

Wicklow County Development Plan 2022-2028

Volume 2, Part 6

Local Planning Frameworks

LEVEL 1

BRAY MUNICIPAL DISTRICT

LEVEL 3

**GREYSTONES – DELGANY & KILCOOLE
ARKLOW**



VOLUME 2 – PART 6 – LOCAL PLANNING FRAMEWORKS

FOREWORD

This part of the County Development Plan provides the Local Planning Frameworks for the settlements / areas of Bray Municipal District, Greystones-Delgany and Kilcoole, and Arklow which are being adopted into the County Development Plan via the variation process during the lifetime of the plan.

Variation No. 4 to the County Development Plan, including the **Greystones-Delgany and Kilcoole Local Planning Framework** was adopted on 09 February 2026.

The **Bray Municipal District Local Planning Framework** and the **Arklow Local Planning Framework** are currently under review (2026) and will be included here upon adoption.

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6.0 INTRODUCTION TO LOCAL PLANNING FRAMEWORKS

6.0.1 Preamble

Local Planning Frameworks (LPF) form part of the Wicklow County Development Plan 2022-2028 and are adopted into the County Development Plan via the variation procedure set out under Section 13 of the of the Planning & Development Act 2000 (as amended) and / or any future processes for the making of variations to the Wicklow County Development Plan 2022-2028 that may come into effect during its lifetime.

The purpose of an LPF is to put in place a land use framework that will guide the future sustainable development of a settlement; the LPF, in conjunction with the County Development Plan, will inform and manage the future development of the LPF area.

Local Planning Frameworks will replace previous Local Area Plans; LPFs will build upon the successful strategies and objectives developed in previous Local Area Plans for each settlement but will adapt where necessary to reflect updated national and regional planning policy and guidance and general emerging planning issues.

The majority of policies, objectives and development standards that will apply in the LPF areas are already determined in the Wicklow County Development Plan and all efforts shall be made to minimise repetition of County Development Plan objectives in LPF other than a summary tailored to each settlement, unless it is considered necessary to emphasise assets or restate objectives that have particular relevance and importance to the LPF area. While this will facilitate the streamlining of each LPF to just those issues that are relevant to this area, and an overall reduction in the content of the LPF compared to the previous Local Area Plan, this should not be seen a diminution of the level of importance or indeed protection afforded to each area.

In particular, development standards, retail strategies, housing strategies etc that are included in the County Development Plan shall not be repeated. Any specific policies / objectives or development standards required for each LPF area will be stated as precisely that, and in all cases will be consistent with the County Development Plan. Thus development standards will therefore be the same across the entire County, and any differences for specific settlements would be clear and transparent, to both those adopting the LPF, and the general public alike.

Furthermore, LPFs shall only include objectives that are area specific and achievable, and avoid those that are aspirational or are best dealt with in the annual budget, road works programme, etc. The role of a land use plan or framework is to put in place a policy framework within which development can occur, but does not decide what works actually get done by either private individuals or public bodies. The delivery of objectives will be determined by the initiation of private development or by the allocation of public funding through the annual budgetary process, which is a separate process to any land use plan or framework.

LPFs are framed in accordance with the development horizon set out in the 2022 County Development Plan. In particular, residential development objectives including land zoning provisions have been made on the basis of providing enough housing land to meet the prevailing Core Strategy population and housing targets set out in the County Development Plan at the time of adoption of each LPF with flexibility in the zoning provisions to ensure that (a) the targets can be achieved in the event that unforeseen impediments to the development of certain lands arise, and (b) each LPF does not have to be formally altered to reflect any changes in the Core Strategy or population / housing targets that may arise during the lifetime of the County Development Plan due to changes to the National Planning Framework , Regional Spatial and Economic Strategy or changes to planning legislation.

6.0.2 Local Planning Framework format

Each LPF comprises a written statement and a series of maps that provide a graphic representation of the content of the written text. Where there is any discrepancy between the text and maps, the text shall take precedence.

Each LPF is accompanied by a number of studies and appendices, including:

- Strategic Environmental Assessment,
- Natura Impact Assessment (Appropriate Assessment),
- Strategic Flood Risk Assessment,
- Social Infrastructure Audit,
- Green Infrastructure Study.

All of these assessments inform the crafting of each LPF.

A key aim a LPF is to set out development strategy for the future development of the area and from this strategy, all policies and objectives can be developed and implemented with the overall aim of achieving this strategy. The development strategy must be consistent with the 'Core Strategy' of the County Development Plan and reflect the history, physical characteristics and environmental constraints, as well as the opportunities of the area. The factors influencing the development strategy are set in Sections A.2 and A.3 of each LPF, with the strategy described in Section A.4.

Thereafter each LPF will set out the settlement specific development objectives under a number of headings.

Where there is any doubt as to whether a specific development proposal accords with these development objectives and / or those of the County Development Plan, the overall settlement development strategy and the principles set out therein shall be taken as the guide to that assessment.

6.0.3 Maps

The maps provide a graphic representation of the written statement of each LPF. They indicate land use and other development standards together with various objectives of the Council. The maps do not purport to be accurate survey maps from which site dimensions or other survey data can be measured.

The LPF relates to the lands within the identified LPF boundary as shown on Map 1 of each LPF.

6.0.4 Public Consultation

Pre-draft consultation with the public, local community groups and commercial / business interest in each LPF area, as well as public sector agencies, non-governmental agencies and infrastructure providers was carried out during the course of 2024. This consultation was carried out in accordance with the provisions set out under Section 20 of the Planning and Development Act 2000 (as amended) on the basis at that time it was intended to prepare Local Area Plans under Part II, Chapter II of the 2000 Act for the LPF areas. Having regard however to the passing of the Planning & Development Act 2024, it has been decided to adopt a plan / framework for these areas via the making of a variation to the Wicklow County Development Plan.

All of these consultations, including submissions made, have been considered in the crafting of each LPF.

GREYSTONES-DELGANY & KILCOOLE

LOCAL PLANNING FRAMEWORK

2026



Wicklow County Council

WICKLOW COUNTY DEVELOPMENT PLAN

OVERARCHING CROSS-CUTTING THEMES

HEALTHY PLACEMAKING

-

CLIMATE CHANGE

-

ECONOMIC OPPORTUNITY

The County Development Plan sets out the overall strategies, objectives and standards for the County.

The strategies, objectives and standards set out in the Wicklow County Development Plan apply directly in the settlements of Greystones – Delgany and Kilcoole. This Local Planning Framework is consistent with the objectives of the Wicklow County Development Plan.

To view all the objectives of the County Development Plan online click the link below or scan the QR code.

Link - [Wicklow County Development Plan](#)

QR Code -



GREYSTONES-DELGANY AND KILCOOLE LOCAL PLANNING FRAMEWORK 2026

Written Statement

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A.1 INTRODUCTION

This is the Greystones-Delgany and Kilcoole Local Planning Framework (LPF) 2026 which will form part of the Wicklow County Development Plan 2022-2028 and is adopted into the County Development Plan via the variation procedure set out under Section 13 of the of the Planning & Development Act 2000 (as amended).

The purpose of this LPF is to put in place a land use framework that will guide the future sustainable development of the two settlements of Greystones-Delgany and Kilcoole as shown on Land Use Map No. 1 appended to this document. This LPF, in conjunction with the County Development Plan, will inform and manage the future development of the LPF area.

The previous Local Area Plan prepared in 2013 was the first to be prepared for the combined area of Greystones-Delgany and Kilcoole. This LPF will build upon the successful strategies and objectives developed in the previous plan but will adapt where necessary to reflect updated national and regional planning policy and guidance and general emerging planning issues.

Pre-draft consultation with the public, local community groups and commercial / business interest in the area, as well as public sector agencies, non-governmental agencies and infrastructure providers was carried out during the course of 2024. This consultation was carried out in accordance with the provisions set out under Section 20 of the Planning and Development Act 2000 (as amended) on the basis at that time it was intended to prepare a Local Area Plan under Part II, Chapter II of the 2000 Act. Having regard however to the passing of the Planning & Development Act 2024, it has been decided to adopt a plan / framework for this area via the making of a variation to the Wicklow County Development Plan.

All of these consultations, including submissions made during the LPF making process, have been considered in the crafting of this LPF.

Note: Details shown on all maps are for information purposes only. Further details on any item should be clarified with Wicklow County Council. The maps have been produced by Wicklow County Council with available Local Authority and Tailte Éireann Surveying Base Data.

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A.2 COUNTY DEVELOPMENT PLAN STRATEGY FOR GREYSTONES – DELGANY & KILCOOLE

The Greystones-Delgany and Kilcoole Local Planning Framework must be consistent with the objectives of the County Development Plan and its Core Strategy.

A2.0 Strategic Goals

Healthy placemaking, climate change and economic opportunity are the three overarching cross-cutting themes that inform and shape all aspects of the Wicklow County Development Plan and therefore are the three overarching objectives that inform and shape this LPF. The legislative and policy context for each theme is outlined in the Overall Strategy of the County Development Plan. These cross-cutting overarching themes align with the key principles identified in the National Planning Framework (NPF) and Regional Spatial and Economic Strategy (RSES) for the Eastern and Midland Region.

There is significant overlap between the three themes. Placemaking integrates with the creation of sustainable communities which includes housing, sustainable mobility, healthy town centres and economic development. Climate change has implications for sustainable mobility, economic development and heritage and biodiversity¹. Economic development is increasingly integrated with our response to climate change and to the delivery of healthy placemaking.

A2.1 County Development Plan Core Strategy

Local plans / frameworks exist in a hierarchy of plans flowing from national level (NPF) to regional level (RSES) to County level (Wicklow County Development Plan). It is through the County Development Plan that these higher order strategies, as well as other national and regional policies (e.g. relating to compact growth, regeneration, transportation, climate action and the environment) are translated to a 'local level'. The County Development Plan includes a 'Core Strategy' which sets out the 'direction' for the future growth of the County, in accordance with these higher level strategies, and in particular sets out the settlement and population growth strategy up to 2031, evaluates the demand for housing and adequacy of zoned lands to meet those needs, as well as providing strategies for regeneration, infrastructure, environmental protection, climate mitigation and adaptation, and retail development.

Greystones - Delgany is a Level 3 settlement in the County settlement hierarchy – a 'self-sustaining growth town'.

Kilcoole is a Level 4 settlement in the County settlement hierarchy – a 'self-sustaining town'.

Table 1 below sets out the key elements of the Wicklow County Development Plan 'Core Strategy', as they apply to Level 3 and 4 settlements.

¹ The provisions of this LPF aim to support Wicklow County Council's Climate Action Plan 2024-2029.

Table 1A Wicklow Core Strategy for Greystones - Delgany

	APPLICATION TO LEVEL 3
Settlement, Population & Housing Strategies	Level 3 settlements are designated 'Self Sustaining Growth Towns' described in the Regional Spatial and Economic Strategy as <i>'Towns with a moderate level of jobs and services – includes sub-county market towns and commuter towns with good transport links and capacity for continued commensurate growth to become more self-sustaining'</i> . These towns range in size (as per the Census of population in 2022) from c. 6,000 to 22,000 persons. Population growth in Level 3 towns is targeted to be in the 25%-30% range between 2016 and 2031.
Economic Development Strategy	Level 3 settlements are identified as 'Level 3' in the County Economic Development Hierarchy
Retail Strategy	Greystones is identified as a 'Level 3' retail centre in the County Retail Hierarchy. Delgany, Blacklion, Charlesland, Killincarrig, Victoria Road are identified as 'Level 4' local centres or neighbourhood centres.
Community Development Strategy	In accordance with the County community facilities hierarchy, Greystones – Delgany falls into the 15,000-30,000 population range and should be ideally serviced by the following community infrastructure: Multi-purpose Community Resource Centre, Regional and Local Indoor Sports and Recreation Facilities, Swimming Pool/Leisure Centre, Youth Centre, Athletics Track and Field Facilities, Arts and Cultural Centre, Local Multi-Purpose Community Space/Meeting rooms, Outdoor Water Sports Facilities (where applicable), Neighbourhood Parks and Local Parks, Outdoor (full size) Multi-Use Games Areas – Synthetic / Hardcourt, Playground(s), Playing Pitches, Alternative/Minority Sports Facilities, Open Space/Urban Woodlands/Nature Areas, Library
Infrastructure Strategy	In accordance with the County Development Plan: <ul style="list-style-type: none"> ▪ Measures will be required to facilitate a modal shift to more sustainable transport options including promotion of development patterns and development of enhanced infrastructure to facilitate walking, cycling and increased use of public transport; ▪ Only locations that are already served, or have committed investment to enhance water and wastewater infrastructure, shall be identified for new development.
Environmental Strategy	To ensure the objectives of the LPP are consistent with the conservation and protection of the environment.

Table 1B Wicklow Core Strategy for Kilcoole

	APPLICATION TO LEVEL 4
Settlement, Population & Housing Strategies	Level 4 settlements are designated 'Self Sustaining Towns' described in the Regional Spatial and Economic Strategy as <i>'towns with high levels of population growth and a weak employment base which are reliant on other areas for employment and/or services and which require targeted 'catch up' investment to become more self-sustaining'</i> . ² These towns range in size (as per the Census of population in 2022) from c. 2,000 to 4,500 persons. Population growth in Level 4 towns overall is targeted to be in the 20%-25% range between 2016 and 2031, with variation in future growth rates between towns in the level due to developments already underway in some towns.
Economic Development Strategy	The towns will aim to become more self-sustaining by concentrating on local enterprise and employment growth and catch-up facilities. This will include attracting investment in a mixture of 'people' and 'product' intensive industries that will generate new employment opportunities and improve the jobs ratio.
Retail Strategy	Level 4 settlements are identified as either 'Level 3' or 'Level 4' in the County retail hierarchy, with Kilcoole being designated as Level 4.
Community Development Strategy	In accordance with the County community facilities hierarchy, Kilcoole falls into the 2,000-7,000 population range and should be ideally serviced by the following community infrastructure: community / parish hall, multi-purpose community space and / or meeting rooms, local town park and open spaces/nature areas, outdoor multi-use games areas, playgrounds, playing pitches and a library.
Infrastructure Strategy	In accordance with the County Development Plan: <ul style="list-style-type: none"> ▪ Measures will be required to facilitate a modal shift to more sustainable transport options including promotion of development patterns and development of enhance infrastructure to facilitate walking, cycling and increased use of public transport; ▪ Only locations that are already served, or have committed investment to enhance water and wastewater infrastructure shall be identified for new development.
Environmental Strategy	To ensure the objectives of the LPP are consistent with the conservation and protection of the environment.

² While Kilcoole does have a strong employment base, it is considered that it still generally fits in this category of town having regard to its scale and the need for targeted catch up investment to become more self-sustaining.

A2.2 Role and function of the settlements

Greystones-Delgany

Greystones-Delgany is identified as **'Self-Sustaining Growth Town' (Level 3)** in the 'Dublin Metropolitan Area'³ in the County settlement hierarchy. It is a strong town, served by high quality transport links to Dublin and the surrounding towns. The town is located on the DART/rail line, has good quality bus links and easy access onto the M/N11.

Self-Sustaining Growth Towns are towns that contain a reasonable level of jobs and services which cater for the people of its service catchment. These may include sub-county market towns and commuter towns with good transport links, which have capacity for continued commensurate growth to become more self-sustaining. These towns are regionally important local drivers providing a range of functions for their resident population and their surrounding catchments including housing, local employment, services, retail and leisure opportunities. Such settlements should aim to be economically self-sustaining, with a population including its catchment that is able to support facilities including high quality secondary education service, a small hospital or Primary Health Centre type facility and comparison retail centre.

The RSES recognises that towns in the Metropolitan Area like Greystones – Delgany tend to have experienced strong commuter focused growth but some of these towns offer potential for increased residential densities at high quality public transport hubs and can accommodate average or above average growth to provide for natural increase, service and/or employment growth, where appropriate. The key principles influencing self-sustaining growth towns include balanced growth, regeneration and revitalisation, compact growth, significant enhancement of employment opportunities, investment in sustainable transport and enhanced social infrastructure.

Greystones' strategic location on the coast and within easy reach of Dublin's employment markets makes it a desirable place to live. Access to coastal facilities, an attractive town centre and a broad range of social and recreational facilities including the Shoreline Sports Park and Leisure Centre enhance its overall appeal. The town has managed to retain its character owing in part to its attractive built environment with a Victorian and Edwardian core. Within the settlement, Delgany has a distinct identity that functions as a local service centre for its local community.

Notwithstanding its strategic location and 'liveability' factor, Greystones – Delgany has very much developed as a commuter town. Historically the 'jobs ratio' in Greystones – Delgany (this being the ratio of the number of jobs within the settlement compared to the labour force resident in the settlement) has been low notwithstanding the availability of a large amount of vacant zoned and serviced employment land in close proximity to the town centre and DART station.

While the 'growth town' designation would suggest that significant new population growth is planned for Greystones – Delgany for the duration of the County Development Plan, in fact this designation is intended to reflect the growth that has already occurred in the 2016-2026 period having regard to housing development completed, underway and due for completion within this timeframe. The focus during the period of this LPF therefore will be on the provision of 'catch up' infrastructure to match this significant residential growth and with respect to further residential development, on infill development and consolidation of the built up area.

The town should aim to attract a concentration of major employment generating investment and should target investment from foreign and local sources in a mixture of 'people' and 'product' intensive industries. In addition, the town should provide for the retail needs of its population and its catchment, in the form of a mixture of both comparison and convenience retail offer.

