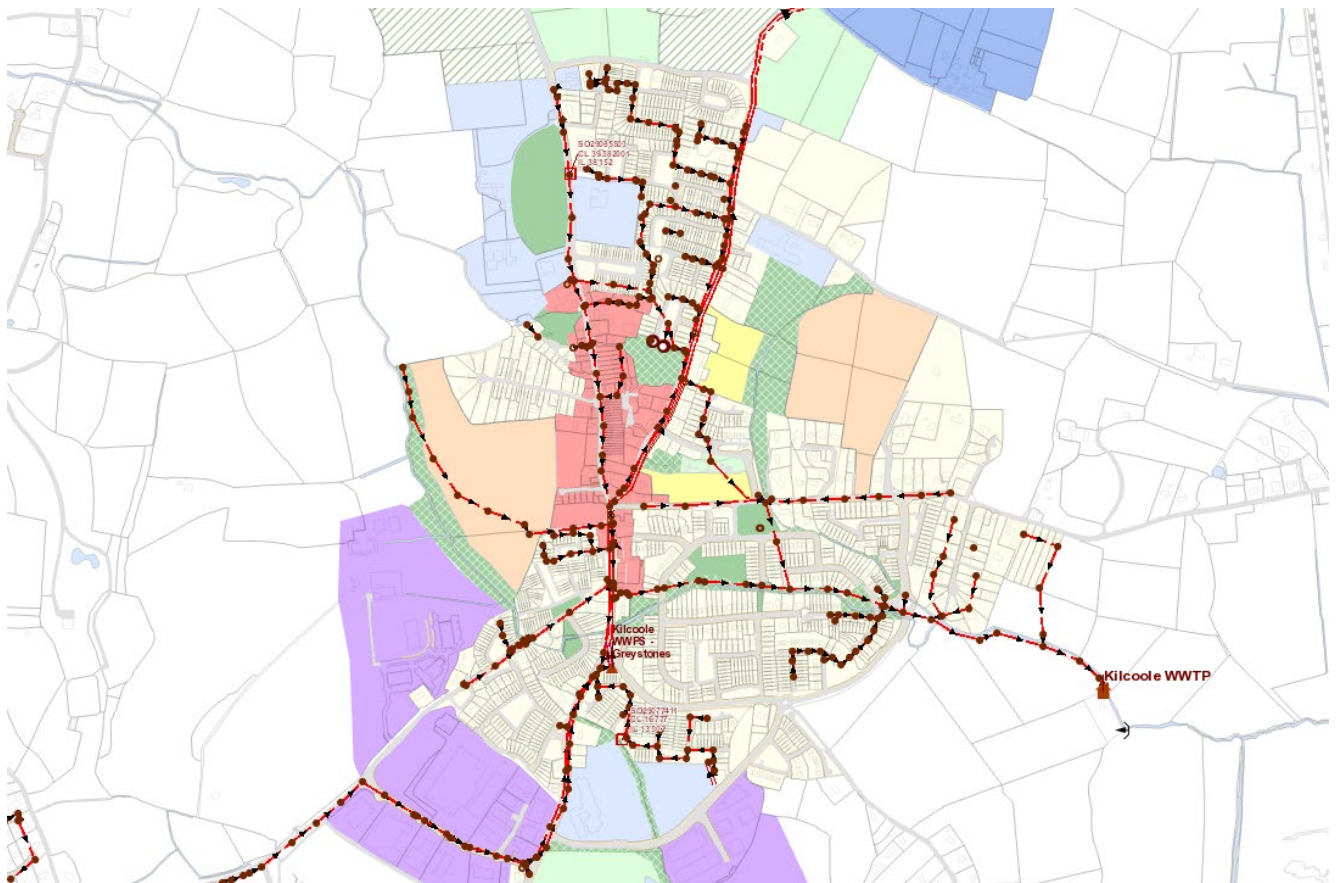


**Greystones – Delgany Sewer & Storm Network**





### Kilcoole Sewer – Storm Network



### 3.3 Transportation & Movement

#### Greystones-Delgany & Kilcoole Transport Study (WCC / NTA)

Wicklow County Council, with the support of the NTA, has commenced the process of preparing a Local Transport Strategy<sup>1</sup> for Greystones – Delgany and Kilcoole. While this strategy is still in development, the following stages / tasks have been completed and have been used to inform both the overall development strategy of the LPF but also the roads and transportation objectives:

- Baseline Assessment
- SWOT analysis
- Vision Development and Establishing Guiding Principles
- Options Development
- Public Consultation

The key findings of the stages completed are:

- Placemaking, sustainable travel, prioritising alternative forms of transport to car and developing comprehensive active travel infrastructure (safe walking and cycling) are critical to the sustainable development of the area.
- There is a high dependency in the area on travel to work and education by car – higher than the national average; car ownership rates in the area are higher than the national average. However more than 50% of work trips are shorter than 15 minutes which presents an opportunity to reduce car dependency by use of other more sustainable modes.
- The LPF area is characterised by low density housing and urban sprawl.
- Key trip attractors in the area are:
  - The town centres of Greystones, Delgany and Kilcoole
  - The DART station in Greystones
  - Schools
  - Retail (particularly in Greystones)
  - Employment (particularly business parks in Kilcoole)
- As a significant number of key destinations (such as train stations, town / neighbourhood centres, schools, employment locations) are within a 15-minute walk and cycle time of a large proportion of the resident population, there is excellent potential to increase use of walking and cycling throughout the area.
- There are opportunities in the area for improved walking and cycling infrastructure along existing public roads through road space re-allocation and public realm improvements, as well new links through existing and new residential developments and greenspaces.
- Topography throughout the area creates challenges in encouraging increased walking and cycling.
- Significant changes are proposed to bus services under the BusConnects programme; the longer term DART+ project may bring significant improvements to rail services in Kilcoole.
- There are a large number of both public and private car parks in the area which may be militating against use of active travel modes to access town centres, public transport nodes etc. This surfeit of car parks presents an opportunity for space re-allocation to public realm, habitat creation, sustainable urban drainage, outdoor dining and wider footpaths.
- Assessment (including modelling using LinSig and Junctions9 software) of the road and junction capacities in north Greystones indicates that previous road objective R01 (new road from R761 in north Greystones via Coolagad to the N11 at the Glen Of the Downs) would only be necessary to service zoned land at Coolagad, and that it would not be necessary to provide a northern access route from Greystones to the N11 to accommodate the future development traffic.
- Assessment (including modelling using Saturn software) of the previously proposed 'Western Distributer Road' in Kilcoole shows its construction would only provide for small reduction in traffic flows on Kilcoole Main Street.

<sup>1</sup> The aim of this LTS is to establish a strategic framework for the future development of transport infrastructure in the area.

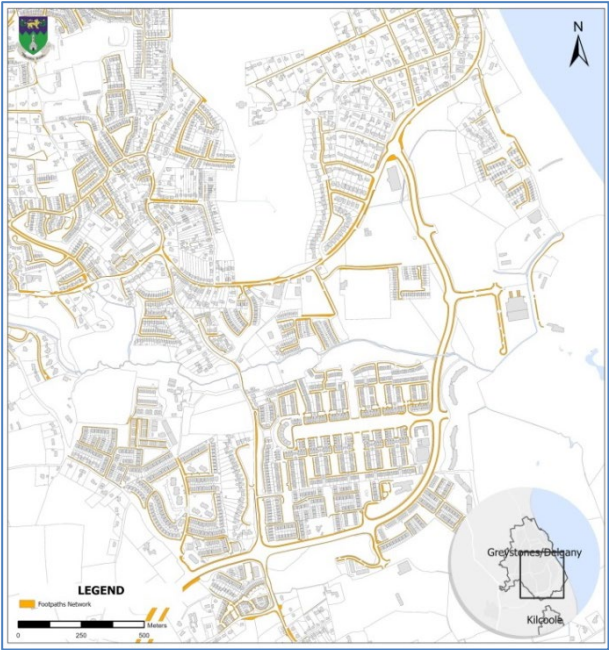
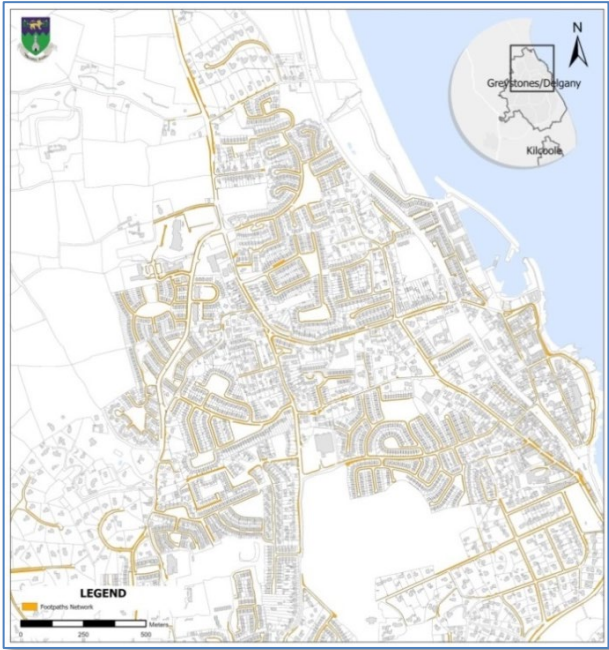


