

PART 4 Newcastle Specific Objectives

4.1 Settlement Profile

The coastal settlement of Newcastle is situated 2km to the east of the N11 route on the R761 Regional Road, 4km south of Kilcoole, 4km from Newtownmountkennedy and 12km north of Wicklow Town.

Newcastle was once a successful medieval town. The name of the settlement has its origins from the first castle that was built close to the town between the years of 1177 and 1184 by Hugh De Lacey, then Governor of Ireland under Henry II. There were only two royal castles at that time, one in the city of Dublin and the other in Newcastle. The royal castle in Newcastle was known as Novum Castrum McKynegan. It was subsequently destroyed during the fourteenth and fifteenth centuries and rebuilt as a gatehouse. The ruins are on the edge of a motte with an unusually large and flat summit some 69m in diameter and 4.8m high. In 1606 Wicklow became a county arising from decisions taken at Newcastle and recommended to the Privy Council at Dublin castle.

Historically the town centre developed around the Church of Ireland, graveyard, rectory, national school and the ruined castle. In the nineteenth century a 'second' town centre developed further east around the junctions on regional route R761 and Sea Road, with the link road back to the historic centre. This second town centre contains a public house, bus stops and petrol station with shop, hairdressers and a storage unit business. In the 1970s the first large housing estates were built immediately south of the second town centre, followed by the community centre, GAA club, a religious institution, playground and by other residential estates. These have all been sited to the southern side of the second town centre, and larger houses have been constructed to the north of this centre. This plan only covers the area encompassed by the 'new' town as the old town area is not considered suitable for new development other than appropriate rural development according with the CDP rural development objectives.

4.2 Key Infrastructure

Water Supply: Newcastle is currently supplied by the Vartry Scheme which has adequate capacity for the targeted level of growth.

Waste Water Treatment: Newcastle is currently served by a Waste Water Treatment Plant located on Sea Road. The capacity of the treatment plant is 1,000 population equivalent (pe) with a 2022 loading of c. 900 pe; therefore capacity for new development is limited.

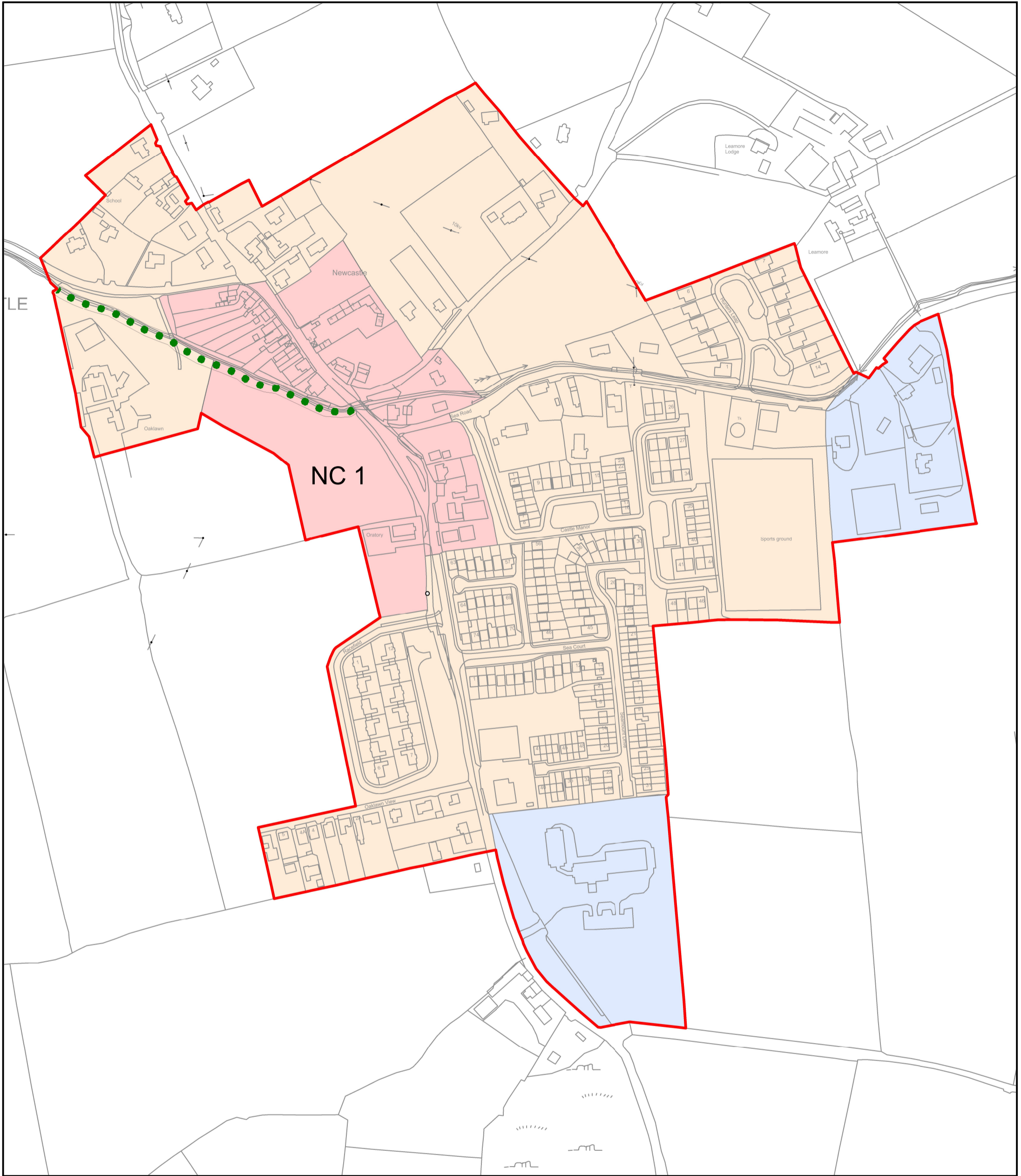
Roads: Newcastle, as defined within the settlement boundary of the map, is principally situated along the Regional Road R761. Apart from a pinch point just north of the town centre, the R761 is reasonably aligned, though it lacks footpaths and public lighting to the north of the town centre and south of the community centre. Sea Road is very narrow in places, especially at its junction with the R761, and requires footpaths for most of the distance to the GAA club. There is no public lighting along Sea Road (from Hunter Leap / the boat repair yard) to the R761 and the introduction of public lighting along this section of the road is required to enhance safety for pedestrians and motorists. Further development along this section of Sea Road will not be permitted until these shortcomings have been addressed. Public transport frequency has improved in recent years and there are 30 buses per day serving the settlement connecting to Kilcoole, Greystones, Bray and Blackrock (Dublin Bus No. 84 Monday - Friday). Notwithstanding this, the town would benefit from further improvements in bus services including the provision of a direct service to Dublin city centre and third level colleges.