As part of the DART+ programme, which aims to modernise and improve existing rail services in the Greater Dublin Area (GDA), the rail line between Greystones and Dublin City Centre will be improved to provide a sustainable, electrified, reliable and more frequent rail service with improved capacity. Capacity and frequency improvements to the rail service would benefit the town in terms of attracting investment.

There is significant potential to expand the range of recreational and tourist facilities in the LPF area associated with the coastal location, the Bray to Greystones cliff walk and Greystones Harbour - Marina.

³ As defined by the Regional Spatial and Economic Strategy RSES for the Eastern and Midlands Region

Kilcoole

Kilcoole is identified as **'Self Sustaining Town' (Level 4)** in the 'Core Region'⁴ in the County settlement hierarchy.

Self-Sustaining Towns are towns that require contained growth, focusing on driving investment in services, employment growth and infrastructure whilst balancing housing delivery. There is a strong emphasis on aligning population growth with employment growth to make these towns more self-sustaining and capable of accommodating additional growth in the future.

Delivering compact growth, regeneration and revitalisation of the town centres is a key priority. Sustainable mobility should be facilitated and promoted as part of any new development within these settlements. Proposals for regeneration and renewal should be heritage led where possible and informed by healthy placemaking.

These towns should aim to become more self-sustaining by concentrating on local enterprise and employment growth and catch-up facilities. This will include attracting investment in a mixture of 'people' and 'product' intensive industries that will generate new employment opportunities and improve the jobs ratio.

It is important that the investment in social infrastructure in these towns is at a higher level, equivalent to larger size centres in recognition of their role as key centres for a very large rural hinterland and for surrounding smaller villages and towns.

Kilcoole has experienced significant housing growth over the last 20 years and is now in need of catch-up investment particularly with respect to improvement of the town centre which has somewhat 'hollowed-out' and is suffering from vacancy and dereliction. There is potential to pursue public realm and placemaking improvements within the town centre to create a stronger urban structure, deliver improved community and recreation facilities, strengthen the town's identity and sense of place, and provide for a high quality of life.



⁴ As defined by the RSES for the Eastern and Midlands Region

A2.3 Town Centre Development

Level 3 and 4 town centres perform a variety of roles and functions for their residents and their wider rural communities. The strengths of these settlements lie in their capacity to accommodate a mix of uses including employment, residential, community and other functions in a compact walkable environment that provides a high quality of life. They are a hub for social, economic and administrative functions in addition to providing places for recreation, worship and leisure. Town and village centres have experienced significant challenges to retain vibrancy and vitality. The National Planning Framework (NPF) places a strong emphasis on strengthening Ireland's urban structure by targeting both population and employment growth in urban areas, promoting urban infill and brownfield development and ensuring that towns and villages are attractive, liveable, well designed, high quality places that are home to diverse and integrated communities that enjoy a high quality of life and wellbeing.

The retail function of Level 3 and 4 towns is as set out in the County Retail Strategy; retail is a key function of Level 3 and 4 towns and a thriving retail sector is essential to maintain vitality and vibrancy in the core areas of the towns and to maintain the towns as the focal points for the wider rural areas in which they are located.

Towns and villages are continually evolving; this is essential for their survival. It is important that Wicklow's planning policy is flexible to allow town and village centres to evolve and diversify. The strategy for Greystones – Delgany and Kilcoole town centres will therefore be based on the following objectives:

Town Centre & Retail Development Strategy

- Support the continued enhancement of the town / village centres of Greystones, Delgany and Kilcoole as the hearts of the settlements, where people of all backgrounds, ages and abilities can avail of services and interact within their communities;
- Ensure that the town / village centres are attractive places to live in, to work in and to visit, easy to get to, easy to walk and cycle within and are competitive places to conduct business;
- Create compact town / village centres by reusing existing buildings and maximising the potential of infill and brownfield sites; use all mechanisms and processes available to drive forward the redevelopment and regeneration of vacant, underutilised and derelict sites;
- Use public realm improvements to stimulate investment and economic confidence; encourage public art in publicly accessible spaces such as town / village streets and squares and along existing or future parks and amenity routes;
- Promote healthy placemaking and prioritise walking and cycling; improve linkages between core town / village centres and existing community infrastructure and lands earmarked for future housing development;
- Embrace the historic character and heritage attributes of the town / village centres and strengthen the strong sense of place;
- The redevelopment of lands within the town / village core areas, particularly those sites with frontage onto the main streets, shall provide for street fronting buildings of a high quality design or for high quality urban spaces, including hard and soft landscaping, and appropriate street fixtures and furniture, in order to enhance and create more attractive streetscapes;
- To allow a relaxation in certain development standards in the town / village centre zones in the interest of achieving the best development possible, both visually and functionally while maintaining the highest quality of design in all new developments;
- Facilitating a diverse mix of uses, and particularly encourage residential usage at appropriate town / village centre densities, and the concept of 'living over the shop';
- Facilitate an appropriate expansion of retail floorspace to reduce leakage of expenditure from both the town / village itself and the wider County. Guide and promote the expansion of retail floorspace first and foremost within the core retail area and thereafter in accordance with the sequential approach to retail development;
- Provide for an expansion in the variety of retail and retail service facilities so that the town / village includes a range of retail outlets that provide for the day to day needs of the local population and the needs of other businesses and

tourists, in accordance with the provisions of the "Retail Planning Guidelines for Planning Authorities" (DoEHLG 2012), and any subsequent Ministerial Guidelines or directives and the Wicklow County Retail Strategy.



A2.4 Population and Housing

The population and housing targets for Greystones-Delgany and Kilcoole are provided in the Core Strategy of the County Development Plan 2022-2028, expressed as growth from 2016 to 2031.

Table 2.1 *Population growth targets Greystones-Delgany and Kilcoole 2028 and 2031*

Town	2016 Census	Q2 2028 Target	2031 Target	Growth 2016-2031
Greystones-Delgany	18,140	21,727	22,081	3,941
Kilcoole	4,239	4,778	4,841	602

Table 2.2 *Housing growth targets Greystones-Delgany and Kilcoole 2028 and 2031*

Town	2016 Census	Q2 2028 Target	2031 Target	Growth 2016-2031
Greystones-Delgany	6,766	8,549	8,719	+1,953
Kilcoole	1,451	1,708	1,738	+287

Population & Housing Development Strategy

- To adhere to the objectives of the Wicklow County Development Plan in regard to population and housing as are applicable to Greystones-Delgany and Kilcoole and ensure that the provisions of the LPF create a flexible land use framework that allows for housing targets to be fulfilled.
- A minimum of 30% of the targeted housing growth shall be directed into the existing built up area of the settlements, on lands zoned 'town centre', 'village centre', 'existing residential' and 'mixed use'. 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.
- In order to ensure however that overall housing and population targets can be delivered, land may be zoned for new residential development outside of the existing built up envelope, subject to the amount of zoned land not exceeding 70% of the total housing target for that settlement.
- To require that new residential development represents an efficient use of land and achieves the highest density possible, subject to the reasonable protection of existing residential amenities and the established character of existing settlements.
- To promote and facilitate in-fill housing developments, the use of under-utilised / vacant sites and vacant upper floors in the town / village centres for residential use and facilitate higher residential densities at appropriate locations, subject to a high standard of design, layout and finish.

Housing occupancy controls: As 'self-sustaining growth towns' and 'self-sustaining towns', the settlements of Greystones-Delgany and Kilcoole should provide for the housing demands generated from people from across the County and region.

A2.5 Economic Development & Employment

The County Economic Hierarchy identifies that Level 3 'self-sustaining growth towns' such as Greystones - Delgany as strategically important locations for economic growth and employment development, and would be suitable locations for both foreign and local sources of investment in a mixture of 'people' and 'product' intensive sectors.

Depending on their degree of accessibility, scale of population / workforce and market catchment, and the availability of support services, the Level 4 towns such as Kilcoole have varying roles to play in acting as attractors for foreign and local investment. Level 4 settlements are likely to perform a lesser function in terms of attracting foreign investment than Level 1-3 settlements; however historical foreign investment and local characteristics may support the ability of these towns to attract this scale and type of investment into the future. Generally, towns of this scale are particularly suited to attracting local investment and should aim to target investment in the form of local services, 'product intensive' industries, particularly those linked to rural resources, such as food processing, agricultural services and tourist facilities / accommodation.

The factors that make a town economically viable and attractive to investors and visitors are numerous and often hard to predict and influence, but for the purpose of this land use framework, the strategy for economic development will be based around:

- a) providing a land-use framework for each town, which makes the Council's requirements and expectations with respect to the location and type of new employment generating development abundantly clear;
- b) supporting and facilitating, to the highest degree possible (subject to environmental and other relevant planning considerations) all forms of employment generation and in particular, to encourage employment and commercial uses as a key activity in the town / village centres;
- c) a focus on 'placemaking' to create attractive and sustainable communities, with high quality services and public realm, to create attractive places to live, work, visit and invest.

An established measure of the employment 'health' of a settlement is a measure called the 'jobs ratio'. This is the relationship between the number of resident workers and the number of jobs in any defined area. It is the aim of the County Development Plan to increase the County's job ratio to 70% by 2031, which will require some locations to exceed this level, and even to exceed 100%, in order to counter balance areas such as smaller settlements and rural areas, that would be unlikely to reach such a high level of employment.

While the jobs ratio in Greystones - Delgany has improved substantially from 32% to 49% between 2016 and 2022, the ratio falls well short of what would be desired given its position in the County Economic Development Hierarchy and its strategic economic importance. It is important that a higher level of employment is targeted into the future to match the high growth in resident population that has already occurred in the settlement. In this regard, it is considered appropriate to plan for a jobs ratio increase by 50% in Greystones - Delgany, as shown in the table to follow.

With respect to Kilcoole, the 2022 Census revealed a healthy jobs ratio of 77%, which is commensurate with the size and accessibility of the town. In this regard, it is considered appropriate to plan for the jobs ratio to at least be maintained at current levels as shown in the table to follow.

Economic Development & Employment Development Strategy

- Increase the quality and range of employment opportunities by facilitating developments that involve foreign and local investment in a variety of forms, including 'people' and 'product' intensive industries. The Council will particularly support the development of 'people' intensive employment generating developments at locations served by sustainable and active modes of transport, those that provide for the local convenience and social service needs of the area and those that provide for the needs of tourists and visitors. The Council will support the development of 'product' intensive industries at appropriate locations and will particularly support developments based on the use of a local rural resource.

- To facilitate and support the highest degree possible, all forms of employment creation on appropriately zoned land and to promote the intensification of activities on existing employment sites and to take advantage of the existing economic assets of the towns in order to stimulate further employment within the area.
- Promote in the first instance the growth of economic activity and employment in the town / village centres and built up parts of the towns/villages; and where a demand for 'greenfield' employment development is identified, to ensure zoned, serviced land is available in appropriate locations in accordance with the zoning principles of the County Development Plan.
- To encourage the redevelopment of town / village centre and brownfield sites for enterprise and employment creation throughout the settlements and to consider allowing a 'relaxation' in normal development standards on such sites to promote their redevelopment, where it can be clearly demonstrated that a development of the highest quality, that does not create an adverse or unacceptable working environment or create unacceptable impacts on the built, natural or social environment, will be provided.
- To encourage and facilitate the development of small to medium scale indigenous industries and services at appropriate locations within the towns / villages. The Council acknowledges that the development of small scale projects with long term employment potential are important in sustaining both urban and rural settlements in County Wicklow and as such, the Council will adopt a proactive and flexible approach in dealing with applications on a case-by-case basis.
- Support a shift towards low carbon and climate change resilient economic and enterprise activity, reducing energy dependence, promoting the sustainable use of resources and leading in the Smart Green Economy.
- To promote high quality housing, community facilities and a built and natural environment that is attractive to indigenous and foreign industry and employees.
- To promote tourist developments at suitable locations that are of an appropriate scale and design, particularly developments that are associated with the tourism products or themes associated with the town/village and its hinterland, and maximise the town's location as a destination and gateway between the tourism assets.
- To facilitate home-working, the development of co-working hubs and innovative forms of working, which reduce the need to travel.



A2.6 Social & Community Development

The provision of accessible social and community infrastructure, including open space and leisure / recreational facilities, contributes to the quality of life for all and it is important that existing and future residents of the towns / villages and their catchments are provided with such facilities. High quality social and community services in an area can also make a place more attractive for the establishment of new businesses and to encourage long stay visitors. In particular, new community facilities will be required to be provided in tandem with the development of significant new residential developments and new neighbourhoods.

Community Infrastructure Development Strategy

- To facilitate the development of a range of high quality community and recreational facilities that meet the needs of the local population, and in particular to require that new community and recreational facilities are developed in tandem with new housing, through the implementation of the objectives of the County Development Plan.
- To manage the pace of new housing developments commensurate with existing / planned community facilities.
- To support existing clubs and sporting organisations in providing continued sports activities for those living in the settlements and the wider area.
- To support the creation of functional and healthy public spaces and pedestrian routes within the settlements and to other nearby settlements, in order to maximise opportunities for outdoor activity.
- Where projects for new recreation projects (such as riverine parks, greenways, walking routes, trails etc) identified in this LPF are not already provided for by existing plans / programmes or are not already permitted, then the feasibility of progressing these projects shall be examined, taking into account planning need, environmental sensitivities as identified in the SEA Environmental Report and the objectives of the overall LPF relating to sustainable development.



A2.7 Built Heritage & Natural Environment

The protection and enhancement of heritage and environmental assets through the LPF area will help to safeguard the local character and distinctiveness of the towns and their surroundings, providing local economic, social and environmental benefits. The maps included in this LPF include heritage maps indicating the key natural and built heritage features.

Heritage Strategy

- To protect natural, architectural and archaeological heritage, in accordance with the objectives set out in the County Development Plan.
- To enhance the quality of the natural and built environment, to enhance the unique character of the towns / villages in the LPF area and their environs as a place to live, visit and work.
- To promote greater appreciation of, and access to, local heritage assets.
- To ensure the protection and enhancement of natural habitats, cultural heritage, ecological resources and biodiversity and in particular, to safeguard the integrity of European Sites, watercourses and rivers in the area.



A2.8 Service Infrastructure

Adequate infrastructure is vital for the facilitation of the future development of Greystones – Delgany and Kilcoole. This includes water services, effective road and public transport networks, energy, telecommunications, waste management etc. The provision of transport and services infrastructure is essential to the development of any town or village, providing ease of movement within settlements, connecting settlements to surrounding areas and providing sufficient service infrastructure capable of meeting the demands of the resident, commercial and employment populations.

The County Development Plan, and various programmes of the Council's Transportation and Environmental Services Departments, as well as outside agencies such as Uisce Eireann and the National Transport Authority, provides detailed strategies and objectives for a whole range of service infrastructure.

Service Infrastructure Strategy

- Promote a development pattern and the development of enhanced infrastructure to facilitate walking, cycling and increased use of public transport; in particular:
 - to support and facilitate the implementation of measures to improve walking / cycling opportunities within the towns / villages in the LPF area and between the towns / villages and other centres of population and activity in the wider area;
 - to support and encourage actions to address through traffic on the main streets, to reduce and slow traffic through the towns / villages and give priority to pedestrians, cyclists, public transport and public realm improvements;
 - to promote the delivery of improved public transport by facilitating the needs of existing or new bus providers with regard to bus stops and garaging facilities, facilitating the provision of bus priority where a requirement for such is identified; requiring the developers of large-scale new employment and residential developments in the towns to fund / provide high quality pedestrian and cycling facilities to public transport routes / nodes;
 - to support design solutions and innovative approaches in order to reduce car dependency;
 - to cooperate with NTA and other relevant transport planning bodies in the delivery of a high quality, public transport systems.

- Facilitate and promote the delivery of reliable and effective water, drainage, energy, waste management and communications infrastructure to service the existing and future development needs of the settlements in the LPF area. In particular:
 - to support and facilitate the improvement and increased resilience of the water distribution, supply and storage systems;
 - to support and facilitate any necessary upgrades to the wastewater collection and pumping systems (where required);
 - ensure the separation of foul and surface water discharges in new developments through the provision of separate networks. Ensure the implementation of Sustainable Urban Drainage Systems (SUDS) and in particular, to ensure that all surface water generated in a new development is disposed of on-site or is attenuated and treated prior to discharge to an approved surface water system;
 - to promote energy efficiency and the development of renewable energy projects.

- To ensure that only appropriate land uses are provided on lands identified as being at risk of flooding.

- Where projects for new infrastructure identified in this LPF are not already provided for by existing plans / programmes or are not already permitted, then the feasibility of progressing these projects shall be examined, taking into account planning need, environmental sensitivities as identified in the SEA Environmental Report and the objectives of the LPF relating to sustainable development. A Corridor and Route Selection Process will be undertaken where appropriate, for relevant new road infrastructure in two stages: Stage 1 – Route Corridor Identification, Evaluation and Selection, and Stage 2 – Route Identification, Evaluation and Selection.



A.3 FACTORS INFLUENCING FUTURE DEVELOPMENT OPTIONS

The key factors that will drive the development strategy for Greystones- Delgany and Kilcoole are:

- the development and growth strategies / objectives for the settlements as set out in the Wicklow County Development Plan 2022 (derived from the National Planning Framework and the Regional Spatial and Economic Strategy) as detailed in Section A.2 above;
- the findings and recommendations set out in the various studies / assessments accompanying this LPF, including in particular the SEA, AA, SFRA and SIA, as detailed in the Appendices to the LPF;
- tackling transport emissions through the delivery of a development pattern that will allow for a reduced dependency on the private car and increased use of more sustainable and active travel modes;
- the historic pattern of development and the physical context (including any constraints to future development).