Transportation networks

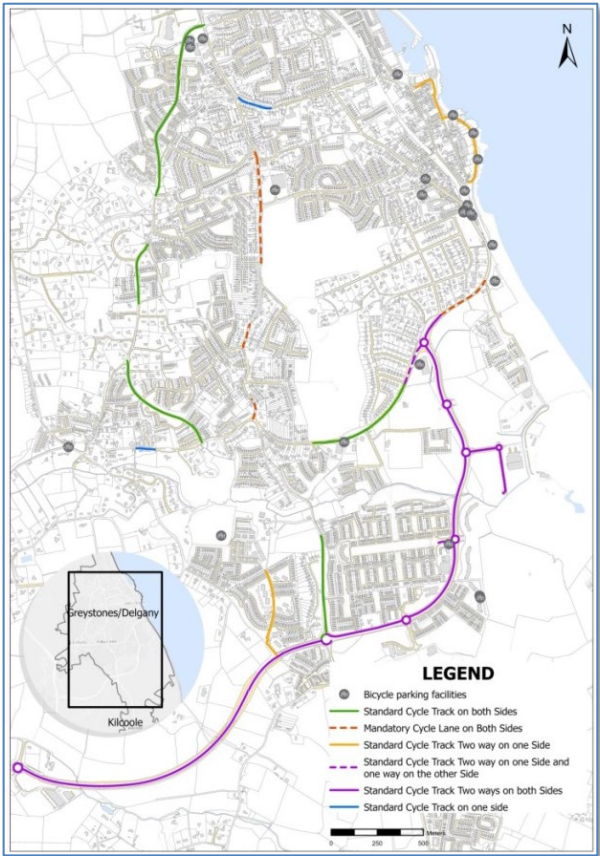
Footpaths and Cycleways

Greystones - Delgany

Footpath network

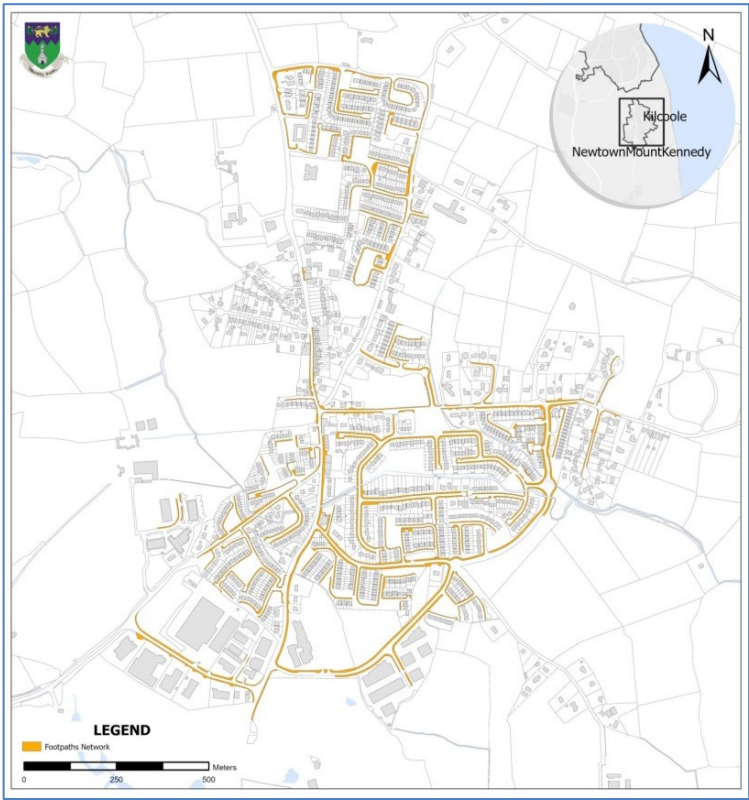


Cycleways

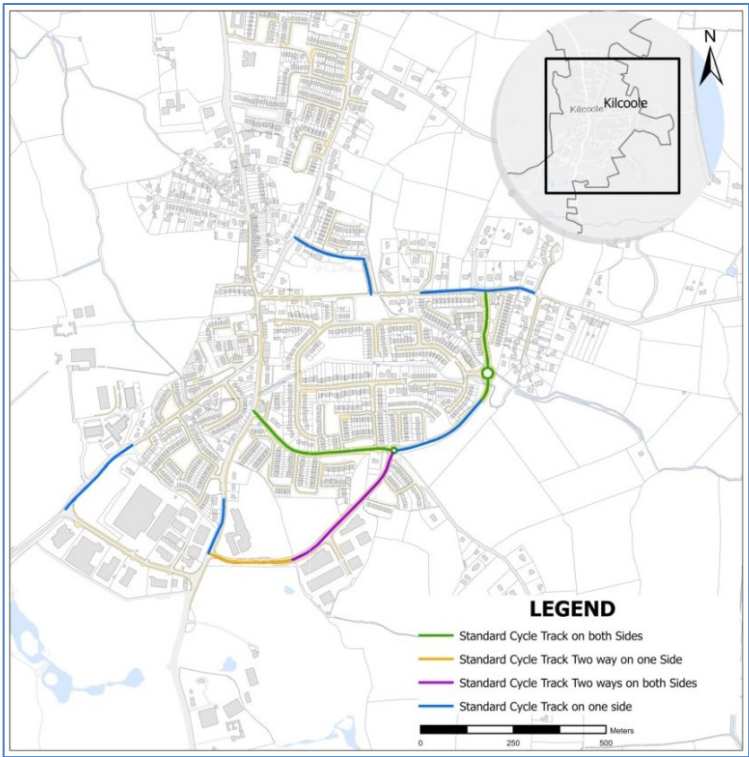


Kilcoole

Footpath network



Cycleways



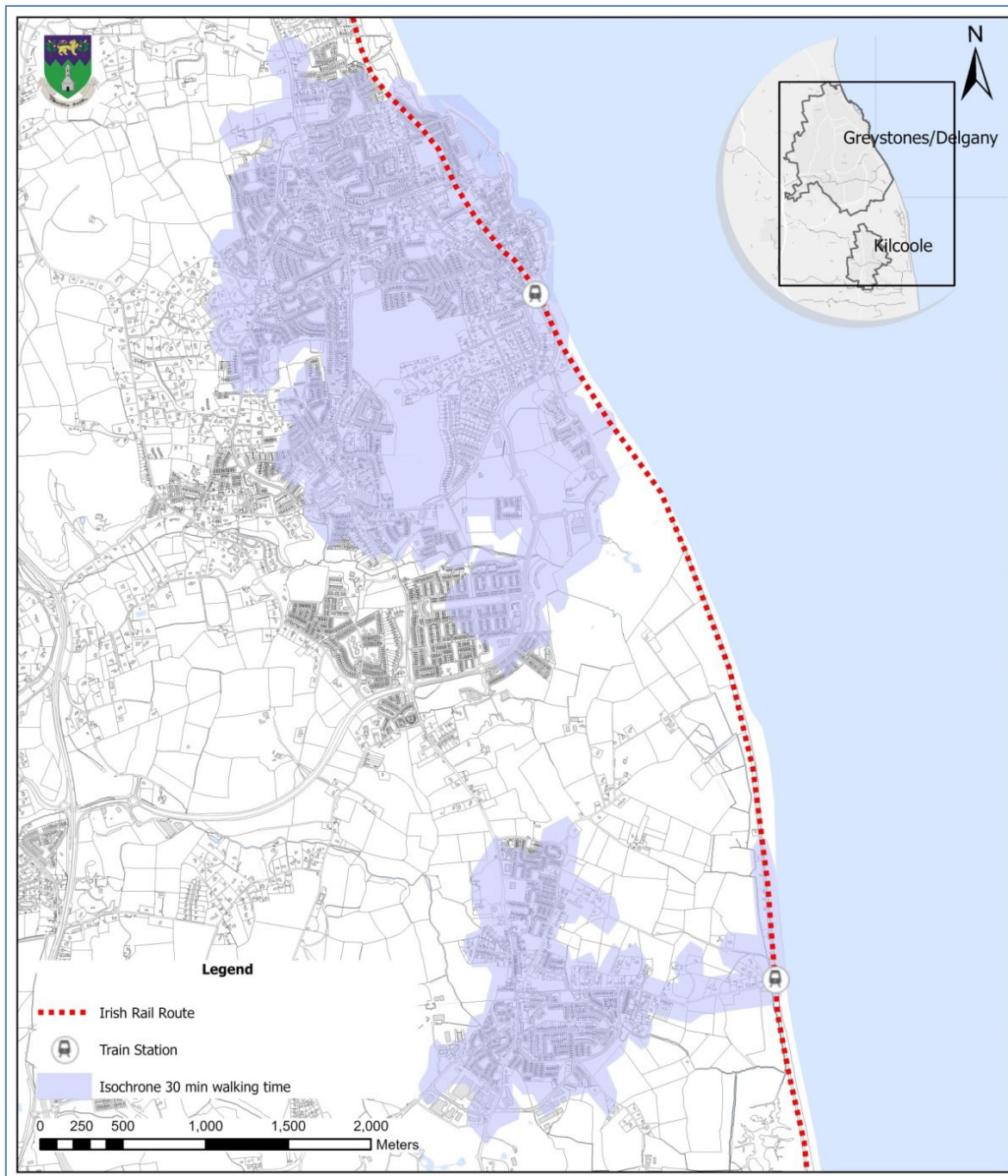


## Access to public transport

Utilising ArcGIS Pro, and Prime 2 OSi roads – footpath data, walking travel time isochrone maps along existing public roads to public transport services (train stations and bus stops) have been developed. **Isochrones** show the area that is reachable from a starting point in a given amount of time, for a certain method of transport. It should be noted that there are limitations to this data, particular in that it can only calculate a travel time from an existing public road; potential future roads cannot be factored into this analysis.

### Rail services isochrone

#### Rail access – 30 minutes' walk to train stations



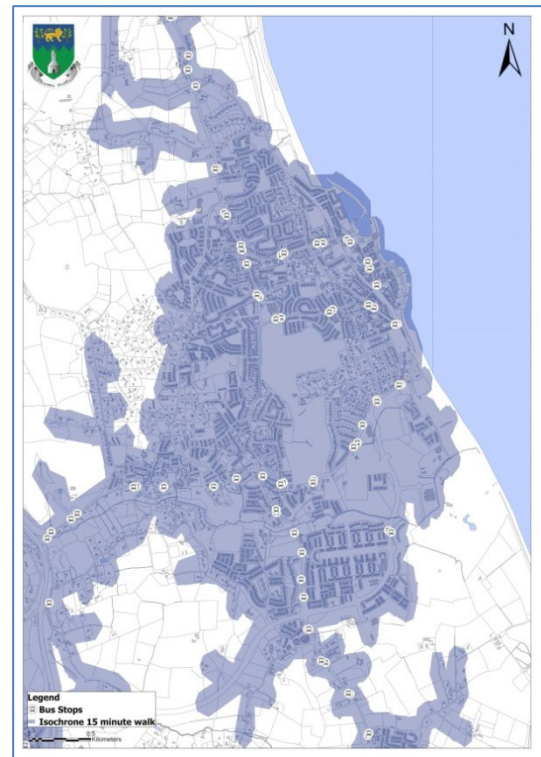
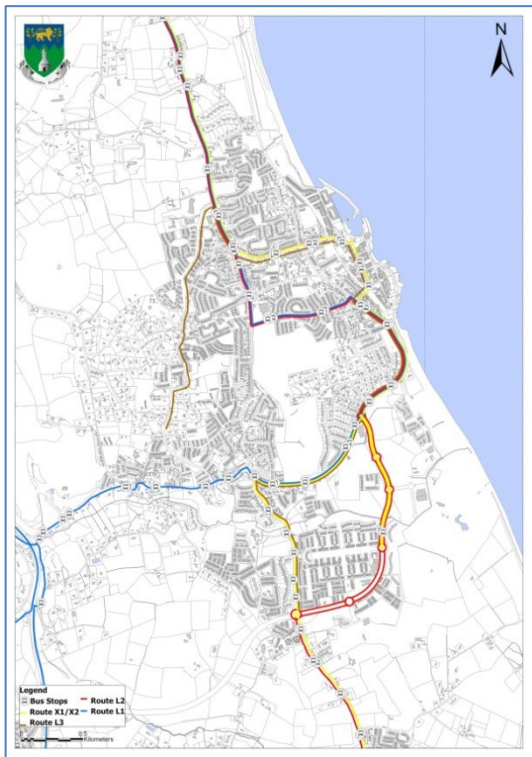