4.3 Newcastle Specific Development Objectives

These objectives should be read in conjunction with Part 1 of this Volume - 'Introduction to Level 6 Settlement Plans':

1. Improve and provide roads, footpaths and cycleways where required and at the following locations:
 - the realignment of the junction of Sea Road/R761;
 - at the junction of the L5050 and the R761 and along the L5050 between the town centre and St. Francis School¹;
 - along the R761 from the L5050 to the north of the town;
 - along the L5550 (Sea Road) from Hunters Leap/the boat repair yard to the R761;
 - along Leamore Lane from the town centre to the plan boundary.
2. Improve the R761 through the town centre in accordance with the principles and guidance set out in DMURS to provide more public space for vulnerable road users and to calm traffic.
3. To facilitate the provision of pedestrian and cycling linkages within and between existing and new housing/mixed use development throughout the settlement.
4. Existing mature trees and boundaries throughout the settlement shall be retained where considered appropriate by the Planning Authority and integrated appropriately into any new development proposal.
5. To promote the renewal and regeneration of the town centre.
6. New development will be required to create a strong street edge, attractive streetscape and to bridge existing gaps in the streetscape. Where appropriate, dwelling houses shall be required to be built up to the footpath in order to maintain an existing or establish a new building line in the interests of settlement structure and character. In certain circumstances an enclosed privacy strip to the front of the dwelling may be appropriate.
7. Development proposals on secondary and tertiary lands that front onto a public road shall provide a green buffer area between the road edge and any boundary / planting of at least 6m deep along the public road.
8. On the lands identified as **NC1** on Map No. 1, the following shall be provided as part of the development of these lands:
 - A linear landscaped park along the Newcastle River as well as a 'town park' or 'village green' across the road front of the R761. The town park / village green shall have a depth of not less than 25m from the regional road (generally matching the line of the rear wall of the Oratory), while the width and layout of the riverine linear park shall be determined at the application stage having regard to the requirement to (a) protect the river from adverse environmental impacts during both the construction and operational phases of the development having regard to its hydrological links to the Murrough Wetlands SAC / SPA, (b) to maintain a suitable undeveloped buffer along the river in the interest of flood risk management and protection of local flora and fauna (not less than 10m) and (c) the requirement to provide for an area of land suitable for the creation of walks / paths and to enhance biodiversity.
 - No more than 50% of the total lands identified in the objective boundary shall be developed prior to the provision of these open spaces.