A3.1 Sustainable Transportation

Wicklow County Council, with the support of the NTA, has commenced the process of preparing a Local Transport Strategy⁵ 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 this Local Planning Framework and 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 that have been considered in the formulation of this LPF 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 study 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.

⁵ The aim of this LTS is to establish a strategic framework for the future development of transport infrastructure in the area.

- 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.

Impact on future development options

In light of these findings, 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 and employment 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.

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 approach in this new LPF to development at these locations is detailed in the 'Infrastructure & Implementation' appendix (Appendix 6).



A3.2 Historic pattern of development

The large settlement of Greystones – Delgany today comprises historically of four district villages - Greystones, Delgany, Killincarrig and Blacklion.

Greystones

The first settlement in the Greystones area was Rathdown village which was a laid-out village north of Rathdown Castle, just ½ a mile north of Greystones harbour. This village was the centre of the Barony of Rathdown which stretched from just south of Dublin to approximately Delgany. Evidence of Rathdown Village was discovered in the 18th century when the draining of a field resulted in the discovering of the remains of a paved street. To the south of the Castle there were remains of the older Rath of considerable dimensions. The name Rathdown is an alteration of the name Rath Oinn, though pronounced vocally the same.

The first mention of Greystones appears in a map of Wicklow in 1760. Then it appears as 'Gray Stones' (sometimes 'The Gray Stones'). By 1795 Greystones is described as a 'noted fishing place'. It was recorded at this time as having three half-decked vessels with eighteen men and thirty-one open sail boats, with eighteen men working the harbour. By 1837 Greystones was described as a small fishing hamlet, with a coastguard station. A harbour was being considered at this time. In the 1840s a school was built in Blacklion at the top of what would later be named Church Lane.



Greystones and Environs: OSi Historic 6 inch first edition 1837-1842

Greystones changed dramatically with the coming of the railway, the railway station opening in 1856. This was the impetus for its development, with the building of houses on Church Road, Trafalgar Road and Bayswater Terrace (at the harbour) from the 1860s; these roads were laid out by the La Touche family of Bellevue in Delgany on land they had acquired prior to 1791, which stretched from Rathdown Upper to where the railway station is located today.

In 1861 Greystones had a population of 238, which grew to 355 by 1871. By 1881 Greystones had its own Post Office, a national school and a protestant school. By 1891 the population of Greystones had grown to 516 and had at least one hotel. In 1910 Greystones had population of 900. The Church of Ireland had been enlarged four times since it was built in 1857 in order to accommodate the growing summer congregations. Greystones had many visitors in the summer period and by 1920 there were at least five hotels. This included the Grand Hotel (later known as the La Touche Hotel) built in 1894.

The first big housing development came in the 1890s with the building of the Burnaby Estate, located near Greystones Railway Station. It was instigated by Alfred Wynne, the land agent of the Hawkins Whitshed estate and named after the first husband of Elizabeth Hawkins Whitshed, the noted adventurer and soldier Frederick Burnaby. It was first mentioned in 1880

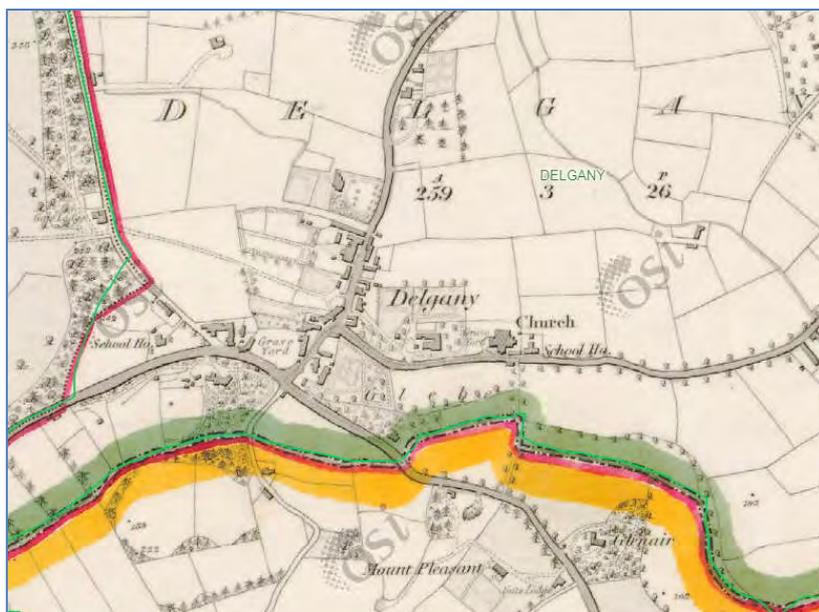
Delgany

While there is evidence that the landscape surrounding Delgany has been occupied since at least the late bronze age, it is likely that Delgany village was first established as an early Christian monastic settlement in the 6th or 7th century, at the location of the historic churchyard and burial ground in the centre of the village today. The ruins of a 13th century church remain at this location, along with an ancient high cross. The 'Battle of Delgany' between Ughaire, King of Leinster and the Danes of Dublin under Sitric occurred in the area in 1021AD.

The village and surrounds developed in the medieval period with the development of a number of important structures / houses (such as Stylebawn House and Kindlestown Castle east of the village) and more modest dwellings / cottages surrounding the monastic enclosure.

Between 1754-6 David La Touche, the Dublin banker and member of the Irish Parliament, built a Georgian mansion on a 300 acre estate at Ballydonagh just west of the village named Bellevue; Delgany golf club now occupies part of that estate and very little of the original house remains (mainly ruins and outbuildings). Christ Church, the Church of Ireland parish church, was built by Peter La Touche in 1789.

Delgany was home to a community of Carmelite Nuns between 1844 and 2019, the convent being located just north of the village centre. The church on the convent grounds was opened in 1853.



Delgany and Environs: OSi Historic 6 inch first edition 1837-1842

By the early 20th century, Delgany remained a small village, clustered around the junction of the regional road with Convent Road, with a mixture of traditional 2-storey commercial buildings (including hostelries and hotels), community services (such a constabulary barracks) and townhouses, generally located close to the road edge, a range of smaller cottages and a number of larger detached dwellings including Stylebawn, the old Rectory, Malvern House and Thorndale. The churches and convent remained significant buildings and schooling was provided by a schoolhouse adjacent to Christ Church.

Killincarrig

Killincarrig village was built prior to Greystones and had a working flour mill, one of Ireland's oldest cherry orchards (which consisted of 200 trees) and an Elizabethan manor house known today as Killincarrig Castle, of which the ruins still stand. It is reported that Oliver Cromwell stayed several nights at Killincarrig Castle. In 1641 Killincarrig Village had a temporary barracks to protect the property of local residents. A brewery was recorded in Killincarrig in 1815 owned by a family named Jones. Killincarrig's local landowner was the Hawkins Whitshed family who owned the nearby Killincarrick House, which was demolished at the end of the 19th century, after the construction of a new house for the Hawkins Whitshed family built closer to Greystones village.



Killincarrig and Environs: OSi 25 inch (1888-1913)

Blacklion

Blacklion would appear to get its name from a coastal road from Bray to Wicklow built by Irish Chiefs prior to the Norman invasion which was called Bealach Laighean (Blacklion), which was afterwards used by the Normans as a military road. Blacklion contains what is probably the area's oldest inhabited house, which is pre 1760, when it was recorded as Blacklion Inn, today it is a veterinary clinic. Blacklion was where the first coastguard station was located in this area. It was at Blacklion that the first RC church was built in the area, which opened for worship in 1867.



Blacklion and Environs: OSi 25 inch (1888-1913)

(Credit for the historical information and imagery to www.delganyheritagevillage.org, www.rathdown.wicklowheritag.org and www.greystones.ie)

Modern development patterns

From a population of c.1,800 in 1926, the early 20th century saw very little growth in the settlement of Greystones - Delgany (including the villages of Blacklion and Killincarrig), and indeed experienced some intercensal periods of decline. However post 1946 growth was steady with rapid growth in the 1946-1956 period and again between 1971 and 1981 (when the population measured 7,442).

This was a result of significant new (mostly state) housing development initially in the 1940-1950s in locations such as Killincarrig, Crowe Abbey, Millbank and Victoria Road, followed by major private and state house building in the 1970s primarily in north Greystones particularly in the Kindlestown and Rathdown areas. Steady and gradual growth in the 1980s and 1990s saw the population grow to 11,296 in 1996 with many new housing estates developed in Delgany, Killincarrig, Bellevue Road and northern parts of Greystones/Blacklion.



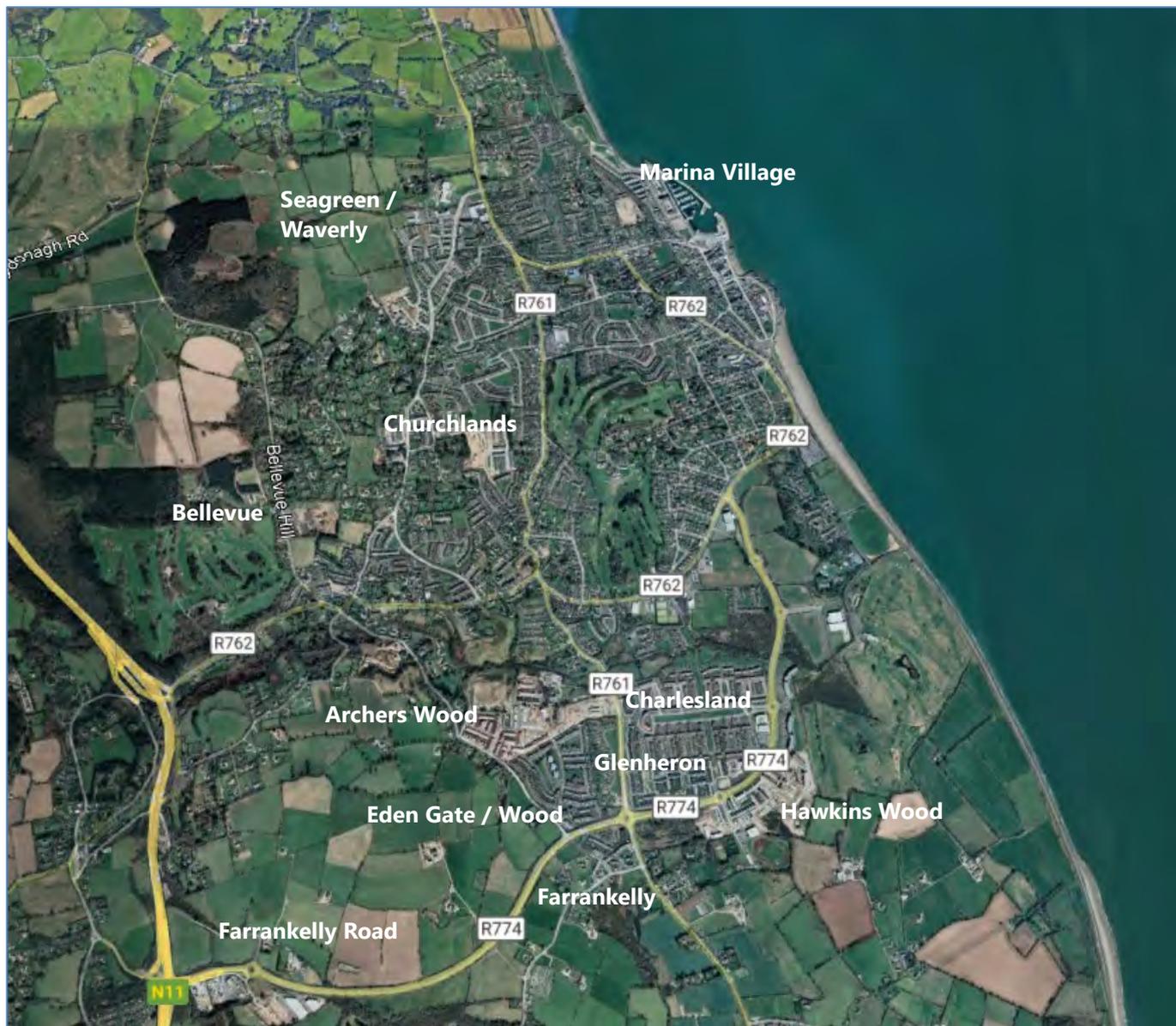
Greystones - Delgany and Environs: OSi 1995

Significant growth between 2002 and 2011 and again post 2016 has seen the town grow to a population of 22,009 in 2022.

The early 2000s saw the major growth of the settlement in the southerly direction, facilitated by the construction of the Charlesland dual carriageway and the Farrankelly Road. This supported the development of six major new housing areas, delivering c. 3,000 housing units between 2004-2024. Significant development has also occurred in the Blacklion area, supported by the development of the Blacklion link road and a new neighbourhood centre and schools zone.

Finally, considerable development has occurred within the historic cores of each node and as infill between each node, such

as the harbour development project and the Meridian in Greystones, Delgany Wood between Delgany and Killincarrig and a number of new estates in Delgany mainly on Convent Road between Delgany and Blacklion, and on the northern side of Delgany Village.



Greystones - Delgany and Environs 2024 (source: Google Earth)
Significant new housing areas 2004-2024 identified

Impact on future development options

The vast majority of new development in Greystones-Delgany over the last 20 years has been at greenfield peripheral locations, including the construction of new roads to service same. This is resulting in excessive sprawl, high car dependency, difficulty in servicing with sustainable and active transport options and is risking coalescence with Kilcoole.

The vast majority of the existing settlement of Greystones-Delgany is located within a 2.5km radius of Greystones town centre / train station and there are numerous options for infill within this area. It is therefore the strategy of this LPF that no further development outside this 2.5km radius should be facilitated during this LPF period.

Within this radius however there are areas of environmental and heritage importance and vulnerability, and therefore it is necessary to identify and evaluate these areas with respect to their acceptability for any further 'greenfield' development (see Section A3.3 to follow).



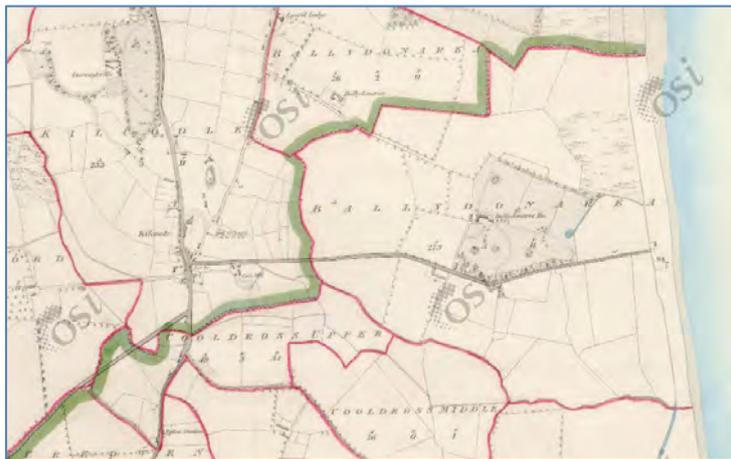
Kilcoole

Kilcoole has a long history and it is known a settlement of some kind existed from the early middle ages. A monastic cell or chapel was founded by, or associated with St. Comghall, and the surviving ruined church is considered to date from the 12th century. Many landholders in Kilcoole were killed and their lands redistributed in 1604 after the Nine Year's War. The Confederate Wars began in 1641 with a rebellion of Irish Catholics and Royalists. A force of rebels was attacked and defeated on Christmas Day 1641 at Kilcoole. In 1649, Cromwell and his army passed through Kilcoole, spending the night at nearby Killincarrig Castle. Ownership of the land passed to families who either arrived from England or converted to the established church, with the majority in Kilcoole becoming landless labourers on the estates of Darraghville, Woodstock, Ballydonarea and Ballygannon. The church was abandoned by all but a few who had converted to the new faith.

Kilcoole began to recover somewhat with the coming of a coach road connecting Dublin with Wexford in the 1760s (now the R761 Coast Road). Travellers on the new road needed horses and lodging, and an Inn was built at the crossroads of Main Street and Sea Road (this building survives today as Byrne's Public House).

The coming of the Dublin, Wicklow and Wexford Railway in 1855 marked a turning point in the history of the village. The journey time of an hour to Dublin allowed for easy access to Dubliners seeking escape from the polluted air in the city to spend summers by the sea, and new cottages were developed along Sea Road between the station and the village.

Darraghville House became a convent in 1894 and many generations of local people were educated at the convent schools.



Kilcoole and Environs: OSi Historic 6 inch first edition 1837-1842



Kilcoole and Environs: OSi 25 inch (1888-1913)

(Credit for the historical information to www.kilcoole.ie)

Modern development patterns

Starting around 1900, Kilcoole began to see increasingly rapid changes. The large estates began to break up; Ballygannon House disappeared (but the remains of the substantial stables and walled garden remain); Grey Fort House (earlier known as Ballydonarea) was abandoned and torn down in the 1950s. Woodstock House declined but was bought by a succession of owners, and today is restored as part of Druid's Glen Golf Club. Darraghville House remained a convent until 2017 when it was sold to become a private house. The lands of these old estates were broken up and given to new owners.