## Bus services isochrones

### Greystones - Delgany

Bus Connects

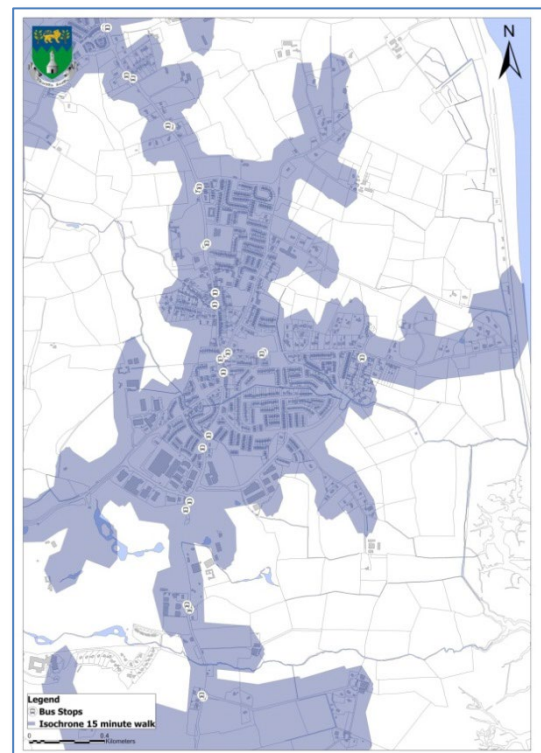
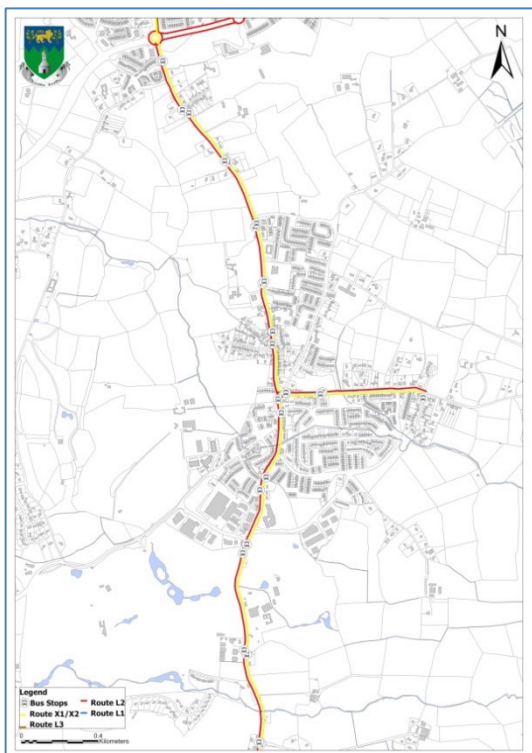
15 minutes' walk to bus services isochrone



### Kilcoole

Bus Connects

15 minutes' walk to bus services isochrone

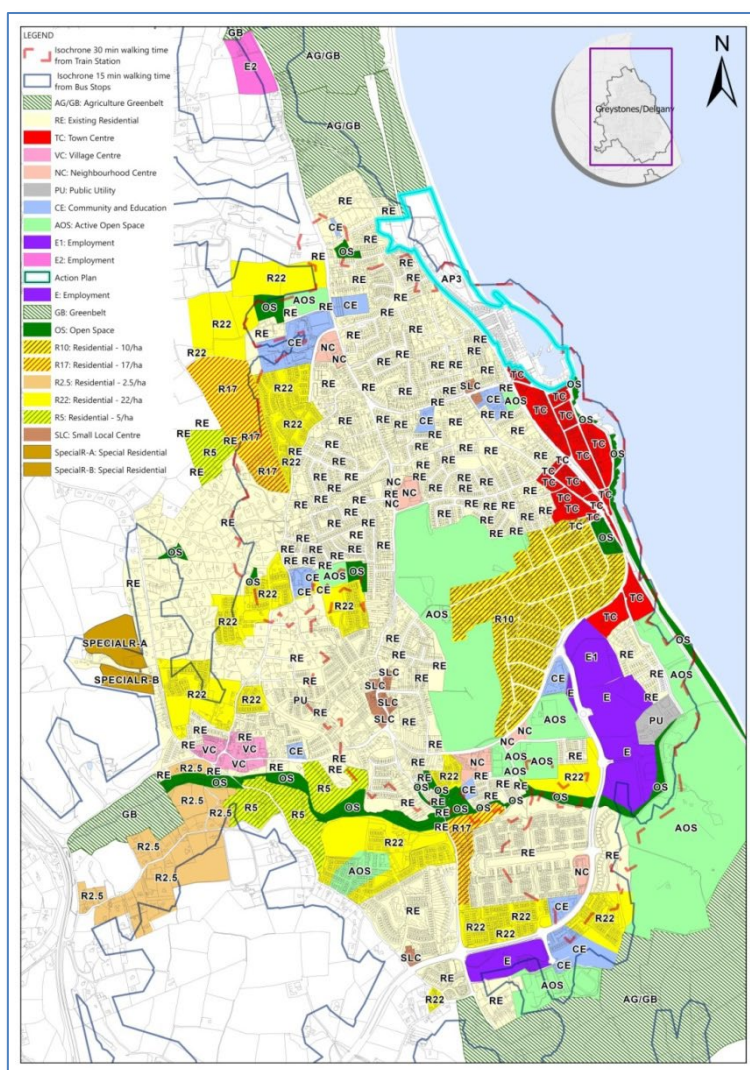


## Impact on future development options

In the determination of the future development pattern for the settlements in the LPF area, a key consideration is ensuring that new development is or can be accessed and serviced by sustainable and active transportation modes. In this regard, greenfield lands have been identified for new residential, employment or community/education development only where:

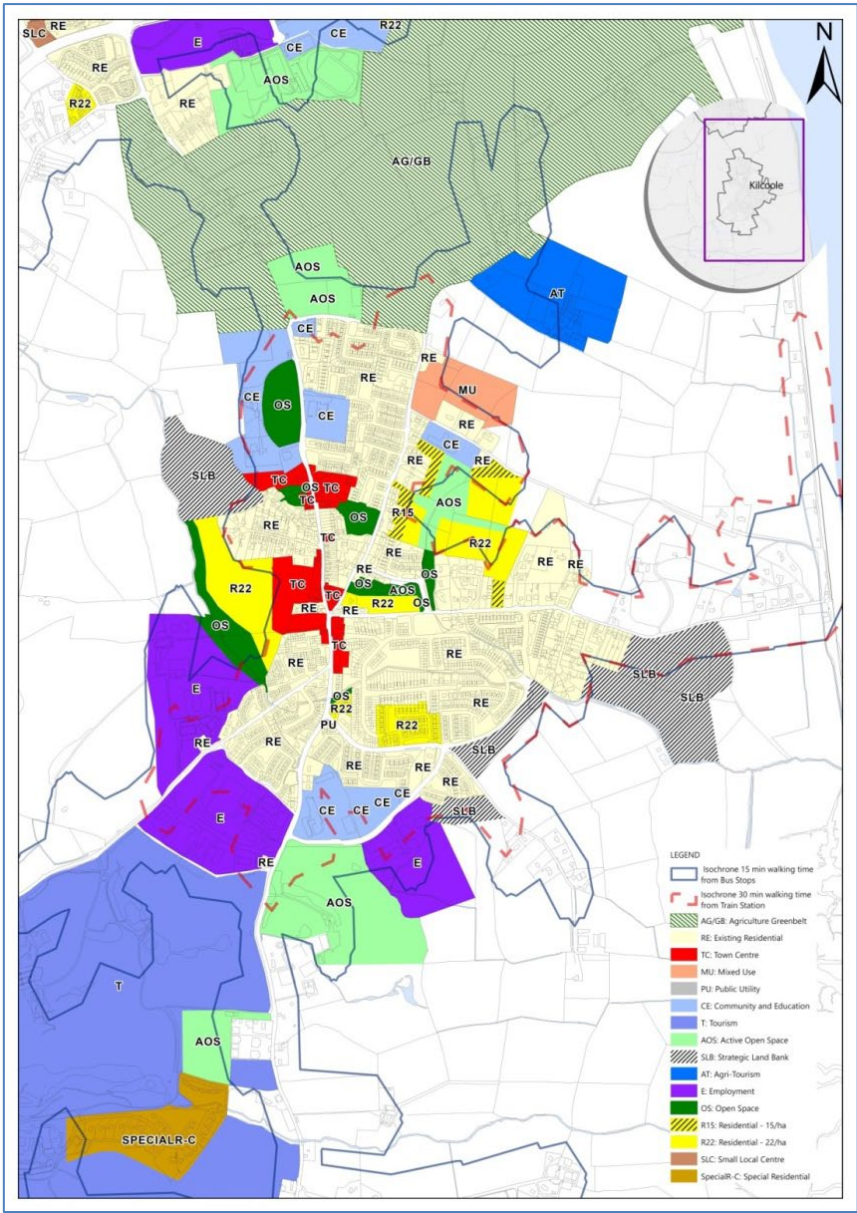
- they are serviced or serviceable with footpaths and cycleways;
- are within 30 minutes' walk time of a train station;
- are within 15 minutes' walk time of an existing or a committed bus service (including routes identified in Bus Connects).

A consolidated map has been prepared which shows all locations in the LPF area that are within an acceptable walking distance to public transport services. When this is overlaid with the previous Local Area Plan for the LPF area, locations that were previously zoned for new development that are not accessible to the public transport network (existing and proposed) can be identified. The appropriate further development strategy for undeveloped lands at these locations is addressed to follow.