¹ A footpath has been provided but public lighting and junction improvements are required.



Newcastle Town Plan

Map No. 1

Land Use Zoning Objectives



Legend

-  Settlement Boundary
-  Primary Development Area
-  Secondary Development Area
-  Tertiary Development Area
-  Linear Park

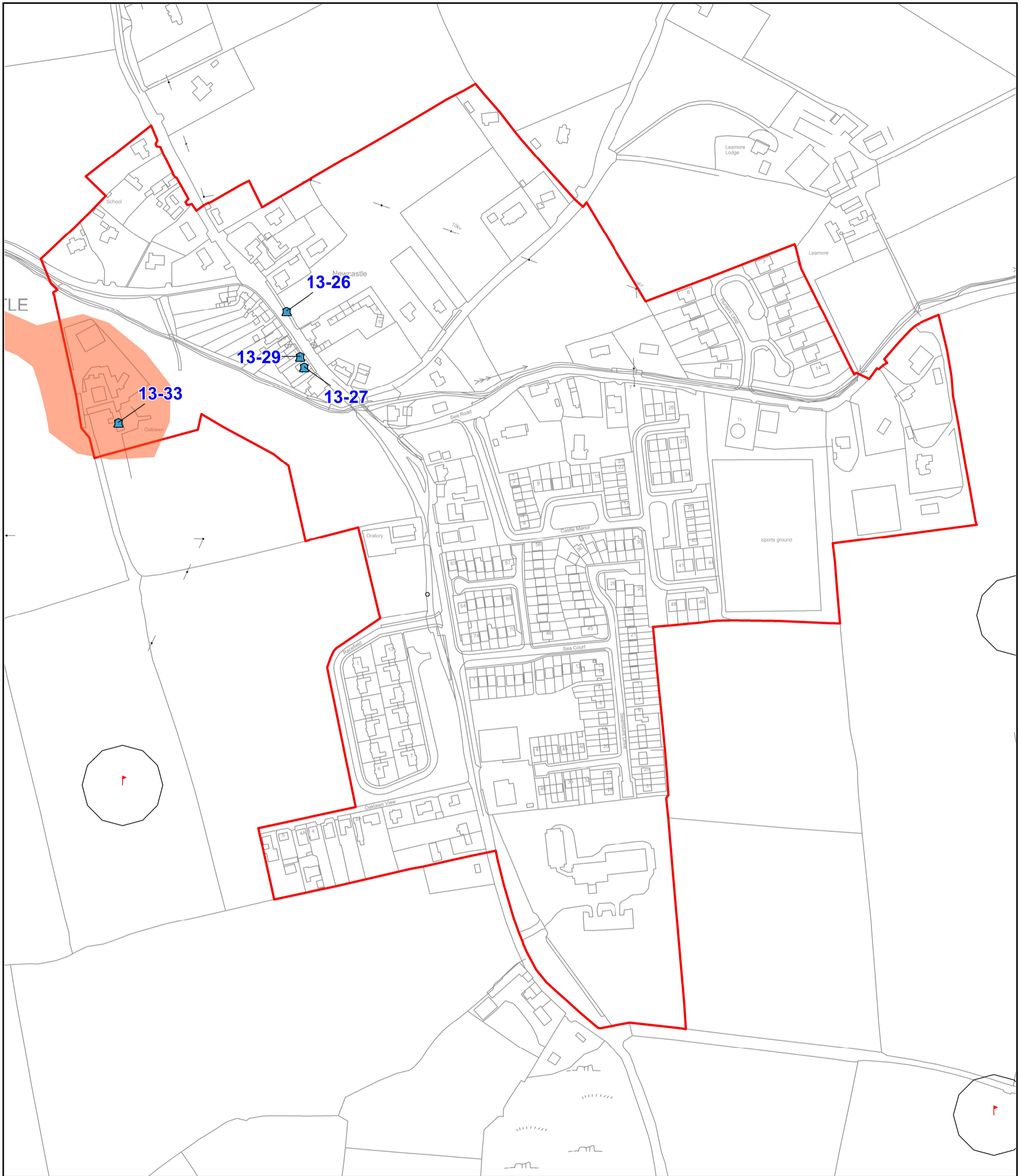
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Scale 1:3,500 @ A3









Newcastle Town Plan

Map No. 2

Heritage Objectives



Legend

-  Settlement Boundary
-  Protected Structure
-  National Monuments
-  Area of Archaeological Potential or Significance