The small thatched cottages which once lined Main Street were replaced in 1910 with two-storey, modern houses. In the 1930s and 1940s a number of other Council housing projects were completed, on New Road and Sea Road for example. The population of Kilcoole grew from under 300 during World War II, to 550 in the 1960s. Electricity came in the 1950s, and water and sanitation systems began to be modernised. Buses began to run to Greystones and Bray, making it possible for people in Kilcoole to work away from home. Beginning in the 1960s and 1970s, a number of large housing estates began to be built which brought the population up to 1,487 in 1981 and then to 2,335 in 1986.



Kilcoole and Environs: OSi 1995
Significant new housing areas identified

While population growth between the mid 1980s and early 2000s was limited, this era saw the development of some important infrastructure for the town namely the construction of Kilcoole industrial estate (and associated new link road from the Coast Road to the Newtown Road) and the secondary school, Colaiste Chraobh Abhann.

Significant and steady growth has occurred since 2002, which has seen the town grow from a population of 2,826 to 4,569 in 2022. This growth has been spread across the settlement but is particularly concentrated in the southern and south-eastern part of the town (in terms of both residential and employment development) facilitated particularly by the construction of the southern section of the 'Kilcoole Eastern Distributer Road' which provides an alternative road from Sea Road to the Coast Road, south of the town centre, part of a long standing objective to create alternative movement routes around the town to reduce traffic on the Main Street (Coast Road). Development has also occurred along Lott Lane, with further development consented / underway in this area. Finally, development has occurred at either periphery of the historic core of the town centre such as the 'Whitethorn Centre' development opposite the Church on the northern side of the village (retail and residential) and the 'Willowbrook' and the 'Brook' centres (retail and residential) just south of the Sea Road – Coast Road junction.



Kilcoole and Environs 2022 (source: Google Earth)
Significant new housing areas 2004-2024 identified

Impact on future development options

Kilcoole has developed in a manner that has resulted in some hollowing-out of the centre, leaving a number of central vacant sites along the Main Street, and it is crucial during this LPF period and beyond that this is addressed and town centre regeneration is a priority.

The majority of new development in Kilcoole has occurred to the east of the regional road R761 as these are the lands that are most accessible by the existing road network and public transport, and in addition, significant investment has been made in delivering elements of an 'eastern distributor road' in Kilcoole in order to create an alternative route around the town centre for north-south and east-west movement, which would in turn allow for significant urban realm improvements in the centre. It is appropriate to consider at this stage whether this past growth pattern should be continued or other locations within Kilcoole considered for the next phases of its growth. This is addressed in the section to follow.

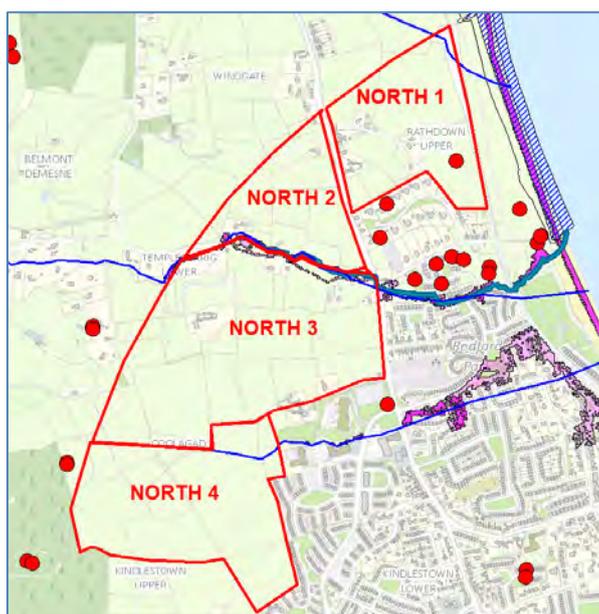
A3.3 Physical & Environmental considerations

Key factors that will determine the appropriate future development strategy for the Greystones-Delgany and Kilcoole area are the physical context and natural/manmade constraints of the area and the ability of currently undeveloped areas to absorb new development without adverse impacts.

The assessment to follow considers only currently undeveloped lands; physical constraints / barriers are not deemed to be pertinent within existing built up areas, although it is acknowledged that localised issues may arise that could affect the developability of certain sites (e.g. access / traffic safety, services, site conditions, archaeology).

Greystones - North

Further development in Greystones is obviously limited to the east by the coast. Lands to the east of the railway line to the north of Greystones are unsuitable for further development due to risk of erosion and coastal sensitivities. With respect to other possible growth locations within a 2.5km radius of the town centre⁶:



North_1	This is the area to the east of the regional road R761 and north of the existing built up area, around 'Northshore'. These lands are not currently zoned for development. These lands rise upwards from south-east (c. 20m OD) to north-west (c. 70m OD) towards Bray Head, which is designated a SAAO, pNHA and SAC. Development in this area may impinge on the protection of Bray Head and the views up towards it from Greystones. It is also an area with archaeological records and further potential for archaeological finds, being close to the original settled area of Rathdown Castle, and it is unknown if further development could affect any remaining archaeology. The lands in this area generally drain to the east and south down towards the sea and the built up parts of Greystones, which is contributing of cliffside erosion and flood risk. Inappropriate development in this area could exacerbate this issue. These lands are included in 'Coastal Cell No. 3' in the Wicklow County Development Plan 2022 where it is the objective to:
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⁶ On all maps to follow, the following features are marked:

- European Sites (blue)
- NHA / pNHA (green)
- Flood risk zones (pink)
- National Monuments (red)
- Watercourses (blue line)

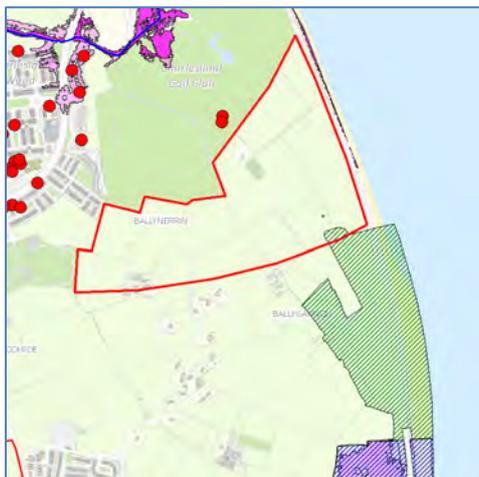
	<ol style="list-style-type: none"> 1. To strictly regulate and manage development in this cell to protect its function as a green break between the built up area of Bray and Greystones. Within this area, the following restrictions apply: a) Residential development shall be strictly limited to those persons engaged in agriculture in this cell and who can demonstrate a definable economic need to live on the farm holding; b) The highest standards of siting and design will be rigorously enforced for any developments in this area; and c) Commercial and industrial development will be prohibited in the cell. 2. To maintain and enhance the cliff path from Bray to Greystones, while preserving its rugged and natural character. 3. To strictly control the development of new entrances and access driveways on the R761, to those which can be proven to be necessary for either traffic safety reasons or the normal functioning of the landholding. 4. To facilitate coastal protection works (natural, soft and hard engineered), to protect both the amenity value of the Cliff Walk and the significant economic and social value of the railway line.
North_2	<p>This is the area to the west of the regional road R761 and north of local road L-5028. These lands are not currently zoned for development. These lands rise upwards from a contour of c. 35m OD at the L-5028 to a high point of c. 80m OD on the side of Windgates Hill and are very open to views from the south and east. Development in this area may impinge on landscape character and the setting and protection of Windgates Hill and Bray Head. These lands generally drain southwards to a watercourse adjacent to the L-5028. This watercourse presents a flood risk as it enters the built up area of Greystones at Redford Bridge and inappropriate development in this area could exacerbate this issue.</p>
North_3	<p>This is the area to the west of the regional road R761 and south of local road L-5028, and generally located northwest of the built up envelope. The eastern and southern parts of this area are currently zoned for residential and open space development. These lands rise upwards from east to west from a contour of c. 40m OD at the R761 to a high point of 110m OD on Kindlestown Hill. Current zoning provides for development up to c. 90m OD contour. These lands are very open to wide views from the south and east. Development in this area may impinge on landscape character and the setting and protection of Kindlestown Hill. These lands generally drain eastwards via watercourses / drains on the lands which contribute to surface water flows towards Greystones, presenting an increased risk of flooding in the built up area of Greystones and inappropriate development in this area could exacerbate this issue. The SEA has identified some risk of landslides in this area.</p>
North_4	<p>This is the area to the west of Templecarrig School and the new housing areas of Waverly and Seagreen. The eastern parts of these lands are currently zoned for residential development. These lands rise upwards from east to west from a contour of c. 65m OD to a high point of c. 190m OD on Kindlestown Hill. Current zoning provides for development up to c. 95m OD contour. These lands are very open to wide views from the south and east. Development in this area may impinge on landscape character and the setting and protection of Kindlestown Hill. These lands generally drain eastwards via watercourses / drains on the lands which contribute to surface water flows towards Greystones, presenting an increased risk of flooding in the built up area of Greystones and inappropriate development in this area could exacerbate this issue. The SEA has also identified that the western parts of this area exhibit very high or extreme groundwater vulnerability, as well some risk of landslides.</p>

Impact on future development options

While these areas are adjoining the built envelope of Greystones and are proximate to services, concerns arise with respect to archaeology, coastal zone protection, landscape impacts and drainage. Lands to the east of the regional road in these regards are not considered suitable for further development. With respect to lands to the west of the regional road, taking the new housing developments of Seagreen as a reference, it is clear that any development at higher elevations is likely to impact on the landscape and setting of Kindlestown Hill, which is a significant natural and historical landmark in the area. Therefore zoning in this area should remain only as far west as the current zoning and shall not extend any further west or north. With respect to drainage in this area, any development considered for this area would require to integrate significant water management measures to ensure no increase in run off or flood risks.

Greystones – south

There is only one block of land in south Greystones within 2.5km of the town centre that remains undeveloped:



This is the area to the west of the railway line, south of Charlesland golf club. These lands are not currently zoned for development (zoned 'agriculture / greenbelt' in previous plan). These lands rise gently upwards towards from east to west, from the coast to a high point of c. 20m OD adjacent to Charlesland Sports Park. These lands are not particularly open to views from the north or west over the wider area but are open to the coast from the east. There is a listed prospect from along the railway line of the coastal area. This also an area with a significant number of archaeological finds during the development of housing just north, and it is unknown if further development could affect any remaining archaeology. The lands are in very close proximity to the northern boundary of Kilcoole with a separation of c. 500m to Glenroe open farm and 700m to the closest housing estate on Lott Lane. The key issue affecting these lands is their proximity to The Murrough SPA and pNHA. There is a strong likelihood that protected bird species are present on the eastern part of these lands and on the eastern parts of Charlesland golf club further north.

These lands are included in 'Coastal Cell No. 5' in the Wicklow County Development Plan 2022 where it is the objective to:

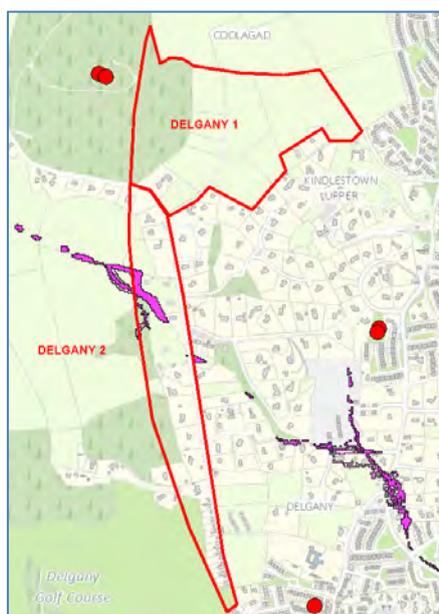
1. To facilitate the development of visitor and interpretative facilities, particularly those relating to bird watching, in a sustainable and suitable manner which does not compromise either landscape quality or habitats.
2. To control and limit residential development to that shown to be strictly necessary (in accordance with the County settlement and rural development strategies) and to require the highest standards of siting and design for any new dwellings and regard to environmental designations.
3. To prohibit the development of new dwellings within 100m of the shoreline.
4. To protect all listed views and prospects along the R761 and coast in this cell.
5. To strictly control the development of new entrances and access driveways on the R761, to those which can be proven to be necessary for either traffic safety reasons or the normal functioning of the landholding.
6. To facilitate the development of a coastal walk (having due regard to environmental designations and compliance with the EU Habitats Directive) and to restrict development that interferes with the achievement of this objective.
7. To facilitate and support the upgrading of Kilcoole train station and associated facilities.
8. To facilitate coastal protection works (natural, soft and hard engineered), to protect both the ecological and amenity value of the coastline and the significant economic and social value of the railway line.

Impact on future development options

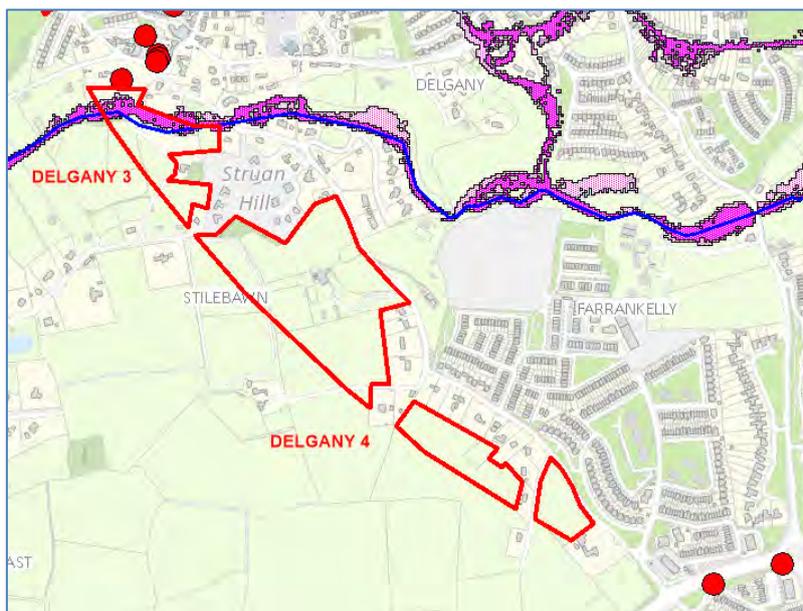
While this area is adjoining the built envelope of Greystones and is proximate to services, concerns arise with respect to archaeology, coastal zone protection and ecology. In these regards, it is considered that only the western parts of this parcel may be suitable for some development. However, further development in this area would start encroaching of the green break between Charlesland and Kilcoole and contribute to a gradual coalescence of these settlements which is not supported. Therefore the only development format that is provided for in this LPF is the use of the western parts of this parcel for active open space / sports use, adjacent to existing sports / schools zone.

Delgany

There are four undeveloped areas to the north, west and south of Delgany within a 2.5km radius of the rain station as shown to follow:



<p>Delgany 1</p>	<p>This is the area to the north and uphill of existing low density housing areas (Kindlestown upper, Kendalstown Rise) on Bellevue Hill, on the east side of local road L-1030. Only the most eastern field in this block is currently zoned for developed – for low density (5 units/ha) housing. These lands rise steeply upwards towards from east to west towards Kindlestown Hill, from a contour of c. 90m OD up to 190m OD. The most western parts of this block are a Coillte forest - a publicly accessible and very well used amenity area.</p> <p>The area is also part of an archaeological landscape with the remains of a possible hillfort at the summit of Kindlestown Hill. It is unknown if further development could affect any remaining archaeology. Development in this area may impinge on the protection of the landscape and archaeology of Kindlestown Hill and the views up towards it from Greystones.</p> <p>The SEA has identified that parts of this area exhibit very high or extreme groundwater vulnerability, as well some risk of landslides.</p> <p>These lands may be serviceable by mains water from Bellevue Hill but are not served by foul or surface water mains from this road. Such drainage might be feasible by connecting through third party lands to the east.</p>
<p>Delgany 2</p>	<p>This is the area to the west of Bellevue Hill (west side of local road L-1030). Only the southern part of this block is currently zoned with zoning generally extending only as far as the rear (western) boundaries of existing low density houses, with the exception of two blocks zone 'Residential – Special' in the previous plan which allowed for low density new housing on lands west of the existing road frontage houses. Permission has been granted on parts of these R-Special lands, and one dwelling has been built to date. While these lands are not protected by any environmental or archaeological designations, they do encroach on the historical grounds of Bellevue Demesne, parts of which are now in use as a golf course and much of the undeveloped part of this block hosts mature trees.</p> <p>There are areas at risk of flooding on the northern part of this area, due to a local watercourse. The SEA has also identified that parts of this area exhibit very high or extreme groundwater vulnerability.</p> <p>These lands may be serviceable by mains water from Bellevue Hill but only the lower, more southern parts of this block are serviced by foul sewers.</p>



<p>Delgany 3</p>	<p>These lands are located on both sides of Blackberry Lane (L-5042) a rural road to the south of Delgany historic centre. These lands are currently zoned a combination of 'Open Space' along the Three Trouts River corridor and for low density residential development (2.5 units / ha). This part of Blackberry Lane is extremely narrow and two cars cannot pass. While there is mains water supply in this area, there are no mains foul or storm sewers.</p> <p>Although there are no national monument records affecting this area, this area is considered locally to be one of archaeological and historical significance, as a possible location of Viking battle in 1022.</p> <p>In addition, the SEA has identified that this area is likely to contain Annex 1 habitats, that parts of this area exhibit very high or extreme groundwater vulnerability and may be susceptible to landslides.</p>
<p>Delgany 4</p>	<p>These lands are located on the south side of Priory Road, to the south of Delgany; Priory Road links Delgany towards the Charlesland area, which is the location of significant new in-depth housing, such as at Archer's Wood. These lands are generally located to the rear of existing low density, rural houses on Priory Road, although there are some gap sites with road frontage. These lands are not currently zoned.</p> <p>Straun Hill house, a protected structure, is the dominant feature in this area, with significant stands of mature trees located on this property. There are no other heritage / archaeological designations in this block.</p> <p>While mains water is available along Priory Road, there are only mains foul / storm sewers present at the eastern and western ends of this block in proximity to Archer's Wood to the east and Glenair Manor to the west.</p>

Impact on future development options

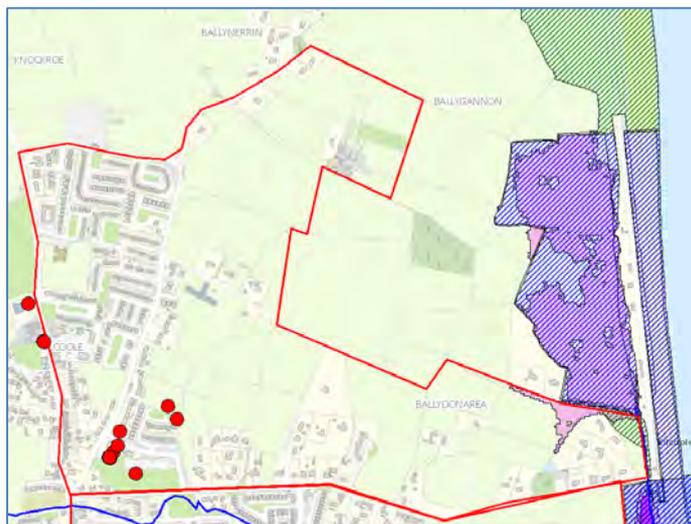
While these areas are adjoining the built envelope of Greystones-Delgany and some are proximate to some services, concerns arise with respect to suitability of road infrastructure, serviceability, flood risk, unnecessary sprawl into the rural landscape at all locations and impacts on archaeology, landscape and the natural environment. It is the general strategy therefore that currently unzoned lands should not be zoned for new development and zoning be removed from the following four locations (a) high elevations of Bellevue Hill, (b) the lands at risk of flooding on the west side of Bellevue Hill, (c) the R-Special lands to the west of Bellevue Hill ⁷ and (d) Blackberry Lane, south of Three Trouts River.