**Greystones – Delgany: Public transport accessibility compared to previous LAP**





Kilcoole: Public transport accessibility compared to previous LAP

**Previous 'New Residential' Zones outside of acceptable travel times (undeveloped)**

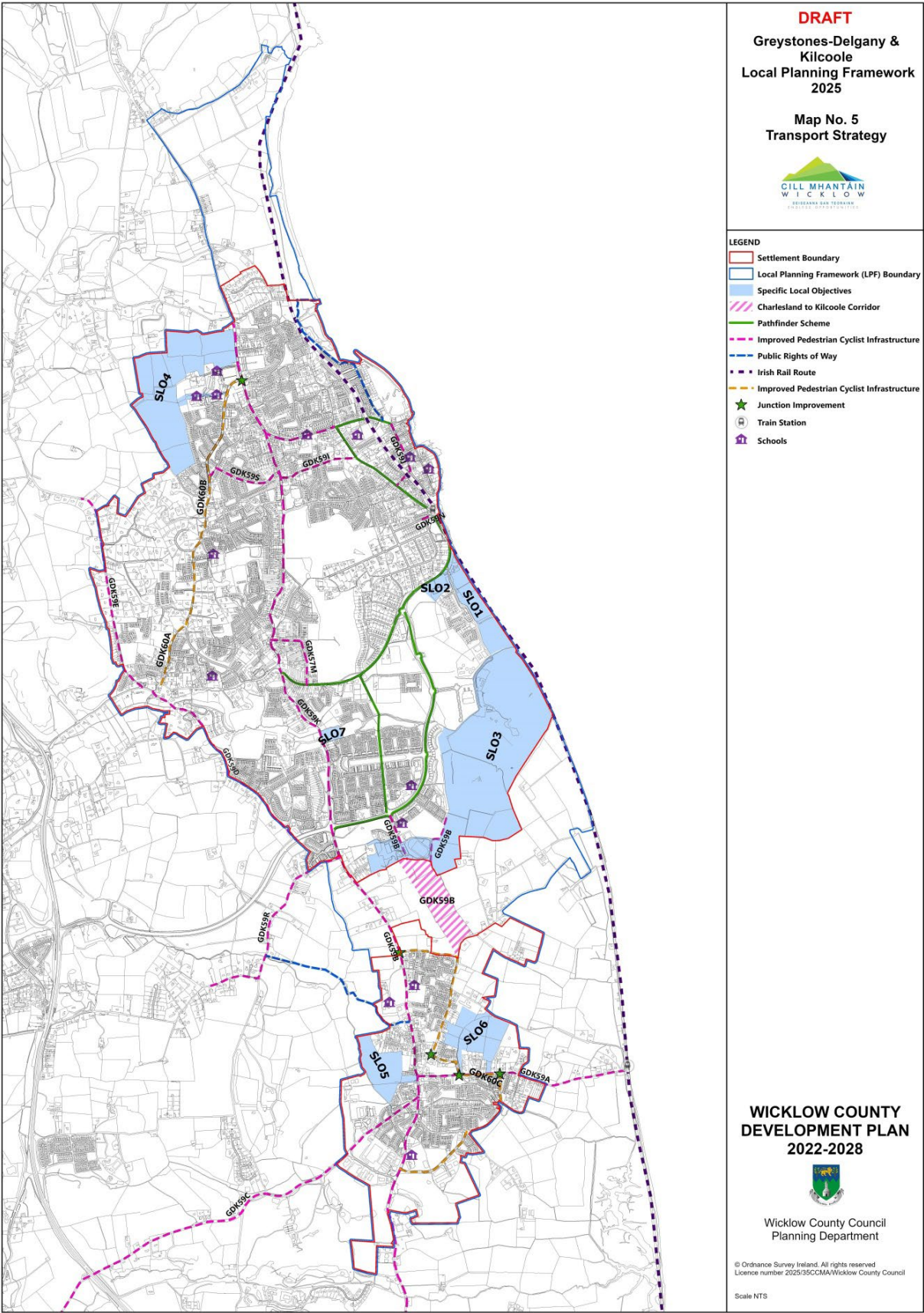
<b>Town</b>	<b>Location</b>	<b>Previous zoning</b>	<b>Development Options</b>
<b>Greystones</b>	<b>Coolagad</b>	<b>R22/R17 AP1 action area</b>	This area appears to be inaccessible to public transport due to the lack of existing public roads on the lands (lands undeveloped). However, having regard to the location of bus routes along the Bray Road, development on these lands would likely be within 15 minutes' walk time of a bus stop.
<b>Greystones</b>	<b>Coolagad</b>	<b>R17</b>	This area appears to be inaccessible to public transport due to the lack of existing public roads on the lands (lands undeveloped). However, having regard to proximity to roads / footpaths on newly development lands to the south and the route of new BusConnects line L3, development on these lands would likely be within 15 minutes' walk time of a bus stop.
<b>Delgany</b>	<b>Kindlestown Hill</b>	<b>R5</b>	This area appears to be inaccessible to public transport due to the lack of existing public roads on the lands (lands undeveloped). However, having regard to proximity to existing public road on newly development lands to the south and the route on new BusConnects line L3, development on these lands would likely be within 15 minutes' walk time of a bus stop.
<b>Delgany</b>	<b>Kindlestown Hill</b>	<b>Special R-A</b>	This area appears to be inaccessible to public transport due to the lack of existing public roads on the lands (lands undeveloped). However, having regard to the location of bus routes in Delgany, development on these lands would likely be within 15 minutes' walk time of a bus stop.
<b>Delgany</b>	<b>Blackberry Lane south</b>	<b>R2.5</b>	This area is not accessible to public transport in Delgany village due to lack of pedestrian facilities along Blackberry Lane, and hazardous walking conditions.
<b>Kilcoole</b>	<b>Kilcoole east</b>	<b>R22 AP8 action area</b>	This area appears to be inaccessible to public transport due to the lack of existing public roads on the lands (lands undeveloped). However, having regard to the location of bus routes along Sea Road, development on these lands would likely be within 15 minutes' walk time of a bus stop.
<b>Kilcoole</b>	<b>Kilcoole west</b>	<b>R22 AP9 action area</b>	This area appears to be inaccessible to public transport due to the lack of existing public roads on the lands (lands undeveloped). However, having regard to the location of bus routes along Kilcoole Main Street, development on these lands would likely be within 15 minutes' walk time of a bus stop.

**Previous 'Employment' Zones outside of acceptable travel times (undeveloped)**

<b>Town</b>	<b>Location</b>	<b>Previous zoning</b>	<b>Development Options</b>
<b>Greystones</b>	<b>Charlesland</b>	<b>E</b>	This area appears to be inaccessible to public transport due to the lack of existing public roads on the lands (lands undeveloped). However, having regard to proximity to roads / footpaths on newly development lands to the east, and the route of new BusConnects line L2, development on these lands would be within 15 minutes' walk time of a bus stop.
<b>Kilcoole</b>	<b>Kilcoole south</b>	<b>E</b>	This area appears to be inaccessible to public transport due to the lack of existing public roads on the lands (lands undeveloped). However, having regard to the location of bus routes along the R761, development on these lands would likely be within 15 minutes' walk time of a bus stop.
<b>Kilcoole</b>	<b>Kilcoole west</b>	<b>E</b>	This area appears to be inaccessible to public transport due to the lack of existing public roads on the lands (lands undeveloped). However, having regard to the location of bus routes along the R761, development on these lands would likely be within 15 minutes' walk time of a bus stop



Proposed Greystones-Delgany and Kilcoole LPF Transport Objectives



#### 4. ACTIVE LAND MANAGEMENT

The achievement of sustainable compact growth and regeneration will be supported through the implementation of active land management measures which promote the development of infill and brownfield lands, and strategically located greenfield sites that support the principles of consolidated growth.

The Residential Zoned Land Tax (RZLT) is a key active land management tool for the delivery of houses on serviced sites in all of the towns and villages in County Wicklow. All undeveloped / vacant / idle mixed use and undeveloped residential zoned lands are annually assessed to consider whether they are in scope to be liable for the tax. Lands that are in scope are liable to pay a tax annually.

#### 5. FUNDING SOURCES

The LPF identifies a range of strategic and local infrastructure necessary to facilitate development in the plan area. The delivery of all infrastructure is funding dependant. The key funding sources for the delivery of infrastructure are:

<u>State</u>	National Development Plan (NDP) Urban Regeneration Development Funding (URDF) Rural Regeneration Development Funding (RRDF) Smarter Travel (NTA) Transport Infrastructure Ireland (TII) National Transport Authority (NTA) Uisce Eireann (UE) OPW LEADER/SICAP Department of Education other Government departments etc.
<u>Wicklow County Council</u>	WCC Development contribution schemes, WCC Capital Works Programme, etc.
<u>Developer</u>	The developer of the land / infrastructure provides the funding to deliver the infrastructure or provides the infrastructure themselves.

#### 6. INFRASTRUCTURE DELIVERY SCHEDULE

This section sets out the key infrastructure necessary, in a staged delivery schedule, in order to achieve the timely delivery of the objectives of this LPF. This section focuses on the key road, water, recreational, community and educational infrastructure. It is acknowledged that there is a broad range of infrastructure necessary in order to enhance the services to the homes, businesses and schools of Greystones-Delgany & Kilcoole.

The development and continued delivery of telecommunications and energy has not been incorporated into this schedule as it is addressed under the County Development Plan and Wicklow County Council continues to liaise and work with the necessary telecommunications and energy providers of such infrastructure to continue to enhance these services.

The initial lifetime of the LPF is 3 years and may extend up to 13 years (to align with the County Development Plan cycle). The delivery schedule is divided in to the following four phases as well as an on-going stage with delivery throughout the plan lifetime and beyond:

<u>Immediate term</u>	Year 1 and Year 2
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<u>Short term</u>	Year 3 and Year 4
<u>Medium term</u>	Year 5 and Year 6
<u>Long term</u>	6 years plus
<u>On - going</u>	Throughout the LPF lifetime and beyond

This schedule is a living programme. It will be reviewed at regular intervals to assess how the implementation is progressing, available resources and as new sources of funding and/or providers emerge.

Implementation &amp; Infrastructure Delivery Schedule Table

Infrastructure	Delivery Schedule	Funding
<b>TRANSPORT</b>		
<b>Delgany Village Accessibility Scheme (Convent Road Phase)</b>	Medium term	State, WCC
<b>Chapel Road Pedestrian and Cyclist Infrastructure Improvement Scheme</b>	Immediate	State, WCC
<b>Alternative route to the east of Kilcoole to 'by-pass' the core town centre</b>	Ongoing	Developer, State, WCC
<b>Pedestrian and cycling infrastructure from Kilcoole Main Street to Kilcoole train station</b>	Medium term	State, WCC
<b>Pedestrian and cycling infrastructure from Kilcoole to Charlesland</b>	Medium term	Developer, State, WCC
<b>Pedestrian and cycling infrastructure from Kilcoole to Newtownmountkennedy</b>	Medium term	State, WCC
<b>Pedestrian infrastructure along the full length of Priory Road from Eden Gate to Delgany</b>	Short term	State, WCC
<b>Pedestrian infrastructure from Delgany to Kindlestown Woods</b>	Immediate	State, WCC
<b>Pedestrian and cycling safety improvements on the Charlesland dual carriageway from Kilcoole Road to Mill Road (part of Pathfinder Programme)</b>	Immediate	State, WCC
<b>Pedestrian and cycling safety improvements from Killincarrig crossroads to Greystones station (part of Pathfinder Programme)</b>	Immediate	State, WCC
<b>Pedestrian and cycling safety improvements from Greystones station to the harbour via Church Road and Victoria Road (part of Pathfinder Programme)</b>	Immediate	State, WCC
<b>Pedestrian and cycling safety improvements along Church Lane</b>	Medium term	State, WCC
<b>Pedestrian and cycling infrastructure from Church Road to the harbour via La Touche Place and Trafalgar Road, including the potential development of a new foot/cycle bridge over the railway line</b>	Medium term	State, WCC
<b>Pedestrian and cycling infrastructure along the Kilcoole Road from Killincarrig crossroads to Knockroe roundabout</b>	Short term	State, WCC
<b>Pedestrian and cycling infrastructure from Charlesland Wood to Mill Road via Burnaby Lawns including a new bridge across the Three Trout's River (part of Pathfinder Programme)</b>	Immediate	State, WCC
<b>Pedestrian, cycling and road layout improvements in Castle Villas, Carrig Villas and New Road in Killincarrig in order to create a 'homezone' environment</b>	Medium term	State, WCC
<b>Pedestrian and cycling improvements, including potential full pedestrianisation, of Killincarrick Road along Burnaby Park from the Church Road junction to the Burnaby Road</b>	Long term	State, WCC

<b>junction</b>		
<b>Pedestrian and cycling infrastructure from Prettybush Corner to Kilquade</b>	Medium term	State, WCC
<b>Pedestrian and cycling infrastructure from R761 to Chapel Road via Applewood Heights</b>	Medium term	State, WCC
<b>To cooperate with NTA, Iarnród Éireann and other relevant transport planning bodies in the delivery of a high quality, integrated and accessible transport system in the LPF area. In particular to support and facilitate the following schemes / programmes:</b> a) The improvement of mainline train and DART services b) The improvement of existing and provision of new bus services within the LPF area and linking the LPF area to the wider County and to Dublin	Ongoing	State, WCC

<b>Infrastructure</b>	<b>Delivery Schedule</b>	<b>Funding</b>
<b>WATER AND WASTE WATER</b>		
General water supply network upgrade and extension.	On-going	State (UE)
General wastewater treatment network upgrade and extension.	On-going	State (UE)
General - Replace the combined surface water system with a separate network to the waste water.	On-going	State (UE), WCC
Drainage Area Plan (DAP) for area between Sea Road and Lott Lane in Kilcoole	Immediate term	State (UE), WCC
Surface Water Management Plan for the Coolagad – Templecarrig area	Immediate term	WCC
To work with the OPW and any other relevant bodies to address the effects of sea level changes, coastal flooding and erosion and to support the implementation of adaptation responses in vulnerable areas. To facilitate the provision of new or the reinforcement of existing coastal defences and protection measures where necessary and in particular to consider the implementation of the measures identified in the ECRIPP and any other similar studies that are produced during the lifetime of the LPF. To employ soft engineering techniques or natural solutions as an alternative to hard coastal defence works, wherever feasible.	On-going	State (OPW), WCC