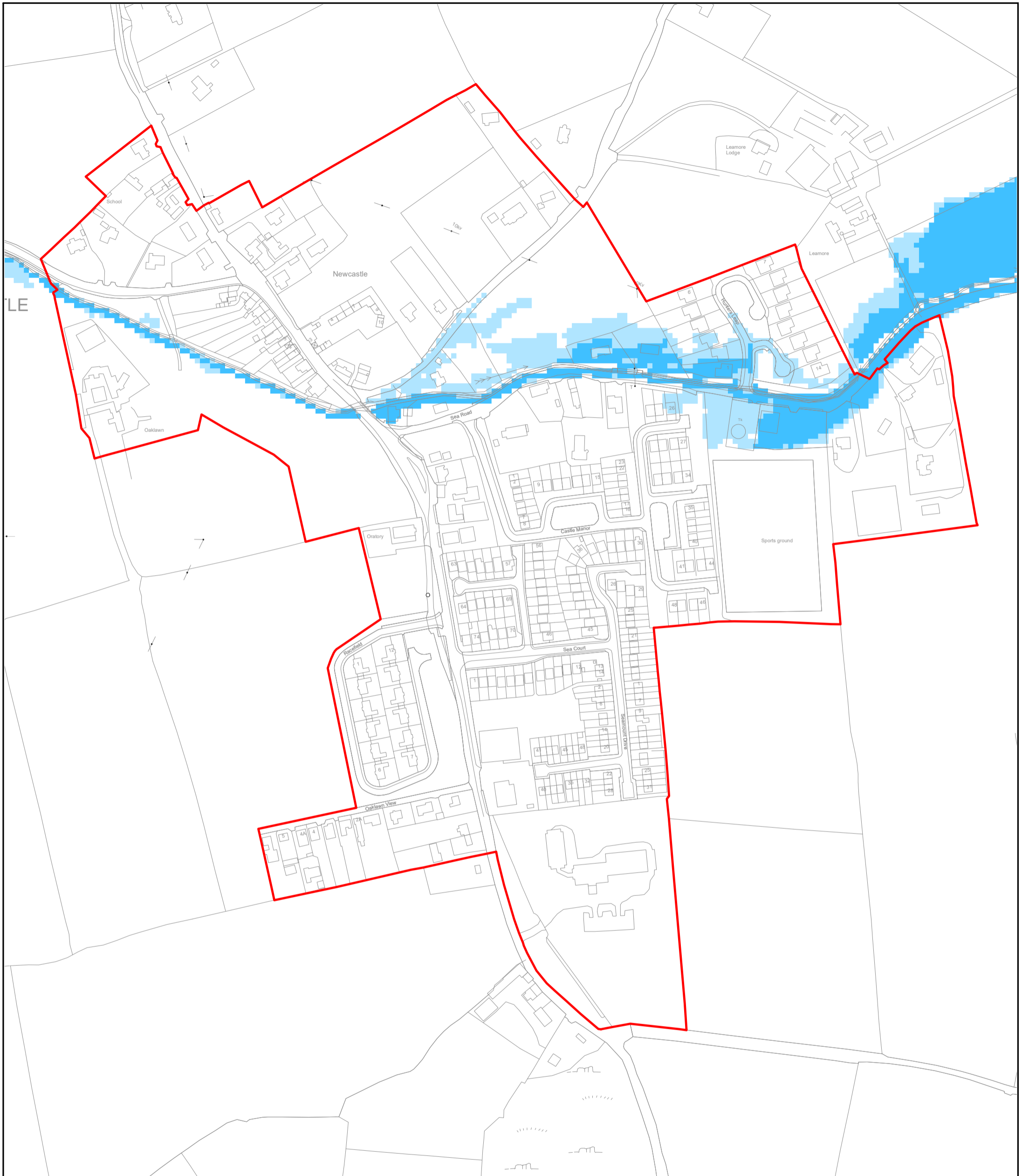
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Newcastle Town Plan


Map No. 3


Indicative Flood Zones



Legend

 Flood Zone A: High probability of flooding
Where the probability of flooding from rivers and the sea is highest (greater than 1% or 1 in 100 for river flooding or 0.5% or 1 in 200 for coastal flooding)

 Settlement Boundary

 Flood Zone B: Moderate probability of flooding
Where the probability of flooding from rivers and the sea is moderate (between 0.1% or 1 in 1000 and 1% or 1 in 100 for river flooding and between 0.1% or 1 in 1000 year and 0.5% or 1 in 200 for coastal flooding)

Disclaimer
These Indicative Flood Zones were based on information available at the time of drafting and amending this plan. Any new data and analysis carried out after this date has not been integrated into this map but should be used in conjunction with this map for development proposals. All information may be substantially altered in light of future data and analysis.

Full Disclaimer is included in SFRA

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DEVELOPMENT PLAN 2022-2028**

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