⁷ It should be noted that in the course of the LPF making process, three sites in the 'Delgany 2' area were zoned for new residential development.

Kilcoole

In terms of physical context, Kilcoole can be viewed as having three district areas with different physical characteristics and environmental / heritage assets⁸ which make them *more* or *less* suitable for new development.

Area 1 East of Main Street – north of Sea Road



This area extends from the junction of the R761 (Coast Road) with Lott Lane as far south as the Sea Road junction in the centre of the town. Along the eastern side of the R761 there are a mix of town centre type uses, including retail, retail services (hairdressers, public houses, cafes etc), education and residential. Lott Lane splits this area and the block between the R761 and Lott Lane has been a key location for in-depth housing development since the 1980s.

Lands to the immediate east of Lott Lane were previously zoned for development, including residential, open space and community uses, with an objective for the delivery of a new distributor road from Lott Lane to Sea Road as part of new developments to connect with the Holywell Road to the south of Sea Road.

These lands are generally accessible from either Lott Lane or Sea Road and the western parts of same are either serviced or are serviceable by mains water and foul / storm water systems. Similarly the most western areas would be proximate to existing bus services which generally utilise the R761 and Sea Road.

While there are significant areas of relatively flat agricultural land in this area that may be suitable for future development, key limiting factors include:

- The need to avoid coalesce with Charlesland / south Greystones;
- The archaeological sensitivity of the lands surrounding St. Comgall's Church with recent testing identifying numerous archaeological finds;
- The proximity to the European Sites (the Murrough SPA and SAC) and the Murrough pNHA, which is sensitive to disturbance;
- The land drainage characteristic of this area, whereby lands drain to the east and south-east, with all watercourses finding their way to the Murrough European Site, which is vulnerable to pollution and hydrological changes;

⁸ On all maps to follow, the following features are marked:

- European Sites (blue)
- NHA / pNHA (green)
- Flood risk zones (pink)
- National Monuments (red)
- Significant rivers (blue line)

- The distance of lands on the eastern part of this block from the town centre and town services, and the lack of pedestrian and cycling connectivity to the town;
- The significant groups of mature trees in this area and areas of natural biodiversity, for example around Kilcoole Rock.

Impact on future development options

While this area is adjoining the built envelope of Kilcoole and is at least partially serviced / serviceable, given the opportunities and vulnerabilities present, the strategy for the development of this area should focus on consolidating development in the areas closest to the existing town centre, thus maximising distance from the coast and European sites and thereby reducing risk of environmental impacts.

A key objective shall be for new development to utilise to the maximum extent possible the services that are already present. With respect to the 'eastern distributor road', having regard to preliminary assessments carried out as part of the Transport Study, it is apparent that all of the elements of this route are now in situ and with improvements, particularly to junctions and priority, it would not be necessary to construct major new sections of this route through greenfield lands, as was an objective of the previous plan.

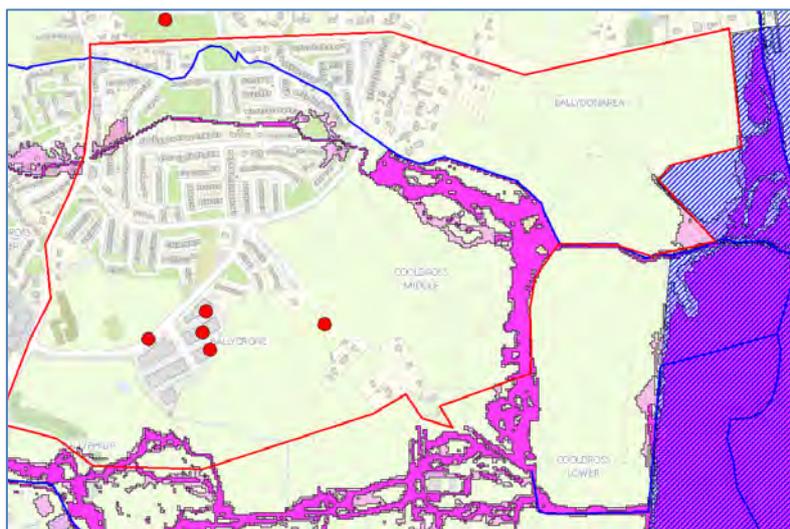
In addition, such new route sections would have required traversing a number of areas of biodiversity value, including a watercourse, and this is not considered an optimal future development strategy.

Key objectives therefore should be the improvement of the following roads / junctions to bring the route up to a 'distributor road' status:

- Improvements to the Sea Road – Wellfield junction, to deflect north bound traffic towards Lott Lane and south bound traffic towards the Holywell Road, rather than towards Kilcoole Main Street;
- Improvements to the Wellfield – Lott Lane junction to improve priority
- Alterations to the Lott Lane – R761 junction to re-direct unnecessary traffic from using Kilcoole Main Street.

A re-calibration of the boundaries of existing residential zones is proposed, to ensure that areas of amenity value, including significant tree groups, hedgerows and other areas of natural biodiversity are protected and to ensure that any lands identified for open space are conveniently located to the wider area.

Area_2 East of Main Street – south of Sea Road



This area extends from the junction of the R761 (Coast Road) with Sea Road as far as the former Kilcoole golf club c. 1km south of the town centre. Along the eastern side of the R761 there are a mix of town centre type uses, including retail, retail services (hairdressers, public houses, cafes etc), education and residential. Kilcoole’s secondary school, Colaiste Chraobh Abhainn is located on the R761 in this zone. In the last 20 years, a new distributor road has been built from this school as

far as the Sea Road, providing an alternative route between these locations for vehicles to 'by pass' the town centre. The development of this route has allowed substantial lands to be serviced for development and this area has seen the most significant residential and employment developments in the towns since the 2000s.

All currently zoned residential lands in this area have now been developed, while some employment and community zoned land remains vacant. However, the community zoned land is due to be incorporated into the site of CCA to allow for expansion.

A number of watercourses pass through the area and the lands generally drain to the east towards the Murrough European site. There are areas at risk of flooding along these watercourses.

While some of the currently undeveloped lands have direct access from the R761, Sea Road or the Holywell distributor road, a significant part of this area has no direct access to public roads other than across third party lands. Similarly, the lands close to these roads generally have access to mains waters services, however the foul / storm systems do not extend down the whole of Sea Road.

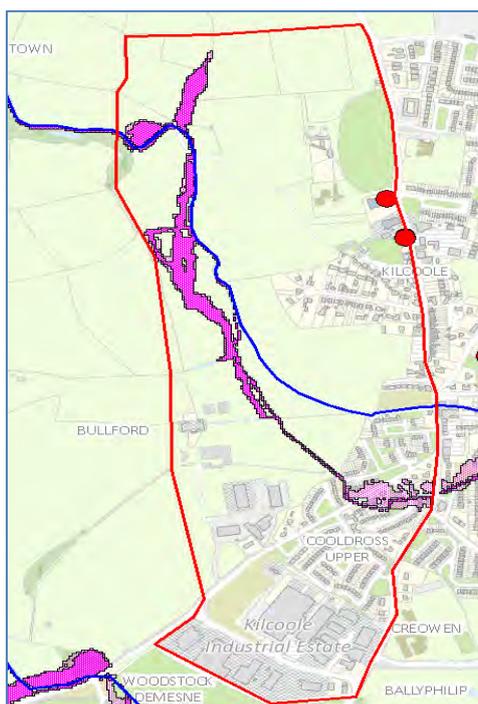
While there are significant areas of relatively flat agricultural land in this area that may be suitable for future development, key limiting factors include:

- The proximity to the European Sites (the Murrough SPA and SAC), which are sensitive to disturbance;
- The land drainage characteristic of this area, whereby lands drain to the east and south-east, with all watercourses finding their way to the Murrough European Site, which is vulnerable to pollution and hydrological changes;
- The distance of lands on the eastern part of this block from the town centre and town services, and the lack of pedestrian and cycling connectivity to the town;
- The potential for the discovery of further archaeological remains – current records are associated with finds made during development.

Impact on future development options

This area has similar considerations as Area 1 above. While the northern and western parts of this area are close to the built envelope of Kilcoole and the lands along Sea Road are closer to the train station, proximity to and drainage towards the Murrough European site, as well as flood risk along watercourses, requires a strategy which appropriately controls and manages any eastwards expansion of the settlement in this area beyond already zoned lands, to minimise risk of potential adverse impacts on the environment.

Again, a key objective should be to utilise to the maximum extent possible the services that are already present, including existing roads, rather than a development strategy that requires significant new infrastructure investment.



This area encompasses all lands to the west of the R761, as far south as Kilcoole Industrial Estate. Along the western side of the R761 there are a mix of town centre type uses, including retail, retail services, education and residential. The historic grounds of the former Kilcoole Convent / Darraghville House are located on the northern part of this area, accessed from the R761, while Bullford Business Park is located to the south, on the Woodstock Road. Permission has been granted for the development of new community health / care facilities on the former grounds of Darraghville House.

Parts of this area are currently zoned for development, being the areas closest to the built envelope of the town centre, generally accessed from Kilcoole Main Street (the R761), to the east of the Kilcoole River which cuts north-south through the area. Access to these lands for any significant development would require the development of new roads, with the previous LAP having an objective for the development of a Kilcoole 'western by-pass' of the town centre from Bullford to the former convent.

With respect to services, connections are feasible in proximity to public road R761 and the Woodstock Road.

While there are significant areas of relatively flat agricultural land in this area that may be suitable for future development, key limiting factors include:

- The lack of an existing road network through the zone;
- The land drainage characteristic of this area, whereby lands drain to the east and south-east, with all watercourses finding their way to the Murrough European Site, which is vulnerable to pollution and hydrological changes;
- Flood risk in some locations;
- The distance of lands from Kilcoole train station.

Impact on future development options

While the eastern parts of this block adjoin the built envelope of Kilcoole and are at least partially serviced / serviceable, any significant development of this area would require the development of a substantial new infrastructure, particularly a new road network in the area, for which there is currently no design work, environmental assessment, or consent process completed. A 'western distributor road' would likely be necessary for the opening up for development of this full area so as to ensure that all traffic movements associated with same would not have to be accommodated on the Main Street R761 in the town centre, where there is limited capacity.

Assessment carried out as part of the Transport Study⁹ shows that such a road would not be needed in the short to medium term to assist with traffic movement in Kilcoole town centre without the development of these lands, as it would only provide for small reduction in traffic flows on Kilcoole Main Street and therefore it is considered that the environmental and financial cost of same could not be justified.

A re-calibration of the boundaries of existing development zones is proposed, along with specific objectives with respect to access, to ensure that new development can be accommodated on the existing road network. In particular, the majority of zoned land in this area will require to be accessed from a significantly altered and enhanced junction at the R761 – Sea Road junction. In addition, the boundary of zones and development objectives will be amended to ensure that areas of amenity value, including significant tree groups, hedgerows and other areas of natural biodiversity are protected and to ensure that any lands identified for open space are conveniently located to the wider area.

⁹ Assessment (including modelling using Saturn) 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 and therefore it is considered that the environmental and financial cost of same cannot be justified.

A.4 Development Strategy

The key parameters for the future physical development of Greystones-Delgany and Kilcoole are based around protection of the environment, addressing climate change, sustainability, compact growth and developing the settlement in a manner that will generate the minimal number of private car journeys and maximum walking, cycling and use of public transport.

In light of the above, and the factors described in Sections A3.1-3 above, the development strategy adopted in this LPF is as follows:

1. The area shall be a high quality, attractive and sustainable place to live, visit and conduct business. The combined area shall maximise the potential opportunities associated with its strategic location at the edge of the Dublin Metropolitan Area.
2. To build on the dynamism between the settlements of Greystones-Delgany and Kilcoole, so that each settlement develops in a mutually dependent and complementary manner as a prosperous and growing community. Each settlement shall have a distinct identity and shall perform a function in sustaining its own local community and in providing enhanced opportunities for the creation of new local enterprise.
3. The development strategy for Greystones-Delgany will be one primarily of consolidation and infill, with limited further settlement expansion beyond the previous LAP boundary; the development strategy for Kilcoole will focus on the lands to the east of the Main Street in the Lott Lane area, in order to maximise use of the existing road network, to improve the eastern route around the town centre and to maximise proximity to Kilcoole train station¹⁰.
4. To maintain an agricultural buffer between the two settlements.
5. To focus on the dense, mixed use regeneration and development of town and village centre infill sites (particularly vacant or under-utilised sites) that are currently served or proximate to public transport services, as a priority above edge of centre or peripheral, greenfield locations.
6. Priority locations for new development will be locations served¹¹ by existing or planned high capacity public transport services; no lands will be identified as 'Priority 1 New Residential' designation if not currently served by existing or planned high capacity public transport service.
7. To utilise to the maximum extent the existing road network rather than one that is dependent on the construction of new distributor roads through greenfield lands.
8. To provide for new community, educational and recreational opportunities on serviced / serviceable lands in built up areas principally and greenfield lands at appropriate locations where necessary, that are connected to local residential areas with walking, cycling and public transport facilities.
9. To support the following priority transport / accessibility schemes in Greystones – Delgany:
 - (a) Convent Road Active Travel Scheme (Delgany – Blacklion),
 - (b) Delgany Village Accessibility Scheme,
 - (c) Bus services on Convent Road,
 - (d) the provision of new / improved footpaths and cycleways on all regional roads and local distributor roads.

¹⁰ The growth of Kilcoole to the east will however be constrained by the need to ensure no significant adverse impacts arise from new development on the integrity of 'The Murrough' European Site

¹¹ That is, within 1km of DART or 500m walking distance of an existing or planned high frequency bus service.

10. To support the following priority transport / accessibility schemes in Kilcoole:
 - (a) Kilcoole Main Street accessibility and public realm improvements providing for pedestrian / cyclist priority
 - (b) pedestrian and cycling infrastructure from Kilcoole Main Street to Kilcoole train station,
 - (c) the delivery of an improved distributor route around Kilcoole to 'by-pass' Main Street via use of Lott Lane, Sea Road and the 'Holywell Avenue' to the south of Sea Road as far as the regional road at CCA,
 - (d) the provision of new / improved footpaths and cycleways on all regional roads and local distributor roads,
 - (e) improvements in walking and cycling infrastructure between Kilcoole and Charlesland.

11. To ensure that no development is facilitated that would give 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 on the basis of this LPF¹².

12. To ensure that development proposals, contribute as appropriate towards the protection and where possible enhancement of the ecological coherence of the European Site network and encourage the retention and management of landscape features that are of major importance for wild fauna and flora as per Article 10 of the EU Habitats directive. All projects and plans arising from this LPF will be screened for the need to undertake Appropriate Assessment under Article 6 of the Habitats Directive.

13. To support the Wicklow County Council Climate Action Plan 2024-2029.



¹² 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.

PART B: GREYSTONES – DELGANY AND KILCOOLE SPECIFIC OBJECTIVES

B1 TOWN CENTRE REGENERATION

This section will set out the objectives for the sustainable development of the Greystones, Delgany and Kilcoole town and village centres, including retail development objectives, that are relevant to and implementable through a local land-use framework.