<b>Infrastructure</b>	<b>Delivery Schedule</b>	<b>Funding</b>
<b>COMMUNITY / SOCIAL</b>		
To support and encourage the redevelopment of lands at Mill Road SLO2 for health / medical and tourism uses	Short-medium term	Developer, State, WCC
To support and encourage the redevelopment of Charlesland golf club as a regional scale sports	Medium – long term	Developer, State, WCC



and recreation centre, linking up with the existing Charlesland Sport Centre, in accordance with the SLO3 objectives set out in this LPF.		
Delivery of active open space and parks in Coolagad in accordance with the SLO4 objectives set out in this LPF	Medium term (Priority 2 zone)	Developer, WCC
Delivery of active open space and parks in Bullford in accordance with the SLO5 objectives set out in this LPF	Medium term (Priority 2 zone)	Developer, WCC
Delivery of active open space and parks in Ballydonarea in accordance with the SLO6 objectives set out in this LPF	Medium term (Priority 2 zone)	Developer, WCC
Delivery of active open space and parks at Three Trouts in accordance with the SLO7 objectives set out in this LPF	Short term (Priority 1 zone)	Developer, WCC
Mill Lane nature park	Medium term	Developer, State, WCC
To support and encourage the redevelopment of Kilcoole golf club as a mixed sports and recreation centre.	Medium – long term	Developer, State, WCC

## 7. PHASING

It is an objective of the Council that development is undertaken in an orderly and sustainable manner. The development of zoned land should generally be phased in accordance with the sequential approach:

- Development shall extend outwards from the centre of Greystones-Delgany & Kilcoole with undeveloped land closest to the centre and public transport routes given priority. 'Leapfrogging' to peripheral areas shall be strongly resisted unless absolutely necessary;
- A strong emphasis should be placed on encouraging infill opportunities and better use of underutilised lands;
- Areas to be developed should be contiguous to existing developed areas; and
- The development of Specific Local Objectives (SLOs) should be phased in accordance with the stated objectives of the SLO where phasing has been specified.

With regard to residential development, where a need for new greenfield development is identified, 'edge of centre' locations will be considered the priority location for such new greenfield residential development and will generally be zoned as 'New Residential - Priority 1' (zoned RN1) while more 'out of centre' housing sites (zoned 'New Residential - Priority 2' RN2) will only be considered where Objective GDK16 is satisfied and on the basis of integrated housing / community facilities / open space schemes that can be well connected to the existing built up area.

<b>GDK16</b>	<p>Notwithstanding the zoning / designation of land for new 'greenfield' residential development (RN), permission will not be considered for RN2 Priority 2 lands unless the following conditions are satisfied:</p> <ul style="list-style-type: none"> <li>▪ At least 75% of Priority 1 new residential lands (RN1) lands have been activated (i.e. consent obtained and development initiated);</li> <li>▪ It can be shown that the housing / population generated by the proposed development would not result in the prevailing Core Strategy targets at the time of the application being significantly breached.</li> </ul>
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## 8. IMPLEMENTATION OF OBJECTIVES

Wicklow County Council is committed to taking a pro-active approach to progress the delivery of the LPF. The LPF, as part of the Wicklow County Development Plan will have effect for the period of the County Development Plan, which is due for review in 2028.

The LPF objectives are specific, measurable, achievable and realistic. However, a number are set within a longer timeframe, thus they may not be fully implemented over the lifetime of the LPF period. It is important to note that the implementation of a plan/ framework may be constrained by a number of elements, namely, the economic climate, political support, allocated local authority funding, and the availability of funding from other sources. Therefore, no funding of projects is guaranteed in advance nor is the implementation of all objectives contained within the LPF.

It is intended that the various agencies, including voluntary groups, professional institutions, public and private bodies including Wicklow County Council, and other organisations in Greystones-Delgany & Kilcoole will be encouraged to participate whenever possible, in the implementation of the policies and objectives of this LPF to move the settlement forward.

The Planning Section of the Council is the lead section responsible for monitoring and implementing the LPF, mainly through its development management function. However, it is important to note that this LPF co-ordinates the work and objectives of other directorates, including Greystones Municipal District.

The tables set out to follow identify the Council directorates / departments and / or state agencies that will be responsible for or have a role in the delivery of each objectives of the LPF. In addition, the infrastructure requirement of 'SLO' areas (area of significant development) are detailed.

No.	Objective	Timeframe	WICKLOW COUNTY COUNCIL									STATE AGENCIES			
			Development Management	Municipal District team	Economic Development Unit	Tourism Unit	Town Regeneration Office	Heritage & Biodiversity Units	Transportation & Infrastructure Delivery Directorate	Climate, Environment, Recreation & Amenity Directorate	Social Development Directorate	Transport Infrastructure Ireland	National Transport Authority	Uisce Eireann	OPW
GDK1	To promote Greystones town centre in the first instance as the priority location within the settlement of Greystones for new residential, retail / retail services and employment through the development of vacant or underutilised sites and via the reconfiguration / redevelopment of existing low density development, while at all times respecting the character and heritage of the town centre and particularly designated ACAs. In particular, to support the development of opportunity sites in accordance with the specific criteria set out for each identified area within this LPF.	Ongoing	√	√	√		√								
GDK2	<p>To support and facilitate improvements to the public realm in Greystones town centre to provide an attractive, comfortable environment for pedestrians, cyclists and users of public transport. Future improvements could include the following:</p> <ul style="list-style-type: none"><li>Improvements in 'walkability' and 'legibility' via enhancement of pedestrian facilities along public roads (including local laneways) and connections within the town centre, from the town centre to the harbour and to edge of centre residential areas, and improved wayfinding signage;</li><li>The development of a 'sheltered walkway' between the train station and the park-and-ride;</li><li>Reduction in the dominance of private vehicles and space dedicated to private vehicles in the public realm, and thereby facilitating the enhancement of space for social interaction and potential use for community and business uses; in particular to support the pedestrianisation of Killincarrick Road along Burnaby Park from the Church Road junction to the Burnaby Road junction;</li><li>Improvement of quality and consistency of the public realm including more consistency in road surface treatments, paving materials, signage and street furniture;</li><li>The development of an outdoor arts / creative / community events space within the town; in particular to support the development of an outdoor community space at the La Touche Road car park adjoining the south beach;</li><li>Improvement to overall enjoyment of the experience of being in Greystones town centre through reductions in traffic, street clutter, overhead cabling and incongruous public realm elements.</li></ul>	Ongoing	√	√			√		√	√			√		
GDK3	To support opportunities for new development in Delgany village centre that will add to the vitality and vibrancy of the village, and particularly those that enhance the retail / retail services offer and community infrastructure for the local community through the development of underutilised sites and via the reconfiguration/redevelopment of existing lower density development, while at all times respecting the character and heritage of the village, a designated ACA.	Ongoing	√	√			√								
GDK4	<p>To support and facilitate improvements to the public realm in Delgany village to provide an attractive, comfortable environment for pedestrians, cyclists and users of public transport, which supports the protection of the unique built and natural heritage of the area; such improvements could include the following:</p> <ul style="list-style-type: none"><li>Improvements to public realm including but not limited to the provision of new public seating (and other places where people can linger and socialise) and new signage;</li><li>Measures to enhance the safety of pedestrian and cyclist movement in the village and from the village to nearby amenity areas such as Three Trouts River, Glen Of The Downs and Kindlestown Hill, and encourage higher use of 'active travel';</li><li>Improvements to the public realm along Convent Road in conjunction with any road safety changes to the carriageway, which enhances the heritage and character of the area, while</li></ul>	Ongoing	√	√			√						√		



No.	Objective	Timeframe	WICKLOW COUNTY COUNCIL									STATE AGENCIES			
			Development Management	Municipal District team	Economic Development Unit	Tourism Unit	Town Regeneration Office	Heritage & Biodiversity Units	Transportation & Infrastructure Delivery Directorate	Climate, Environment, Recreation & Amenity Directorate	Social Development Directorate	Transport Infrastructure Ireland	National Transport Authority	Uisce Eireann	OPW
	<div>enhancing facilities for pedestrians and cyclists;</div> <div><div><div>The use of a consistent and recognisable design, and appropriate colour palette in the design of public realm elements;</div><div>The integration of measures to improve ecology and biodiversity.</div></div></div>														
GDK5	To require the design of all new developments in Delgany village centre to be of the highest architectural quality, that reflects the traditional scale / massing, unique design features, materials, format / patterns of development in the village centre. All new developments (of any scale) shall include a Design Statement showing how the features of the existing village have be considered and addressed in the design of any new development.	Ongoing	√												
GDK6	To support opportunities for new development in Neighbourhood Centres and Small Local Centres that will add to the vitality and vibrancy of these areas and allow them to play a stronger role as focal points for local community interaction / services, to improve the mixes of uses in already development locations, through the development of underutilised sites and the reconfiguration/redevelopment of existing lower density development. In particular, to support the development of opportunity sites in accordance with the specific criteria set out for each identified area within this LPF.	Ongoing	√												
GDK7	To promote Kilcoole town centre as the priority location within the settlement of Kilcoole (above edge of centre or peripheral location, even where zoned) for new residential, retail / retail services, community, cultural and employment development, through the development of vacant or underutilised sites and via the reconfiguration / redevelopment of existing low density development, while at all times respecting the character and heritage of the town centre. In particular, to support the development of opportunity sites in accordance with the specific criteria set out for each identified area within this LPF.	Ongoing	√				√								
GDK8	To support and promote the development of an alternative vehicular route around Kilcoole town centre (as detailed in Section B.7) in order to remove unnecessary traffic from the town centre, and provide opportunities for urban regeneration and public realm improvements.	Ongoing	√	√			√		√				√		
GDK9	<div>To support and facilitate improvements to the public realm in Kilcoole town centre to provide an attractive, comfortable environment for pedestrians, cyclists and users of public transport. In particular, the following improvements shall be supported and promoted:</div> <div><div><div>Reduction in the dominance of private vehicles and space dedicated to private vehicles in the public realm, and in particular in the area between the Main Street – Sea Road Junction and the Church, thereby facilitating the enhancement of space to be devoted to the improvement of pedestrian and cyclist infrastructure and for social interaction and potential use for community and business uses;</div><div>Improvements in walking and cycling connections within the town centre, from the town centre to the coast / train station, to local amenity areas / heritage assets (such as the ‘mass path’ and ‘Kilcoole Rock’) and to edge of centre residential areas;</div><div>The development of additional public parks and squares in the town centre, and other places where the community can interact and avail of community services and enhancement of biodiversity overall;</div><div>Improvement of quality and consistency of the public realm including more consistency road surface treatments, paving materials, signage and street furniture.</div></div></div>	Ongoing	√	√			√		√				√		