The town and village centre and retail strategies, objectives and standards set out in the Wicklow County Development Plan will apply directly in the LPF area. In particular, the County Development Plan addresses:

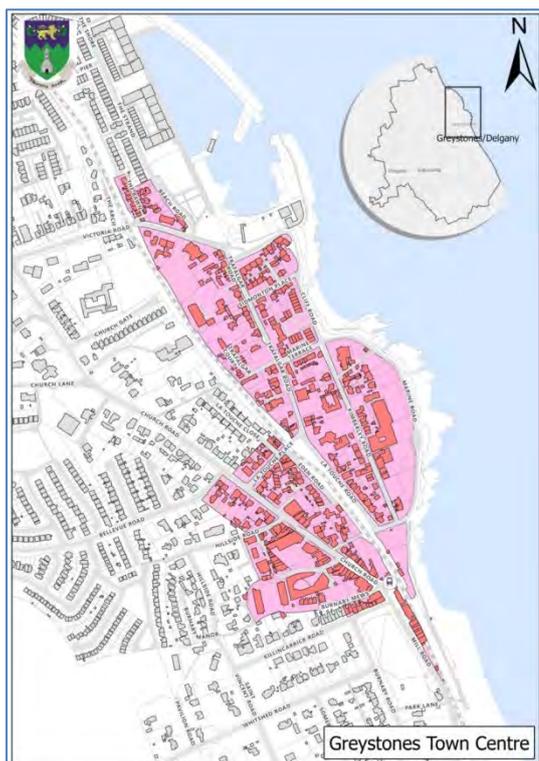
- The role of town and village centres and strategies for realising successful centres;
- Regeneration and renewal;
- Placemaking;
- Public realm;
- Compact development;
- Universal design;
- The County Retail Strategy;
- Objectives for town / village centres and retail including the design of new developments and the appropriate design and location for new retail.

It is not considered necessary to re-state the majority of the objectives for these areas in this LPF; the objectives to follow are those considered necessary to emphasise assets or restate objectives that have particular relevance and importance to the area.

‘Opportunity sites’ (OP) are identified in this LPF, which would if developed, contribute to the enhancement of the public realm, streetscape vibrancy and vitality, and the retail / services offer in the various ‘centres’ throughout the settlements. There are underutilised and unoccupied properties within Greystones-Delgany and Kilcoole that could be redeveloped to contribute to the enhancement of the town and village centres and any development proposal for these sites should have regard to the objectives of the County Development Plan and this LPF¹³.

¹³ For a number of the OPs concept sketches are shown in this LPF. These are conceptual only, did not include complete site surveys/analysis, and should not be taken as a definitive guide as to the acceptability or otherwise of any access points, road layouts or building positions/designs. Any application for permission on said lands must conform to all standards and requirements of the Planning Authority, as set out in this LPF and the Wicklow County Development Plan.

B1.1 Greystones Town Centre



Greystones town centre zone extends from the harbour area in the north to just south of the train station to the south, and is an attractive and busy town centre, with high levels of commercial activity, and significant visitor / tourist numbers particularly in the summer and at weekends. Both the historic town centre located along Church Road and the harbour area are designated 'Architectural Conservation Areas'.

There are a wide range of uses present in this area, including retail (of small and large format) and retail services including a significant quantum of restaurants / cafes / public houses and beauty / hair services, banks, professional services etc. There is limited vacancy and there are also high levels of residential use including within the commercial core along Church Road, including lower density Victorian houses, high density infill / apartment development on backland sites, and above ground floor commercial units.

The **Greystones Public Realm Plan**, developed in 2020 by 'Greystones 2020'¹⁴ and Wicklow County Council, in consultation with residents, community groups, school children, business owners and elected members seeks to set in place a positive road map for the improvement of the public realm of Greystones, helping improve the current conditions of the town, whilst sustainably managing future development.

¹⁴ Greystones 2020 was a community initiative founded in 2015, which later evolved into the Greystones Town Team (GTT). Its original mission was to foster a vibrant and community-oriented environment in response to the abolition of the Greystones Town Council. GTT, which was formally established in 2021, now acts as the successor to Greystones 2020.

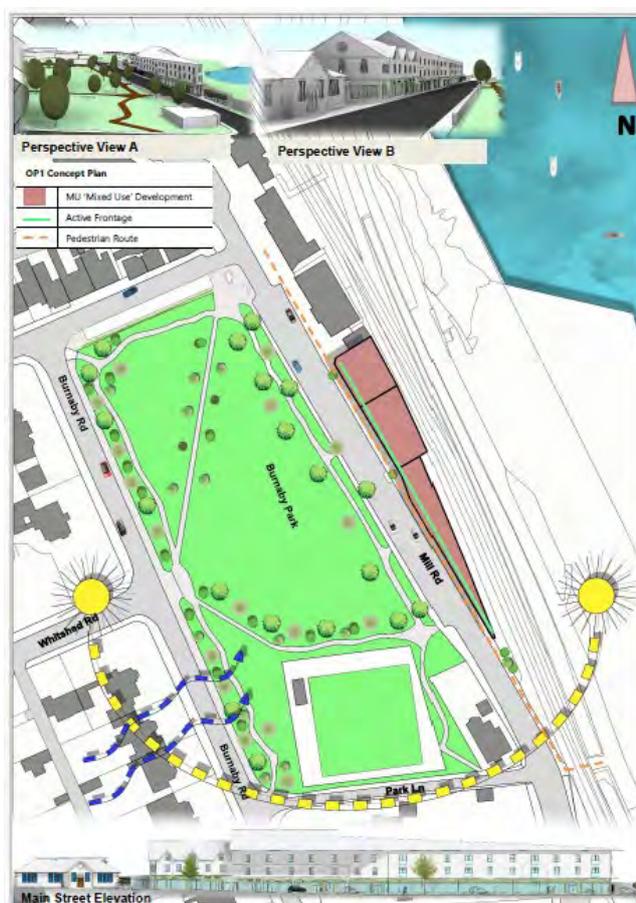
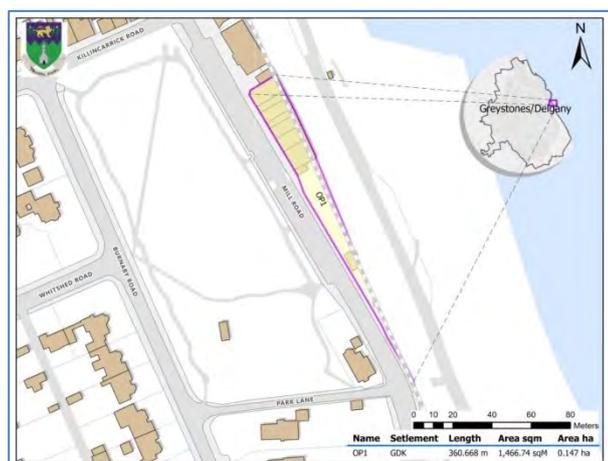
The County Development Plan sets out a wide range of town centre objectives that will apply directly in Greystones-Delgany and Kilcoole. In addition, the following objectives shall apply in Greystones:

GREYSTONES TOWN CENTRE OBJECTIVES	
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.
GDK2	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: <ul style="list-style-type: none"> ▪ 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; ▪ The development of a 'sheltered walkway' between the train station and the park-and-ride; ▪ 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; ▪ Improvement of quality and consistency of the public realm including more consistency in road surface treatments, paving materials, signage and street furniture; ▪ 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; ▪ 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.



Opportunity Sites in Greystones Town Centre

OP1 Former Watson & Johnson centre/garage, Mill Road

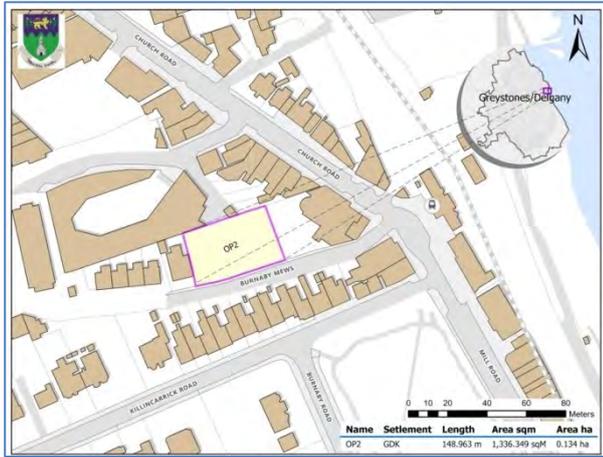


These 'town centre' zoned lands measure c. 0.15ha (including all existing buildings thereon) and have a considerable length of road frontage onto Mill Road, back onto the rail line and overlook the coast. The site accommodates a number of retail / retail services uses at ground floor with offices overhead, as well as a private car park. The site overlooks Burnaby Park to the west and the south beach to the east and is suitable for a mixed use development of a high density and additional height, given its location in close proximity to excellent public transport services, and a high architectural quality, considering its location adjoining the historic town centre and The Burnaby. The development of this site also presents an opportunity to 'extend' the town centre streetscape to the south, to start a visual and functional linkage between the historic centre and key development sites further south (see Section B9).

Objectives GDK OP1

- To provide for a landmark mixed use development which may include retail, retail services, community and cultural uses at ground floor and employment or residential uses above; this may be in the form of a new development or extension to the existing buildings on site;
- A high density development with no or limited car parking, that makes the best use of this serviced urban land will be expected;
- Any development of the lands shall include street frontage directly onto Mill Road, following and restoring the established building line and measures that would support / facilitate the development of a 'sheltered walkway' along this route.

OP2 Burnaby car park (rear of 'The Burnaby' Public House)

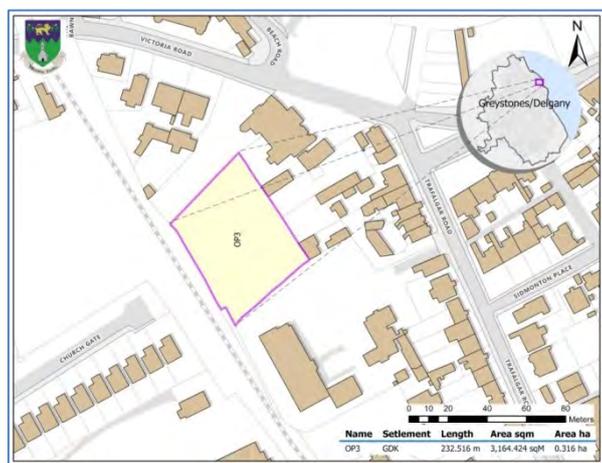


These 'town centre' zoned lands measure c. 0.13ha and have road frontage onto Burnaby Mews close to Church Road. The site is currently in use as a private car park serving 'The Burnaby' public house. Notwithstanding the service this provides to patrons of the public house, with a wide range of public transport and car parking options in the town centre, an opportunity may exist for this function to be relinquished in favour of redevelopment. The site is suitable for mixed use residential and commercial development.

Objectives GDK OP2

- To provide for a mixed use development including commercial, retail, residential, community and cultural uses; in particular non-residential uses will be expected on the ground floor facing Burnaby Mews and create an attractive and vibrant new street frontage;
- A high density development with no or limited car parking, that makes the best use of this serviced urban land will be expected;
- The design of any development shall take in account the existing privacy and amenity enjoyed by neighbouring properties.
- Pedestrian linkages through to the 'Meridian' development will be expected.

OP3 Site to rear of 'The Beach House', Victoria Road

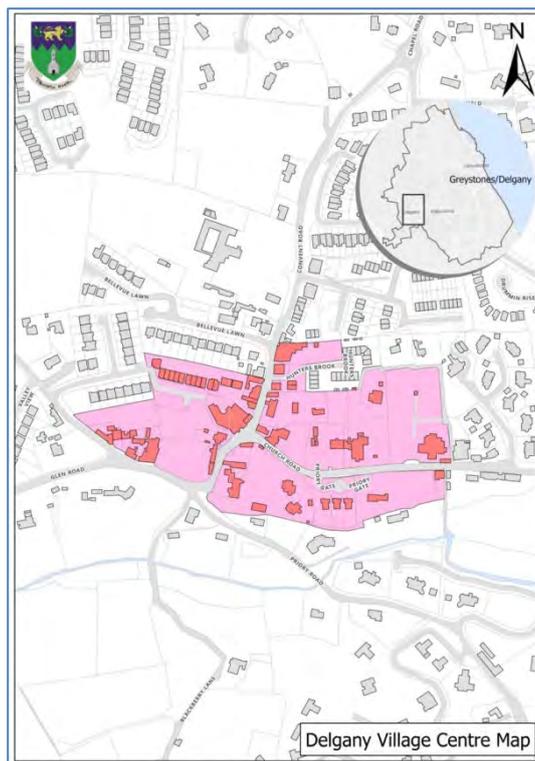


These 'town centre' zoned lands measuring c. 0.31ha, are located to the rear of 'The Beach House' public house, back onto the rail line and are accessed off Victoria Road. While the lands are currently in use for a permitted low intensity glamping operation, an opportunity may exist for this operation to be discontinued in favour of more intensive redevelopment.

Objectives GDK OP3

- To provide for a mixed use development including residential, community, cultural and commercial uses;
- A high density development with no or limited car parking, that makes the best use of this serviced urban land will be expected;
- The design of any development shall take in account the existing privacy and amenity enjoyed by neighbouring properties.

B1.2 Delgany Village Centre



Delgany is an historic village, with many buildings and a streetscape of heritage value, and is designated an 'Architectural Conservation Area'. While the commercial core is small and is focussed on the junction between the regional road R762 and Convent Road, there is a good range of shops and services to serve the local community including two public houses, two convenience shops, a pharmacy, two restaurants, butcher, as well as some cafes, beauticians etc. There is limited vacancy and there are high levels of residential use within the core, including above ground floor commercial units and fronting onto the main streets.

The **Delgany Public Realm Enhancement Plan** developed in 2023 by Delgany Community Council in consultation with residents, school children, business owners and elected members seeks to set out the community's vision for the future of the village, and identify opportunities / projects to deliver on these aspirations. This plan identifies that priorities for Delgany are to enhance community engagement, support local businesses, maintain and improve the village's special character and unique heritage, improving movement and safety, and providing greater access to open space and local amenity areas.

The County Development Plan sets out a wide range of village centre objectives that will apply directly in Greystones-Delgany and Kilcoole. In addition, the following objectives shall apply in Delgany:

DELGANY VILLAGE CENTRE OBJECTIVES	
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.
GDK4	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: <ul style="list-style-type: none"> ▪ 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; ▪ 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';

	<ul style="list-style-type: none"> ▪ 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 enhancing facilities for pedestrians and cyclists; ▪ The use of a consistent and recognisable design, and appropriate colour palette in the design of public realm elements; ▪ The integration of measures to improve ecology and biodiversity.
GDK5	<p>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 been considered and addressed in the design of any new development.</p>

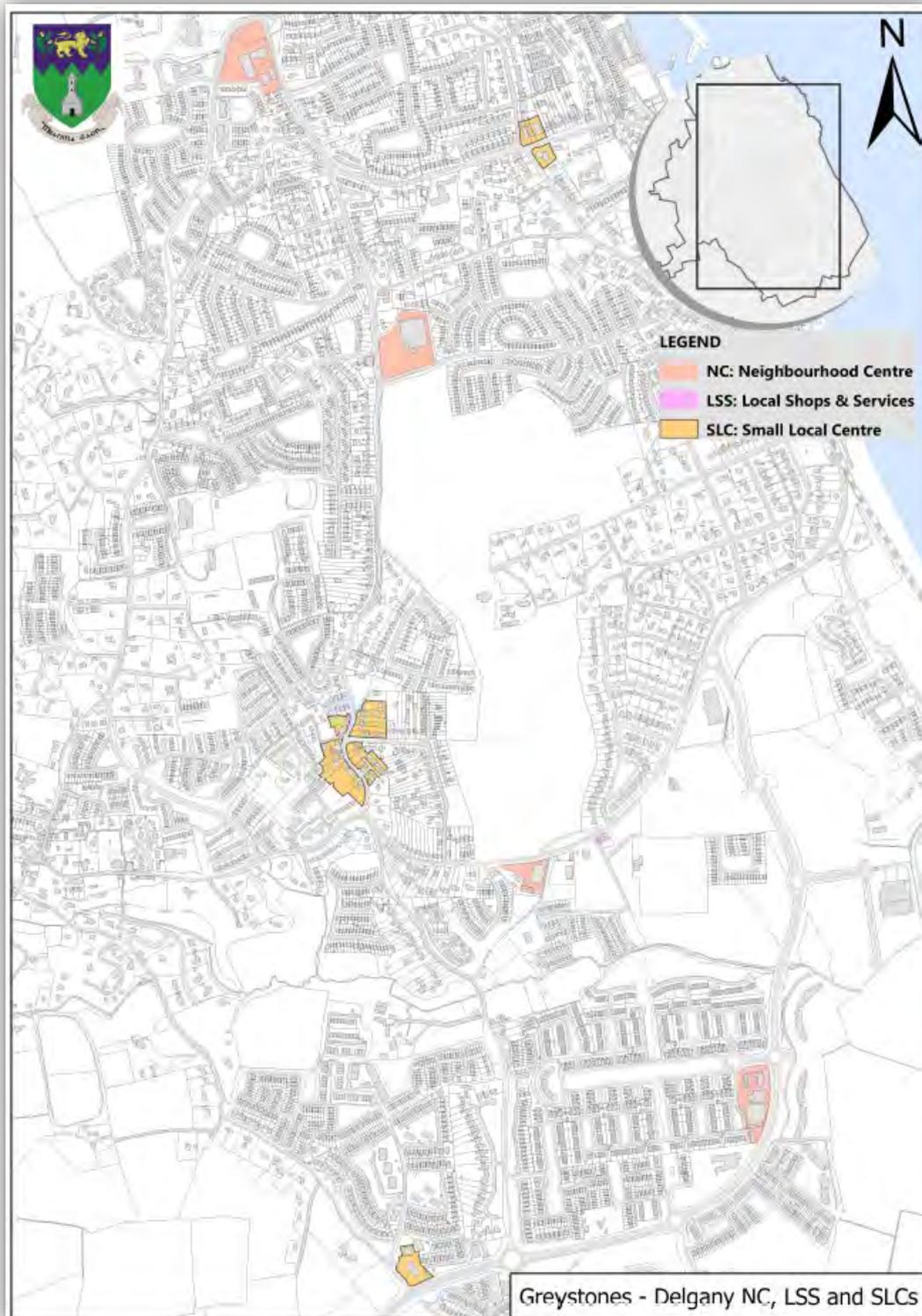


B1.3 Other Centres in Greystones - Delgany

Outside of the designated town and village centres of Greystones and Delgany, there are a number of other locations within the settlement that act as 'neighbourhood centres' or 'small local centres' in terms of providing retail and other commercial / community services as follows:

Neighbourhood Centres (NC): Blacklion, Bellevue Road, Mill Road, Charlesland.

Small Local Centres (SLC): Killincarrig Village, Victoria Road, Eden Gate.



While these locations are not identified for significant additional retail development (see retail objectives to follow), these centres provide an opportunity for enhancement with non-retail commercial, community and residential development to reinforce them as local focal points.

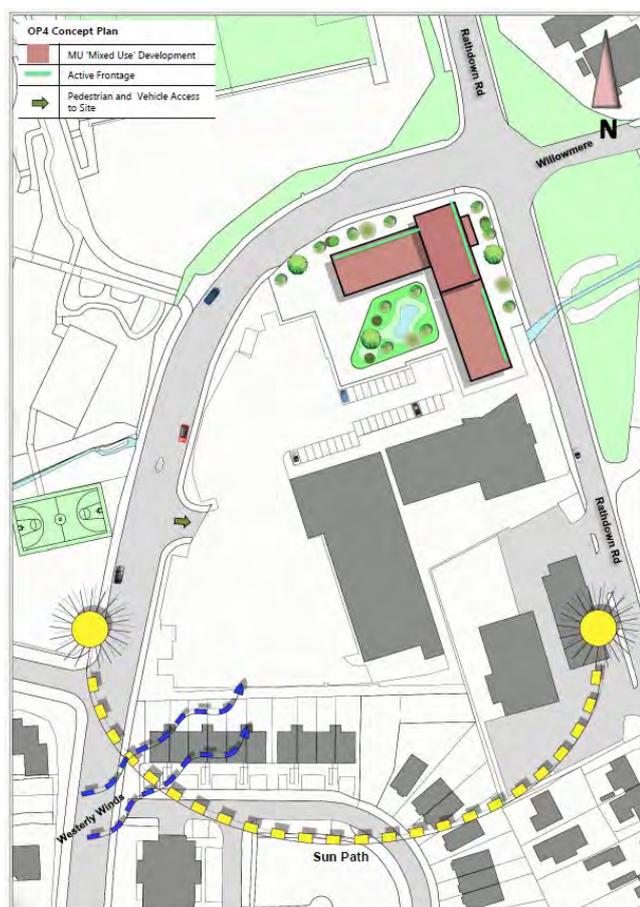
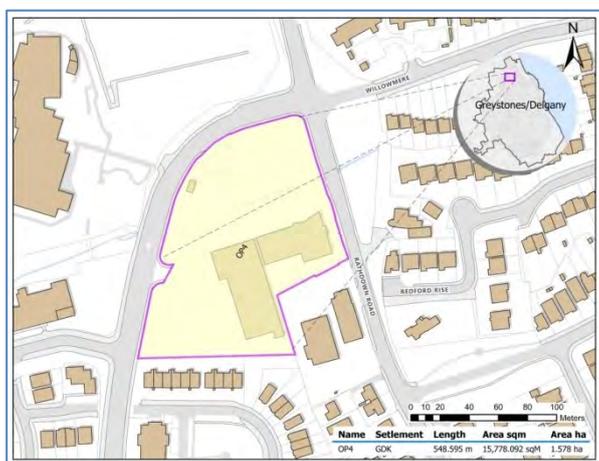
The County Development Plan sets out a wide range of neighbourhood and small local centre objectives that will apply directly in Greystones-Delgany and Kilcoole. In addition, the following objectives shall apply in Greystones - Delgany:

GREYSTONES – DELGANY NC/SLC OBJECTIVES	
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 mix of uses in already developed 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 LPP.



Opportunity Sites in Neighbourhood Centres / Small Local Centres

OP4 Blacklion Neighbourhood Centre



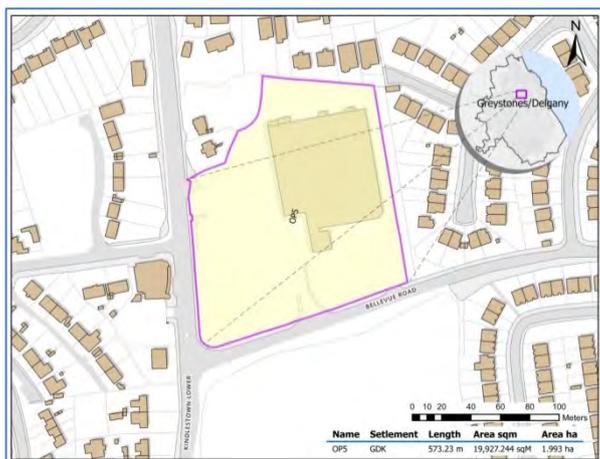
This existing neighbourhood centre of c. 1.6ha, which comprises one supermarket (Lidl), a number retail / retail service units, and 1st floor commercial space in a variety of uses, including medical use, is located in the Blacklion – Coolagad area in north Greystones. While the majority of the site is currently 'developed', there is one large undeveloped area at a key gateway location entering into Greystones on the regional road R750, as well as the potential to reduce the significant amount of surface car parking and put the land to better, more intensive use. The site would be suitable for further mixed use development, primarily residential and community uses, as retail and commercial floor space is already adequate for this location.

Objectives GDK OP4

- To provide for new mixed use development including residential, community and cultural uses;
- A high density development with reduced car parking, that makes the best use of this serviced urban land will be expected;
- New development shall be of the highest design quality, creates a distinctive and welcoming 'gateway' into Greystones.



OP5 Bellevue Road Neighbourhood Centre



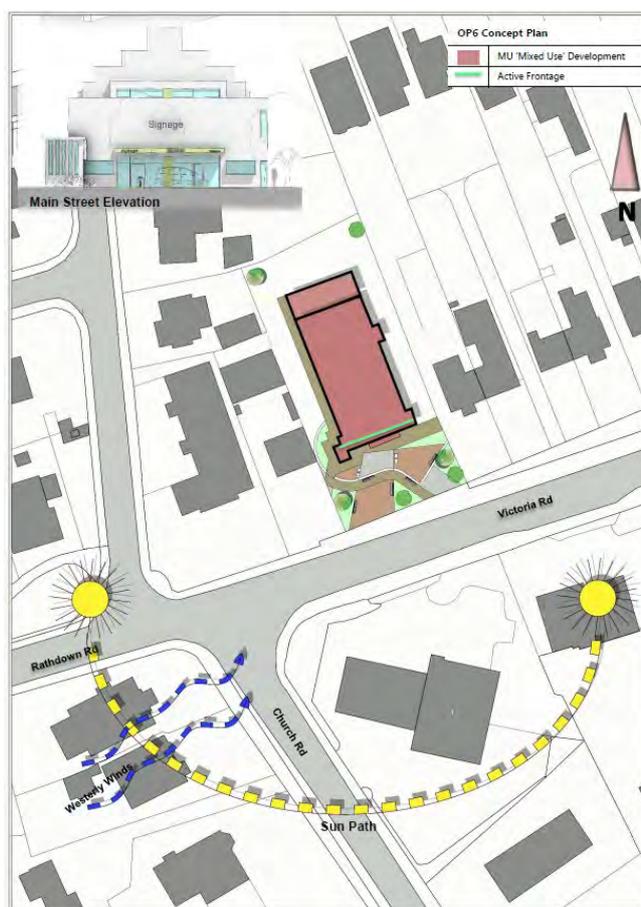
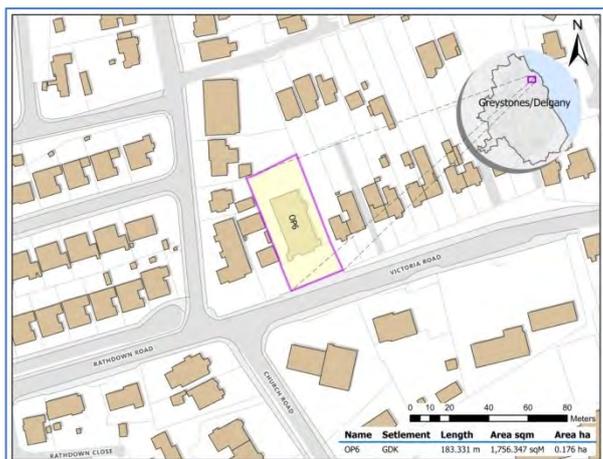
This existing neighbourhood centre of c. 2ha, which comprises one supermarket (Tesco), a number commercial / retail / retail service units in a variety of uses, is located in the Kindlestown area in Greystones. While the site is fully 'developed', the majority of the site is utilised for surface car parking. There is potential to reconfigure the lands so that the retail building footprint and the proportion of the site devoted to surface car parking are reduced, and the site put to better, more intensive use, and create a stronger identity and streetscape at this node. The site would be suitable for further mixed use development, primarily residential and community uses, as retail and commercial floor space is already adequate for this location.

Objectives GDK OP5

- To support the development of the lands for new mixed use development including residential, community and cultural uses;
- A high density development with reduced car parking, that makes the best use of this serviced urban land will be expected;
- New development shall be of the highest design quality, which addresses the R761 while maintaining to the highest degree possible mature trees in this area.



OP6 Victoria Road Small Local Centre - Ormonde Cinema site

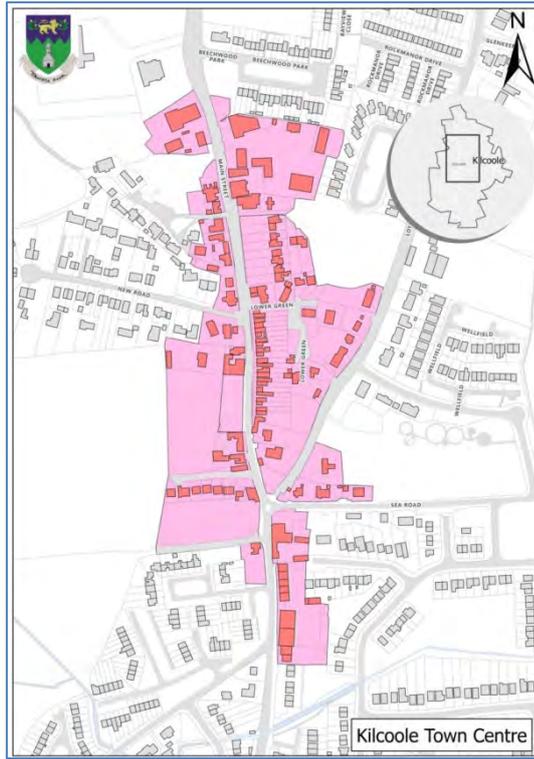


These SLC zoned lands measure c. 0.17ha and have road frontage onto Victoria Road. The site accommodates a vacant building, which formerly contained a cinema and retail units. The site is suitable for a mixed use development.

Objectives GDK OP6

- To provide for a mixed use development including commercial, retail, retail services, residential, community and cultural uses;
- A high density development with no or limited car parking, that makes the best use of this serviced urban land will be expected;
- The front façade of cinema building shall be retained and integrated into any redevelopment proposals, with the area between the building and the street improved via the removal of car parking and creation of a more attractive urban space.

B1.4 Kilcoole Town Centre



The residential, employment and retail growth that has occurred in Kilcoole over the last 20 years has generally been located around the periphery of the historic town centre (the Main Street between the Newtownmountkennedy Road Junction and Catholic Church). The centre has become ‘hollowed out’ with a significant number of vacant sites and buildings, which are degrading the overall appearance, identity and usability of the centre. It is essential that a regeneration programme for this area is developed; such a programme needs to consider the regeneration of the vacant sites, a reduction of the dominance of the car, enhanced sustainable movement and transportation options including improved infrastructure for walking, cycling and accessing public transport (including links to the train station) and improved public realm / public recreation etc.

The County Development Plan sets out a wide range of town centre objectives that will apply directly in Greystones-Delgany and Kilcoole. In addition, the following objectives shall apply in Kilcoole:

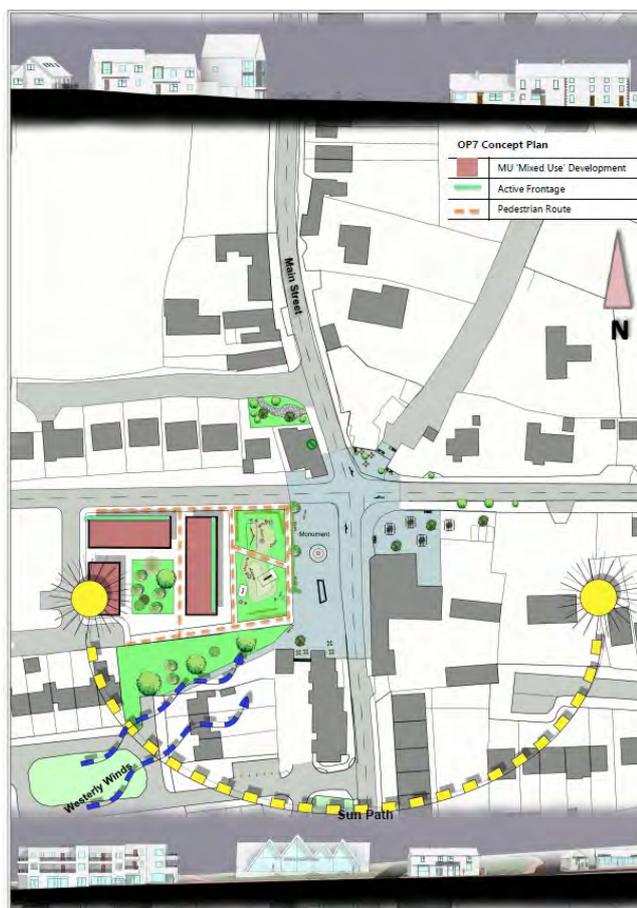
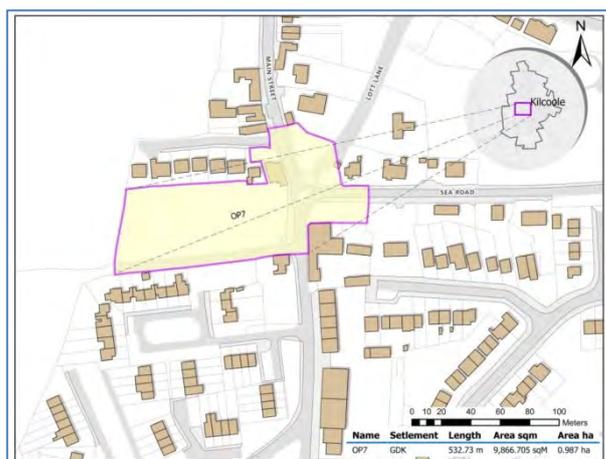
KILCOOLE TOWN CENTRE OBJECTIVES	
GDK7	To promote Kilcoole town centre as the priority location within the settlement of Kilcoole (above edge of centre or peripheral location, even where zoned) for new residential, retail / retail services, community, cultural and employment development, through the development 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.
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.
GDK9	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: <ul style="list-style-type: none"> 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;

	<ul style="list-style-type: none"> ▪ 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; ▪ 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; ▪ Improvement of quality and consistency of the public realm including more consistency road surface treatments, paving materials, signage and street furniture.
GDK10	<p>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 been considered and addressed in the design of any new development.</p>



Opportunity Sites in Kilcoole

OP7 Kilcoole Centre

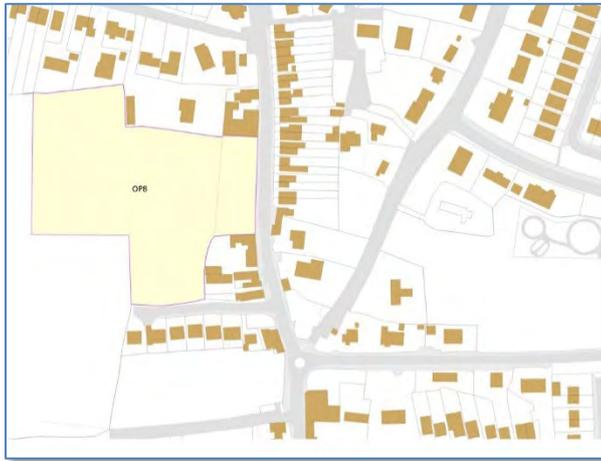


These TC zoned lands measuring c. 0.98ha comprise lands surrounding the Main Street – Sea Road junction, with two key potential development sites, being the lands to the west of Main Street and the lands to the north of the junction – the former 'Urells' shop. In addition, there is an area of surface car parking on the east side of the junction, which may have potential for improvements as part of wider urban realm enhancement of the town centre.