No.	Objective	Timeframe	WICKLOW COUNTY COUNCIL									STATE AGENCIES			
			Development Management	Municipal District team	Economic Development Unit	Tourism Unit	Town Regeneration Office	Heritage & Biodiversity Units	Transportation & Infrastructure Delivery Directorate	Climate, Environment, Recreation & Amenity Directorate	Social Development Directorate	Transport Infrastructure Ireland	National Transport Authority	Uisce Eireann	OPW
<b>GDK10</b>	To require the design of all new developments in Kilcoole town centre to be of the highest architectural quality, that reflects the traditional scale / massing, unique design features, materials, format / patterns of development in the town centre. All new developments (of any scale) shall include a Design Statement showing how the features of the existing town centre have be considered and addressed in the design of any new development.	Ongoing	√												
<b>GDK11</b>	To permit the nature and scale of retail development appropriate to enable each centre to perform its role and function as defined within the County Retail Strategy. The nature and scale of a development proposed (either by themselves or cumulatively in conjunction with other developments) in a centre shall not compromise the role or function of any other centre within the hierarchy, in particular the role and function of a centre that is of a higher level in the hierarchy above that which is being considered.	Ongoing	√												
<b>GDK12</b>	To vigorously protect and promote the vitality and viability of town and village centres. Development proposals not according with the fundamental objective to support the vitality and viability of town / village centre sites must demonstrate compliance with the 'sequential approach' before they can be approved. The 'sequential approach' shall be applied and assessed in accordance with the 'Retail Planning Guidelines, (DoECLG, 2012)' <sup>2</sup> . The Planning Authority will discourage new retail development if they would either by themselves or cumulatively in conjunction with other developments seriously damage the vitality and viability of existing retail centres within the County.	Ongoing	√												
<b>GDK13</b>	Within neighbourhood centres, it is the objective of the Planning Authority to protect, provide for, and improve the mix of neighbourhood centre services and facilities, which provide for the day-to-day needs of the local community, to a degree that is akin to their role and function as outlined in the Retail Strategy. Development which would undermine the role of the town / village centre will not be permitted.	Ongoing	√												
<b>GDK14</b>	To support and facilitate the development of retail use at Greystones harbour, of a type and format appropriate to the needs of the immediate area and the needs of visitors to the harbour / marina and at a scale that does not undermine the role of the existing Town Centre.	Ongoing	√												
<b>GDK15</b>	The priority for housing growth shall be the existing built up area of the settlements, on lands zoned 'town centre', 'village centre', 'mixed use' and 'existing residential'. Development shall extend outwards from the centres of Greystones, Delgany and Kilcoole with undeveloped land closest to the centre and public transport routes given priority. 'Leapfrogging' to peripheral areas shall be strongly resisted. In cognisance that the potential of such regeneration / infill / brownfield sites is difficult to predict, there shall be no quantitative restriction inferred from this LPF or the associated tables on the number of units that may be delivered within the built up envelope of the towns.	Ongoing	√						√						
<b>GDK16</b>	Notwithstanding the zoning / designation of land for new 'greenfield' residential development (RN), permission will not be considered for RN2 Priority 2 lands unless the following conditions are satisfied: <ul style="list-style-type: none"> <li>At least 75% of Priority 1 new residential lands (RN1) lands have been activated (i.e. consent obtained and development initiated);</li> <li>It can be shown that the housing / population generated by the proposed development would not result in the prevailing</li> </ul>	Ongoing	√												

<sup>2</sup> In short, the order of priority for the sequential approach is to locate retail development in the city/town centre and only to allow retail development in edge-of-centre or out-of-centre locations where all other options have been exhausted. Refer to guidelines for full description.

No.	Objective	Timeframe	WICKLOW COUNTY COUNCIL									STATE AGENCIES				
			Development Management	Municipal District team	Economic Development Unit	Tourism Unit	Town Regeneration Office	Heritage & Biodiversity Units	Transportation & Infrastructure Delivery Directorate	Climate, Environment, Recreation & Amenity Directorate	Social Development Directorate	Transport Infrastructure Ireland	National Transport Authority	Uisce Eireann	OPW	
	Core Strategy targets at the time of the application being significantly breached.															
GDK17	<p>To require that new residential development represents an efficient use of land and achieves the highest densities suitable to that site subject to the reasonable protection of existing residential amenities and the established character of existing settlements. In promoting higher densities and more compact development, new development should demonstrate compliance with:</p> <ul style="list-style-type: none"><li>▪ Sustainable Residential Development and Compact Settlements Guidelines for Planning Authorities (DoHLGH 2024)</li><li>▪ Design Standards for New Apartments Guidelines for Planning Authorities (DoHLGH 2023)</li><li>▪ Urban Development and Building height Guidelines for Planning Authorities (DoHLGH 2018)</li><li>▪ Design Manual for Urban Roads and Streets (DMURS);</li><li>▪ any subsequent / replacement Ministerial / Government guidelines.</li></ul> <p>However, lower density residential developments may be required at certain locations; where by virtue of environmental, topographical and service constraints, including lack of public mains infrastructure, poor road access, steep gradients, flooding issues and significant coverage of natural biodiversity; a lower density of development is preferable. In particular, the planning authority will carefully control new housing development and the density of new development on lands zoned ‘RE: Existing Residential’ at Blackberry Lane, Kindlestown Upper and Bellevue Demesne.</p>	Ongoing	√						√							
GDK18	<p>Housing development shall be managed and phased to ensure that infrastructure is adequate or is being provided to match the needs of new residents.</p> <p>New significant residential or mixed use development proposals (of which residential development forms a component), shall be required to be accompanied by a Social Infrastructure Audit, to determine if social and community facilities in the area are sufficient to provide for the needs of the future residents. Where deficiencies are identified, proposals will be required to either rectify the deficiency, or suitably restrict or phase the development in accordance with the capacity of existing or planned services.</p>	Ongoing	√						√	√	√					
GDK19	<p>In areas zoned ‘Existing Residential’ house improvements, alterations and extensions and appropriate infill residential development (including that which comprises the replacement of existing lower density development with higher density development) in accordance with principles of good design and protection of existing residential amenity will normally be permitted (other than on lands permitted or designated as open space, see CPO 6.25 of the Wicklow County Development Plan). While new developments shall have regard to the protection of the residential and architectural amenities of houses in the immediate environs, alternative and contemporary designs shall be encouraged (including alternative materials, heights and building forms), to provide for visual diversity.</p>	Ongoing	√													
GDK20	<p>Any new development on lands zoned RS (Special Residential) at ‘The Old Burnaby’ ACA shall be restricted to a lower density (not exceeding 10 units per hectare), and a design and height that reflect the character of this existing historical residential area. All applications within this area shall include Architectural Heritage Impact Assessment in support of the development.</p>	Ongoing	√													
GDK21	<p>To facilitate and support all forms of employment creation on appropriately zoned land in Greystones-Delgany and Kilcoole and to promote the intensification of activities at existing suitable employment locations especially where this can mitigate long distance commuting, subject to the proper planning and sustainable</p>	Ongoing	√		√											



			WICKLOW COUNTY COUNCIL									STATE AGENCIES			
No.	Objective	Timeframe	Development Management	Municipal District team	Economic Development Unit	Tourism Unit	Town Regeneration Office	Heritage & Biodiversity Units	Transportation & Infrastructure Delivery Directorate	Climate, Environment, Recreation & Amenity Directorate	Social Development Directorate	Transport Infrastructure Ireland	National Transport Authority	Uisce Eireann	OPW
	development of the area and compliance with all other objectives of the County Development Plan and this LPF.														
GDK22	To facilitate and support Greystones-Delgany and Kilcoole town centres as the priority for new employment, particularly ‘people’-based employment development.	Ongoing	√		√										
GDK23	To protect employment zoned land from inappropriate development that would undermine future economic activity or the sustainable development of such areas.	Ongoing	√		√										
GDK24	To facilitate and support the development of large-scale employment generating development on the Strategic Employment lands at Mill Road – Killincarrig	Ongoing	√		√				√						
GDK25	To support the continued operation and further development of Bulford Business Park, Kilcoole Industrial Estate and Network Enterprise Park as key employment hubs within the area.	Ongoing	√		√										
GDK26	To encourage and facilitate the development of office developments and small-scale service industries at appropriate locations, digital / remote working hubs and enterprise / innovation centres, and in particular to support further development associated with the Greystones Regional Innovation District (GRID) co-working hub at Charlesland.	Ongoing	√		√										
GDK27	To require Employment zoned land at Charlesland to be developed as follows: <ul style="list-style-type: none"><li>at a high density with the highest standard of architectural design reflecting the key location at a gateway to the settlement - low intensity / low employment uses will not be considered appropriate at this location;</li><li>the layout makes provision for well supervised, public green routes (including foot and cycleways) from both the R761 and the L-1221 Charlesland dual carriageway across the site to the Charlesland Sports Park</li></ul>	Ongoing	√												
GDK28	To facilitate and support the film industry in the LPF area, including the development of production facilities at appropriate locations and the use of the area for film locations, including the erection of temporary structures and services.	Ongoing	√	√	√										
GDK29	To support the further development of commercial and tourism related maritime / marine services sector, including services that may support the off-shore wind energy sector.	Ongoing	√		√				√	√					
GDK30	To support and facilitate the provision of tourist information services and tourist signage at appropriate locations in the LPF area, with particular emphasis on locations close to existing public transport nodes and existing tourism / recreation facilities / assets. To cooperate with Wicklow County Tourism, Fáilte Ireland and other appropriate bodies in facilitating the development and erection of standardised and branded signage for tourism facilities and tourist attractions.	Ongoing	√	√		√			√						
GDK31	To support and facilitate the improvement of existing and development of additional recreational infrastructure at beaches, harbours and coastlines in the LPF area, including (but not limited to): <ul style="list-style-type: none"><li>improvements to coastal access, including for those with disabilities;</li><li>improvement of existing or development of new toilets, changing facilities, waste disposal facilities etc;</li><li>improvement of existing or development of new appropriately scaled and located car parking;</li><li>infrastructure supporting swimming, sailing and other watersports; shore fishing and bird watching;</li><li>subject to ensuring no adverse impact (directly, indirectly or cumulatively) on the conservation objectives of European sites along the coast or on the flora and fauna, biodiversity or water quality of these areas.</li></ul>	Ongoing	√	√		√			√	√					

GREYSTONES-DELGANY & KILCOOLE LOCAL PLANNING FRAMEWORK													IMPLEMENTATION PROGRAMME			
			WICKLOW COUNTY COUNCIL									STATE AGENCIES				
No.	Objective	Timeframe	Development Management	Municipal District team	Economic Development Unit	Tourism Unit	Town Regeneration Office	Heritage & Biodiversity Units	Transportation & Infrastructure Delivery Directorate	Climate, Environment, Recreation & Amenity Directorate	Social Development Directorate	Transport Infrastructure Ireland	National Transport Authority	Uisce Eireann	OPW	
GDK32	To support and facilitate the development of tourism facilities and infrastructure related to <ul style="list-style-type: none"><li>the film and television industry;</li><li>the area’s early Christian, medieval, Victorian and Edwardian built heritage;</li><li>sporting / recreation facilities in the area, including (but not limited to) swimming, sailing and other watersports, cycling and golf;</li><li>including trails / routes, signage and visitor attractions / services.</li></ul>	Ongoing	√	√		√			√							
GDK33	To positively consider the development of new hotels, apart-hotels, boutique hotels and hostels within in the LPF area in accordance with the following criteria: a) Subject to compliance with normal planning and design criteria, hotels, apart-hotels, boutique hotels and hostels will be considered in any land use zone in this LPF other than CE, AOS, OS1 and OS2 (subject to (b) below); b) Hotels, apart-hotels and boutique hotels may be considered in the AOS zoned area where such land is in active golf course use and the accommodation is held in single ownership and managed in conjunction with the golf course; c) Applications for accommodation outside of the settlement boundaries in the LPF area (i.e. in the AG area) shall only be considered in accordance with the rural development objectives of the County Development Plan.	Ongoing	√			√			√							
GDK34	To support the development of camping / glamping and touring caravan parking sites in any land use zone in this LPF other than OS1 and OS2, subject to it being demonstrated that such use would not undermine the vision / objective of that zone to any material degree, or interfere with the compact growth and densification goals for the settlements in the LPF area.	Ongoing	√			√			√							
GDK35	To support the enhancement of the tourism offer at existing public houses / eating establishments by the conversion of upper floors or via extension to provide for guest accommodation.	Ongoing	√			√										
GDK36	To support the change of use of dwellings to owner occupied guest houses and to support the use of existing residences for occasional short term letting use; however, permission will not be considered for conversion of non owner occupied entire dwelling units for full time short term letting use to ensure that there is a sufficient supply of rental properties available for longer terms rental in the area.	Ongoing	√													
GDK37	To encourage eco-tourism projects <sup>3</sup> or those tourism projects with a strong environmentally sustainable design and operational ethos. To facilitate and promote the development of small-scale tourist enterprises that are developed in conjunction with established rural activities such as agriculture. Such enterprises may include open farms, health farms, heritage and nature trails, pony trekking etc.	Ongoing	√			√										
GDK38	To protect and enhance existing, and support the development of new walking, cycling and horse riding routes / trails, including facilities ancillary to trails (such as sign posting and car parks) and the development of linkages between trails in the area. In particular, to encourage and facilitate: <ul style="list-style-type: none"><li>the maintenance and improvement of the full coastal area from Greystones to Kilcoole<sup>4</sup>;</li><li>the development of a coastal route from Greystones to Wicklow Town as well as links between this potential route and Kilcoole and the R761;</li><li>the improvement of routes from Greystones and Delgany to</li></ul>	Ongoing	√	√		√		√	√							

<sup>3</sup> Ecotourism is now defined as "responsible travel to natural areas that conserves the environment, sustains the well-being of the local people, and involves interpretation and education" (**International Ecotourism Society** TIES, 2015). Education is meant to be inclusive of both staff and guests.
<sup>4</sup> Bray Head – Bray to Greystones cliff walk and the coastal zone to the east of same including new marina park – Greystones north beach, marina, harbour – Greystones coastal route and beaches (the Cove, south beach) – Charlesland golf club to Ballygannon – the Murrrough European Site at Kilcoole.

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	Kindlestown Woods, Glen of the Downs and the Three Trouts Stream; <ul style="list-style-type: none"><li>the development of a green route along Three Trouts Stream from Glen Road, Delgany to the sea;</li><li>the development of footpaths and cycleways linking Kilcoole town centre to Kilcoole train station and Druid's Glen Resort;</li><li>the development of a route between north Kilcoole and Charlesland sport centre;</li><li>the 'Mountains to the Sea' amenity route as it may apply to Kilcoole (linking Glendalough – Laragh – Annamoe – Roundwood – Newtownmountkennedy - Newcastle - Kilcoole)</li></ul>														
GDK39	Having regard to the potential longer term education needs in the Greystones – Delgany area which have not been determined at this time but may arise; the physical and environmental constraints present in the area; and the space required particularly for new secondary schools, the development of new schools shall be permissible in principle in all land use zones in this LPF, <b>other than OS1 and OS2</b> , subject to the following criteria (in addition to all normal planning considerations) being fulfilled: <ul style="list-style-type: none"><li>In order to ensure an appropriate spatial distribution of schools throughout the LPF area and to ensure maximum accessibility of all residential areas to schools, no new primary school shall be located within a 10-minute walking time of any existing primary schools or no new secondary school shall be located within a 20-minute walking time of any existing secondary schools;</li><li>The site has excellent public transport and active travel infrastructure in situ, or planned and committed to coincide with a new school opening at the site;</li><li>No such development will be considered on lands in existing community use where the loss in the use / facility is not being made up for elsewhere within the settlement.</li></ul>	Ongoing	√												
GDK40	<b>Without exception</b> , to require the provision of childcare facilities in all new residential developments comprising 75 houses or more (including local authority and social housing schemes). In accordance with Department of Environment, Heritage & Local Government guidelines, childcare places shall be provided at a ratio of 20 places per 75 residential units, having regard to cumulative effects of permitted development. Where such childcare facilities are required as part of new developments, they shall be <ul style="list-style-type: none"><li>designed from the outset as childcare facilities, with internal and external spaces meeting national standards for childcare use,</li><li>of such a location, design and scale as to ensure childcare use is viable, and</li><li>shall be provided ready for occupation upon the occupation of the 75<sup>th</sup> house in the development.</li></ul> Without substantial cause, it is the policy of the Planning Authority not to allow a change of use of these premises within five years.	Ongoing	√												
GDK41	To support and encourage the redevelopment of Charlesland golf club as a regional scale sports and recreation centre, linking up with the existing Charlesland Sport Centre, in accordance with the SLO-3 objectives set out in this LPF.	Medium term	√	√				√		√					
GDK42	To support and encourage the redevelopment of Kilcoole golf club as a mixed sports and recreation centre.	Medium term	√	√				√		√					
GDK43	To support and facilitate the development of new health / medical facilities in principle in all land use zones in this LPF, <b>other than OS1 and OS2</b> , subject to the following criteria (in addition to all normal planning considerations) being fulfilled: <ul style="list-style-type: none"><li>The site has excellent public transport and active travel infrastructure in situ, or planned and committed to coincide with a new health / medical facility opening at the site;</li><li>No such development will be considered on lands in existing</li></ul>	Ongoing	√												



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	community use where the loss in the use / facility is not being made up for elsewhere within the settlement.														
GDK44	To ensure the protection of all structures, items and features contained in the Record of Protected Structures. To positively consider proposals to alter or change the use of protected structures so as to render them viable for modern use, subject to architectural heritage assessment and to demonstration by a suitably qualified Conservation Architect / or other relevant expertise that the structure, character, appearance and setting will not be adversely affected and suitable design, materials and construction methods will be utilised.	Ongoing	√					√							
GDK45	To seek (through the development management process) the retention, conservation, appropriate repair and reuse of vernacular buildings and features such as traditional dwellings and outbuildings, historic shopfronts, thatched roofs and historic features such as stonewalls and milestones. The demolition of vernacular buildings will be discouraged.	Ongoing	√					√							
GDK46	Within Architectural Conservation Areas, all those buildings, spaces, archaeological sites, trees, street furniture, views and other aspects of the environment which form an essential part of their character, as set out in their character appraisals, shall be considered for protection. The repair and refurbishment of existing buildings within the ACA will be favoured over demolition/new build in so far as practicable.	Ongoing	√					√							
GDK47	To protect the historic and traditional rural character of the ‘Kilcoole Town Centre Character Area’ through the implementation of the following requirements: <ul style="list-style-type: none"><li>All new developments shall provide a high standard of urban design that is reflective of and is influenced by Kilcoole’s historic and traditional rural character.</li><li>In the consideration of new development, particular attention shall be paid to ensuring that the character and setting of both protected structures and non-protected but vernacular buildings are maintained and enhanced.</li></ul>	Ongoing	√					√							
GDK48	Projects giving rise to adverse effects on the integrity of European sites (cumulatively, directly or indirectly) arising from their size or scale, land take, proximity, resource requirements, emissions (disposal to land, water or air), transportation requirements, duration of construction, operation, decommissioning or from any other effects shall not be permitted on the basis of this LPF <sup>5</sup> .	Ongoing	√	√				√		√					
GDK49	Ensure that development proposals support the protection and enhancement of biodiversity and ecological connectivity within the LPF area in accordance with Article 10 of the Habitats Directive, including linear landscape features like watercourses (rivers, streams, canals, ponds, drainage channels, etc), woodlands, trees, hedgerows, road and railway margins, semi-natural grasslands, natural springs, wetlands, stonewalls, geological and geo-morphological systems, features which act as stepping stones, such as marshes and woodlands, other landscape features and associated wildlife where these form part of the ecological network and/or may be considered as ecological corridors or stepping stones that taken as a whole help to improve the coherence of the European network in Wicklow.	Ongoing	√	√				√		√					
GDK50	To protect non-designated sites including identified GI corridors, from inappropriate development, ensuring that ecological impact assessment is carried out for any proposed development likely to have a significant impact on locally important natural habitats, species or wildlife corridors. Ensure appropriate avoidance and mitigation measures are incorporated into development proposals as part of any ecological impact assessment.	Ongoing	√					√		√					

<sup>5</sup> Except as provided for in Article 6(4) of the Habitats Directive, viz. there must be: a) no alternative solution available, b) imperative reasons of overriding public interest for the project to proceed; and c) adequate compensatory measures in place.

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GDK51	Where relevant, applications for development must demonstrate that the proposal for development would not, individually or cumulatively, affect a water body's ability to meet its objectives under the Water Framework Directive	Ongoing	√					√		√					
GDK52	To promote the preservation of trees, groups of trees or woodlands in particular native tree species, and those trees associated with demesne planting, whether subject to TPO or not, where considered to be viable, safe and in line with sound arboricultural management principles. To require and ensure the preservation and enhancement of native and semi-natural woodlands, groups of trees and individual trees, as part of the development management process, and require the planting of native broad leaved species, and species of local provenance in all new developments.	Ongoing	√					√		√					
GDK53	To require the retention, wherever possible, of hedgerows and other distinctive boundary treatment in the LPF area. Where removal of a hedgerow, stone wall or other distinctive boundary treatment is unavoidable, provision of the same type of boundary will be required of similar length and set back within the site in advance of the commencement of construction works on the site (unless otherwise agreed by the Planning Authority).	Ongoing	√					√		√					
GDK54	To enforce a general presumption against the culverting of watercourses within the LPF area, except where absolutely necessary and justified. Where development is proposed within sites that contain culverted watercourses, proposals should be included to restore or 'daylight' said watercourses with an appropriate riparian zoned in line with CPO 17.26 of the Wicklow County Development Plan.	Ongoing	√	√				√	√						
GDK55	<p>To facilitate the development and enhancement of suitable access to and connectivity between areas of interest for residents, wildlife and biodiversity, with focus on promoting river corridors, European sites, nature reserves and other distinctive landscapes as focal features for linkages between natural, semi natural and formalised green spaces where feasible and ensuring that there is no adverse impact (directly, indirectly or cumulatively) on the conservation objectives of European sites.</p> <p>In particular, to promote the maintenance of existing and the development of new open spaces and recreational areas linked by green corridors as follows:</p> <p>a) Along the full coastal area from Greystones to Kilcoole as follows: Bray Head – Bray to Greystones cliff walk and the coastal zone to the east of same including new marina park – Greystones north beach, marina, harbour – Greystones coastal route and beaches (the Cove, south beach) – Ballygannon – the Murrough European Site at Kilcoole.</p> <p>b) Linking Delgany to Kilquade and Kilcoole along St. Patrick's river route and the Mass Path</p> <p>c) Along Three Trouts Stream from Glen Road, Delgany to the sea</p> <p>d) From the R761 at Three Trouts Bridge to Mill Road</p> <p>e) Linking Coolagad to Kindlestown Woods</p>	Ongoing	√	√				√	√	√					
GDK56	The Council recognises the recreational and heritage conservation importance of the preservation, protection, enhancement, maintenance and improvement, for the common good, of public rights of way providing access to seashores, mountains, lakeshores, riverbanks or other places of natural beauty or recreational utility by ensuring that new developments do not materially restrict or block the routes [pathways/trackways/laneways] of those PROWs. Developments will not be permitted where the established recreational utility or otherwise of a PROW would be compromised or lost altogether, unless specific proposals are made by the developer as part of a planning application to: <ul style="list-style-type: none"><li>Develop a new route-way to replace the route-way of the</li></ul>	Ongoing	√												

GREYSTONES-DELGANY & KILCOOLE LOCAL PLANNING FRAMEWORK												IMPLEMENTATION PROGRAMME			
No.	Objective	Timeframe	WICKLOW COUNTY COUNCIL									STATE AGENCIES			
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	<p>existing PROW in full or to realign a section of such a route-way, in manner that ensures that new routeway/ realigned section of route-way is of similar character, capacity and function of the route/part of a route of the PROW that it is to replace; and</p> <ul style="list-style-type: none"> <li>Appropriate legal procedures have been undertaken to extinguish the existing PROW (or part thereof) and to establish an entirely new route way or a realigned section of the existing route of a PROW</li> </ul>														
<b>GDK57</b>	<p>In addition to the views and prospects in the LPF area identified for protection in the Wicklow County Development Plan, to protect the following views and prospects from development that would either obstruct the view / prospect from the identified vantage point or form an obtrusive or incongruous feature in that view / prospect. Due regard will be paid in assessing development applications to the span and scope of the view / prospect and the location of the development within that view / prospect:</p> <p>V1 The view of Bray Head, Little Sugar Loaf and the higher reaches of the Great Sugar Loaf from the eastern parts of harbour area, i.e. eastern pier and higher lands immediately south of the pier (location of anchor landmark), with the built up part of Greystones in the foreground.</p> <p>V2 Views southwards at the ‘Horse and Hound’ in Delgany Village towards Drummin Hill.</p> <p>V3 The views seaward from Cliff Road, Rathdown Upper</p> <p>V4 View from R761 north of Greystones - View northwards to Bray Head and view southwards of sea and built up area of Greystones.</p> <p>V5 View from R761 Windgates Coast Road of Bray Head</p> <p>V6 View from Cliff Road Windgates of coast, Greystones and foreground of Bray Head</p> <p>P1 The prospect seaward from Marine Road, Greystones</p> <p>P2 The prospect of the coast and sea from the R761 from the junction with the Southern Access Route northwards to the northern boundary of Glenbrook.</p> <p>P3 The prospect seaward from the R761 north of Redford.</p>	Ongoing	√												
<b>GDK58</b>	<p>New significant residential or mixed use development proposals shall be required to be accompanied by an ‘Accessibility Report’ that demonstrates that new residents / occupants / employees (including children and those with special mobility needs) will be able to safely access through means other than the private car</p> <p>(a) local services including shops, schools, health care and recreational facilities, and</p> <p>(b) public transport services.</p> <p>Where deficiencies are identified, proposals will be required to either rectify the deficiency, or suitably restrict or phase the development in accordance with the capacity/quality of existing or planned linkages.</p>	Ongoing	√						√						
<b>GDK59</b>	<p>To support and facilitate the implementation of local projects which improve pedestrian and cyclist permeability, safety and access to schools and public transport. In particular to support and facilitate the following schemes / programmes:</p> <p>a) Pedestrian and cycling infrastructure from Kilcoole Main Street to Kilcoole train station</p> <p>b) Pedestrian and cycling infrastructure from Kilcoole to Charlesland, which may be in the form of a new pedestrian and cycling route from Ballygannon (north Kilcoole) to Charlesland to the east of the regional road</p> <p>c) Pedestrian and cycling infrastructure from Kilcoole to Newtownmountkennedy</p> <p>d) Pedestrian infrastructure along the full length of Priory Road from Eden Gate to Delgany</p> <p>e) Pedestrian infrastructure from Delgany to Kindlestown Woods</p>	Ongoing	√	√					√				√		



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	<div><div>f) Pedestrian and cycling safety improvements on the Charlesland dual carriageway from Kilcoole Road to Mill Road (part of <b>Pathfinder Programme</b>)</div><div>g) Pedestrian and cycling safety improvements from Killincarrig crossroads to Greystones station (part of <b>Pathfinder Programme</b>)</div><div>h) Pedestrian and cycling safety improvements from Greystones station to the harbour via Church Road and Victoria Road (part of <b>Pathfinder Programme</b>)</div><div>i) Pedestrian and cycling safety improvements along Church Lane</div><div>j) Pedestrian and cycling infrastructure from Church Road to the harbour via La Touche Place and Trafalgar Road, including the potential development of a new foot/cycle bridge over the railway line</div><div>k) Pedestrian and cycling infrastructure along the Kilcoole Road from Killincarrig crossroads to Knockroe roundabout</div><div>l) Pedestrian and cycling infrastructure from Charlesland Wood to Mill Road via Burnaby Lawns including a new bridge across the Three Trout’s River (part of <b>Pathfinder Programme</b>)</div><div>m) Pedestrian, cycling and road layout improvements in Castle Villas, Carrig Villas and New Road in Killincarrig in order to create a ‘homezone’ environment<sup>6</sup></div><div>n) Pedestrian and cycling improvements, including potential full pedestrianisation, of Killincarrick Road along Burnaby Park from the Church Road junction to the Burnaby Road junction</div><div>o) Additional projects under the Pathfinder programme</div><div>p) Safe Routes to Schools programme</div><div>q) National Cycle Plan and the NTA Greater Dublin Area Cycle Network Plan</div><div>r) Pedestrian and cycling infrastructure from Prettybush Corner to Kilquade</div><div>s) Pedestrian and cycling infrastructure from R761 to Chapel Road via Applewood Heights</div></div>														
GDK60	<div>In order to facilitate the delivery of improved pedestrian / cyclists safety, public realm enhancement programmes and vehicular movement improvements in the LPF area, to support and facilitate the delivery of the following schemes:</div> <div><div>a) In order to improve pedestrian and cyclist safety and to allow for future improvements to the public realm in Delgany village: the ‘Delgany Village Accessibility Scheme (Convent Road Phase)’ project;</div><div>b) In order to improve pedestrian and cyclist safety between Delgany and Blacklion: the ‘Chapel Road Pedestrian and Cyclist Infrastructure Improvement Scheme’;</div><div>c) In order to improve pedestrian and cyclist safety in Kilcoole town centre and to allow for future improvements to the public realm on Kilcoole Main Street particularly in the area between ‘Upper Green’ and ‘Sylvan Lawns’: the improvement of the alternative route to the east of Kilcoole to ‘by-pass’ the core town centre. This route commences at the R761 junction with Lott Lane at Kilcoole Community Centre, continues along Lott Lane to Sea Road and onto ‘Holywell Avenue’ to the south of Sea Road, as far as the regional road at CCA. Improvement shall include the re-design of various existing junctions in order to give priority to this route as shown on Map 5.</div></div> <div>Where such improvements are located on designated development land, the development shall be so delivered to provide for those elements of the scheme within that site.</div>	Ongoing	√	√					√				√		
GDK61	To cooperate with NTA, Iarnrod Eireann and other relevant transport	Ongoing	√	√					√			√	√		

<sup>6</sup> A Home Zone is street or group of streets designed to meet the needs of pedestrians, cyclists, children and residents and where the dominance of the car is reduced. The concept is that the space is shared between all users, rather than one user mode having priority and vehicular through-traffic is removed. For more information see DMURS [www.dkurs.ie](http://www.dkurs.ie)

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	planning bodies in the delivery of a high quality, integrated and accessible transport system in the LPF area. In particular to support and facilitate the following schemes / programmes: a) The improvement of mainline train and DART services including (but not limited to): <ul style="list-style-type: none"><li>to facilitate all options available to increase capacity through Bray Head;</li><li>to support the delivery of the DART+ programme;</li><li>to support electrification of the rail line south of Greystones and the provision of high speed and high frequency services on the existing underutilised south east rail line to south Wicklow, and</li><li>to support improvements to Greystones and Kilcoole train stations</li></ul> b) The improvement of existing and provision of new bus services within the LPF area and linking the LPF area to the wider County and to Dublin including (but not limited to): <ul style="list-style-type: none"><li>supporting the development and delivery of bus service enhancement projects, including BusConnects and measures to improve bus priority such as additional bus lanes and priority signalling etc as may be deemed appropriate;</li><li>facilitating the needs of existing or new bus providers with regard to bus stops and garaging facilities (although unnecessary duplication of bus stops on the same routes / roads will not be permitted).</li></ul>														
GDK62	To work with the OPW and any other relevant bodies to address the effects of sea level changes, coastal flooding and erosion and to support the implementation of adaptation responses in vulnerable areas. To facilitate the provision of new or the reinforcement of existing coastal defences and protection measures where necessary and in particular to consider the implementation of the measures identified in the ECRIPP and any other similar studies that are produced during the lifetime of the LPF. To employ soft engineering techniques or natural solutions as an alternative to hard coastal defence works, wherever feasible.	Ongoing	√	√					√	√					√
GDK63	Applications for new developments or significant alterations/extension to existing developments in an area identified as at risk of flooding (Flood Zones A and B) as set out in the SFRA and flood maps appended to this LPF <b>OR</b> in Flood Zone C but within an area <ul style="list-style-type: none"><li>that is deemed by the Local Authority at any time to be at possible risk of flooding having regard to new information with respect to flood risk in the area that has come to light; or</li><li>that is identified as at possible future risk of flooding having regard to climate change scenarios either on Map 4C attached to this LPF or on any future maps prepared by the OPW during the lifetime of the LPF;</li></ul> shall comply with the 'Justification Test for Development Management', as set out in Box 5.1 of <i>'The Planning System and Flood Risk Management'</i> Guidelines 2009 (as may be amended, supplemented or replaced during the lifetime of this LPF) and shall be accompanied by a site specific Flood Risk Assessment. Site Specific Flood Risk Assessments shall be in accordance with the requirements set out in the Flood Risk Management Guidelines and the LPF SFRA.	Ongoing	√						√	√					√
GDK64	With respect to localised drainage issues present in the LPF area: a) new significant development in the area between Sea Road and Lott Lane in Kilcoole will only be considered where the development's wastewater drainage arrangements accord with an overall Drainage Area Plan (DAP) which removes / limits	Ongoing	√	√					√					√	√

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	<div>need for new pumping and maximises coordination of drainage networks between sites.</div> <div>b) new significant development in the Coolagad – Templecarrig area in north Greystones will only be considered where the development's surface water drainage arrangements accord with Wicklow County Council's Sustainable Urban Drainage (SUDs) Policy <b>and</b> an overall Surface Water Management Plan for the area which addresses the capacity of the area network and obviates flood risk on downstream lands.</div>														

Infrastructure assessment and requirements for key development areas (identified as SLOs)

	Current servicing status				Additional infrastructure needs to support full development of site
Site ID	Water Supply	Wastewater Infrastructure	Surface Water Infrastructure	Roads & Transportation	
SLO1: Mill Road – South Beach	1	1	1	1	N/A
SLO2: Mill Road	1	1	1	1	N/A
SLO3: Charlesland	1	1	1	1	N/A
SLO4: Coolagad	1	1	2	1	Surface Water - Surface Water Management Plan required – Developer + WCC Sports / Amenity Park – Developer Community facilities – Developer +WCC
SLO5: Bullford	1	1	1	1	Sports / Amenity Park – Developer Community facilities (childcare) – Developer Additional community facilities – Developer +WCC
SLO6: Ballydonarea	1	2	1	1	Wastewater Services - Drainage Area Plan required – Developer + WCC + UE Amenity Park – Developer Community facilities (childcare) – Developer Additional community facilities – Developer +WCC
SLO7 : Three Trouts	1	1	1	1	Amenity Park – Developer

1 = serviced, 2 = serviceable, 3 = unserved