Objectives GDK OP7

- To support the development and delivery of a comprehensive project for this area, which provides for the re-configuration of this junction to remove the staggered junction and provides for access to the lands to the west, and which delivers significant public realm improvements such that pedestrian / cyclist and public transport uses are prioritised, and the creation of a public park / plaza of at least 1,600sqm in this area;
- To support the development of sites for mixed use development including commercial, retail, retail services, residential, community and cultural uses;
- Higher density development that makes the best use of this serviced urban land, will be expected;
- High quality frontage onto all streets will be required, that provides for passive supervision and connectivity to the street;
- Access to lands on the west side of the Main Street shall make provision to service future development lands to the west (zoned RN).
- Any development to the west of the Main Street in the OP shall make provision for a town centre public car park of a size to be determined in consultation with the Local Authority.

OP8 Kilcoole West - 'The Mollys'



These TC zoned lands measuring c. 1.5ha comprise lands to the west of Main Street, south of 'The Mollys' public house. The lands along the street are in use as a surface car park, with the remainder undeveloped / in agricultural use. The site is suitable for a mixed use development.

Objectives GDK OP8

- To support the development of these lands for mixed use development including commercial, retail, retail services, residential, community and cultural uses; in this regard, a 'single' use e.g. retail only or residential only will not be permitted and any commercial uses shall be accompanied by both residential and community / cultural uses;
- Higher density development with no or limited car parking, that makes the best use of this serviced urban land, will be required on these lands. In particular, any ground level commercial or retail development proposed shall include upper floors of residential use.
- High quality frontage onto all streets and open spaces will be required, that provides for passive supervision and connectivity to the street. Any development of these lands shall include the development of an outdoor community meeting space / pocket park of the highest quality and design, including appropriate park furniture and seating;
- While access into these lands may be via a direct access onto Main Street (R761) any such access point shall not provide a through route to lands beyond this site, in particular lands to the west of this site.



B1.5 Retail

The County Development Plan sets out the Retail Strategy and Retail Hierarchy for the County in line with the Regional Spatial and Economic Strategy, the Greater Dublin Area Retail Strategy and the Retail Planning Guidelines.

Greystones has been identified as a Level 3 Town and Kilcoole has been identified as a Level 4 Small Town in the Retail Hierarchy for Wicklow.

Greystones - Delgany

Level 3 centres will vary both in the scale of provision and the size of catchment, due to proximity to a Major or County Town Centre, i.e. Bray or Wicklow Town. The catchment of Greystones extends to Kilcoole, Newcastle and Newtownmountkennedy. While there is scope for expansion of comparison space into the future, the level of provision should be mainly for more local needs, in order to ensure that the roles of Bray or Wicklow Town as Level 2 centres are not compromised; supermarkets and smaller scale department stores are required to meet local needs. Due to its proximity to Bray, the scale of retail and mixed provision in Greystones is likely to be lower than other Level 3 towns, for example Arklow.

The scale of retail comparison in Greystones is relatively limited as a result of the town's proximity to Bray. There is particular scope for the centre to provide services for residents and visitors that tap into the leisure and recreation market, based on its coastal location and facilities including the harbour, beaches, coastal paths such as Cliff Walk and complementary service outlets including shops, restaurants, coffee shops etc.

The focus for new retail development in Level 3 towns is in the 'Core Retail Area' and in the TC zone.

In terms of retail development, the Neighbourhood Centres at Blacklion, Bellevue Road, Mill Road and Charlesland are considered 'Level 4' retail centres, while Delgany Village and the Small Local Centres of Killincarrig Village, Victoria Road, and Eden Gate would be considered 'Level 5' retail centres.

Neighbourhood Centres: A neighbourhood centre comprises a small group of shops, typically comprising newsagent, small supermarket / general grocery store, sub-post office and other small shops of a local nature serving a small, localised catchment population. The function of a Neighbourhood Centre is to provide a range of convenient and easily accessible retail outlets and services within walking distance for the local catchment population. Neighbourhood centres generally only occur in the larger settlements such as Greystones at locations within the settlement boundary but remote from the core retail area.

As set out in the County Development Plan, new/expanded neighbourhood centres shall generally only be considered where the following requirements are satisfied:

- the scale of development allowed within a neighbourhood centre should not undermine the retail hierarchy and the designated role of town centres as the principal shopping areas;
- the location of the development is sufficiently separated from the core retail area of the settlement as to warrant new retail facilities;
- the scale of the existing/new residential development is such to sustain a neighbourhood centre;
- the range of retail and non-retail services to be provided is appropriate to the needs of the area; and
- all efforts have been made to integrate the neighbourhood centre with any existing / new community facilities due to be provided as part of the scheme e.g. schools, childcare facilities, sports fields etc.

Having regard to the number, scale (in terms of retail floorspace) and geographical spread of existing neighbourhood centres in Greystones, no provision is herewith made in this LPF for any new Neighbourhood Centres; the priority for any new medium / smaller scale retail shall be in the designated 'town centre'. The expansion of any existing Neighbourhood Centre shall accord with the criteria detailed above and the objectives for retail / opportunity sites set out in this LPF.

Delgany Village / Small Local Centres: These centres serve an immediate catchment. The shops in these settlements meet the basic day to day needs of surrounding residents.

It is important to protect existing facilities which provide for people's day to day shopping needs and seek to remedy

deficiencies to avoid social exclusion and isolation. Encouragement will therefore be given to uses which support the community and help solidify the role of the village / small local centre as a focus for the community such as medical clinics, social services, pharmacies, cafes and post offices. Retail uses could include small convenience stores, newsagents and potentially other tertiary services such as butcher/vegetable shops, public house, hairdressers and other similar basic retail services; with the retail element in total ranging approximately from 500sqm – 1,500sqm of lettable space. The size of units within small local centres shall generally be limited to a maximum of c.150m² gross floor area. These centres are not appropriate for the provision of a supermarket.

As housing continues to grow around Delgany, there may be scope for expansion of the existing retail offer in Delgany to avoid local residents having to travel (probably by car) to Greystones for basic shopping needs. Positive consideration in this regard will be given to conversion of existing non-commercial properties in the village centre to retail / retail services uses.

Kilcoole

Level 4 centres like Kilcoole generally provide basic convenience shopping, either in small supermarkets or convenience shops and in some cases provide small scale comparison shopping, for example local hardware shops, retail pharmacies and clothes shops.

The retail provision in Level 4 towns would be expected to include one supermarket / two medium sized convenience stores (up to 1,000sqm aggregate) and perhaps 10-20 smaller shops and retail service uses (such as post office, hairdressers, cafes, drycleaners etc). Such small towns should be the main service centre in their catchment, providing a range of facilities, shops and services, at a scale appropriate to the needs and size of their catchment. Encouragement shall be given to uses which support the community and help solidify the role of the centre as an important local centre such as community services, medical clinics, social services, pharmacies etc. They should where possible provide a focus for economic development and local product or rural-based industries, including markets for locally-produced food and other products.

Kilcoole currently has a good range of retail / retail services and community facilities including two medium sized convenience stores, two pharmacies, medical facilities (health centre and doctors, physiotherapist's surgeries), post office, petrol station, a number of hairdressers / barbers / beauticians, cafes and other local shops and services. Additional retailing is provided in some of the employment districts to the south of the town centre including furniture / homeware goods and hardware.

The County Development Plan sets out a wide range of retail objectives that will apply directly in Greystones-Delgany and Kilcoole. In addition, the following objectives shall apply in the LPF area:

GREYSTONES – DELGANY & KILCOOLE RETAIL OBJECTIVES	
GDK11	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.
GDK12	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)' ¹⁵ . The Planning Authority will discourage new retail developments 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.
GDK13	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.
GDK14	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.

¹⁵ 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.

B.2 RESIDENTIAL DEVELOPMENT

This section will set out the local objectives for sustainable residential development in Greystones – Delgany and Kilcoole, that are relevant to and implementable through a local land-use framework.

The residential development strategies, objectives and standards set out in the Wicklow County Development Plan will apply directly in Greystones – Delgany and Kilcoole. In particular, the County Development Plan addresses:

- The Wicklow County Housing Strategy
- Social and Affordable Housing
- Sustainable Communities
- Location of new residential development
- Compact Growth and Active Land Management
- Sequence / Phasing
- Densities
- Universal Design and Lifetime Adaptable Housing
- Quality of Design in New Housing Developments

It is not considered necessary to re-state the majority of the objectives for these areas in this LPF; the objectives to follow are those considered necessary to emphasise assets or restate objectives that have particular relevance and importance to the area.

Zoning for residential development

It is an aim of this LPF to focus new residential development into the existing serviced built envelope of the settlements. The 'Town Centre' (TC), 'Village Centre' (VC) and 'Existing Residential' (RE) zones all present significant housing opportunities through densification of the existing built up area, re-use of derelict or brownfield sites, infill and backland development. In any development proposal for these areas, particular cognisance must be taken of the need to respect the existing built fabric and residential amenities enjoyed by existing residents, and maintaining existing parks and other open areas within the settlement. These central areas may not be sufficient in size and scope to accommodate all of the required long term future housing growth and therefore new 'greenfield' housing development shall also be considered.

'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 **GDK-15** 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.

In order to be cognisant of extant permissions and/or the key role that some sites will play in the delivery of essential infrastructure, it may be necessary for some 'out-of-centre' sites to remain as Priority 1.

New residential areas may be subject to 'Specific Local Objectives' (SLO) designation - the purpose of the SLO is to guide developers as to the land use / infrastructure / phasing requirements for the lands.

Development Potential & Density

In addition to the objectives of the County Development Plan and this LPF, the development potential of any site will be subject to determination of appropriate density at the development management stage. The application of density ranges will be considered in line with the objectives of the County Development Plan, this LPF and relevant Planning Guidelines. Density ranges should be based on consideration of centrality and accessibility to services and public transport; and considerations of character, amenity and the natural environment. As the density that may be possible to achieve on any given site cannot be pre-determined, this LPF will not include an estimate of housing yield for any particular area / site.

Housing Targets & Extant Planning Permissions

Having regard to the Core Strategy and population / housing targets provided therein for Greystones – Delgany and Kilcoole, there is capacity within the lands zoned TC, VC, RE (all located in the serviced, built up envelope) and lands zoned RN1 to meet current targets.

In order to ensure a long term supply of zoned land, in particular to ensure flexibility in the event of an increase in housing targets during the lifetime of this LPF, with particular regard to the new housing targets for County Wicklow set out in the 'NPF Implementation: Housing Growth Requirements – Guidelines for Planning Authorities' issued by the Minister under Section 28 of the Planning & Development Act (July 2025), this LPF also provides for additional zoned serviced / serviceable residential lands, over and above that needed to meet current targets, zoned 'RN2 – New Residential Priority 2'. Permission will only be considered during the lifetime of this LPF for RN2 lands where the following conditions are satisfied:

- At least 75% of Priority 1 new residential lands (RN1) lands have been activated (i.e. consent obtained and development initiated);
- 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 decision to grant permission being significantly breached.

Table 5.1 below sets out the land zoned for new residential development in this LPF.

Table 5.1 Residential Zoning

Location	Area (ha)	Status (Q2 2025)	Area Type	Zoning /Priority
Greystones – Charlesland	5.1	Local Authority scheme in design	Urban Extension	RN1
Greystones - Mill Road	0.6	Development permitted	Urban Extension	RN1
Greystones - Three Trouts SLO7	0.5	No permissions	Urban Extension	RN1
Greystones - Coolagad east SLO12	0.4	No permissions	Urban Extension	RN1
Kilcoole – Sea Road / Lott Lane	1.2	Development permitted	Urban Neighbourhood	RN1
Kilcoole – Bullford SLO5	6.1	No permissions	Urban Extension	RN1
Kilcoole – Ballydonarea SLO6	1.5	No permissions	Urban Extension	RN1
Kilcoole – Darraghville SLO9	5.7	No permissions	Urban Extension	RN1
Kilcoole – Lott Lane SLO10	4.4	No permissions	Urban Extension	RN1
Kilcoole – Ballycrone SLO11	2.3	No permissions	Urban Extension	RN1

Location	Area (ha)	Status (Q2 2025)	Area Type	Zoning /Priority
Greystones – Coolagad SLO4	31.4	No permissions	Urban Extension	RN2
Kilcoole – Bullford SLO5	1.1	No permissions	Urban Extension	RN2
Kilcoole – Ballydonarea SLO6	7.4	No permissions	Urban Extension	RN2



The County Development Plan sets out a wide range of residential development objectives that will apply directly in Greystones – Delgany and Kilcoole; in addition, the following objectives shall apply in the LPF area:

GREYSTONES – DELGANY & KILCOOLE HOUSING OBJECTIVES	
GDK15	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/villages.
GDK16	Notwithstanding the zoning / designation of land for new 'greenfield' residential development (RN), permission will only be considered for RN2 Priority 2 lands where the following conditions are satisfied: <ul style="list-style-type: none"> ▪ At least 75% of Priority 1 new residential lands (RN1) lands have been activated (i.e. consent obtained and development initiated); ▪ 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.
GDK17	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: <ul style="list-style-type: none"> ▪ Sustainable Residential Development and Compact Settlements Guidelines for Planning Authorities (DoHLGH 2024) ▪ Design Standards for New Apartments Guidelines for Planning Authorities (DoHLGH 2023) ▪ Urban Development and Building Height Guidelines for Planning Authorities (DoHLGH 2018) ▪ Design Manual for Urban Roads and Streets (DMURS); ▪ any subsequent / replacement Ministerial / Government guidelines. <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>
GDK18	Housing development shall be managed and phased to ensure that infrastructure is adequate or is being provided to match the needs of new residents. 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.
GDK19	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.
GDK20	Special Residential Zonings 1. 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 reflects the character of this existing historical residential area. All applications within this area shall include Architectural Heritage Impact Assessment in support of the development.

	<ol style="list-style-type: none"> 2. To provide for residential development for a maximum of 1 No. unit, with no restrictions on purchasing and occupation at Bellevue Demesne (as zoned RA (Special Residential) on Map No. 1), subject to all matters pertaining to the proper planning and sustainable development of the site/area being satisfied. 3. To provide for residential development for a maximum of 4 No. additional units, with no restrictions on purchasing and occupation at the grounds of Delgany Golf Club, Bellevue Demesne (as zoned RB (Special Residential) on Map No. 1), subject to all matters pertaining to the proper planning and sustainable development of the site / area being satisfied.
GDK21	<p>To promote and facilitate the development of a range of residential development types, tenures and sizes, including affordable and cost-rental properties, in order to cater for the varying housing needs and economic circumstances of the area's population. In particular, Wicklow County Council shall work with the Land Development Agency, and other relevant stakeholders, to deliver a range of residential tenures to meet the requirements of the population including (but not limited to) affordable and cost-rental housing types on appropriate lands, subject to compliance with the policies and objectives of the LPF, the County Development Plan and other relevant national and regional policies and guidelines.</p>

B.3 ECONOMIC DEVELOPMENT AND EMPLOYMENT

This section will set out the local objectives for the sustainable development of the LPF area's economy that are relevant to and implementable through a local land-use framework. The land-use objectives of this LPF aim to support the strategies of the Wicklow Local Economic and Community Plan and the Wicklow Local Enterprise Office, which have a wider remit than this LPF in the area of economic development.

The economic development and employment strategies, objectives and standards set out in the Wicklow County Development Plan will apply directly in the LPF area. In particular, the County Development Plan addresses:

- The role of land use planning in economic development; link between land use planning and the Local Economic & Community Plan (LECP)
- County Economic Development Hierarchy
- General Objectives for economic development
- Specific Objectives for Employment Types

It is not considered necessary to re-state the majority of the objectives for these areas in this LPF; the objectives to follow are those considered necessary to emphasise assets or restate objectives that have particular relevance and importance to the area.

Greystones-Delgany and Kilcoole: An overview of current economic trends

The most recent data from the 2022 Census shows high labour force participation and very low unemployment in Greystones-Delgany at 5.5% (Wicklow average 8.4%, State average 8.3%).

However, as set out Part A, Greystones–Delgany has a low 'jobs ratio' which is the ratio of resident workers to the number of local jobs and shows high out-flows of resident workers from the settlement. Of the c. 5,800 resident workers who leave the town for work, c. 72% travel on average over 30 minutes.

Table 6.1 Commuters into and out of Greystones – Delgany CSO Urban Area 2022

Commuters into and out of Greystones – Delgany CSO Urban Area 2022 (Persons)	
Total Residents with a fixed place of work	8523
Persons working in the town of usual residence	2704
Persons working outside the town of usual residence	5819
Persons commuting into the town to work	1477
Daytime working population	4181
Net Gain/Loss in working population	-4342

The largest sectors in which Greystones-Delgany residents are employed are 'information and communication', 'professional, scientific and technical activities', 'human health and social work activities', 'education' and 'financial and insurance activities' as detailed below:

Table 6.2 Employment Sectors of Greystones – Delgany residents 2022

Broad Industry Group 2022	% of labour force
Agriculture, forestry and fishing	0.45%
Mining and quarrying	0.03%
Manufacturing	5.56%
Electricity, gas, steam and air conditioning supply	0.90%
Water supply; sewerage, waste management and remediation activities	0.28%
Construction	3.69%
Wholesale and retail trade; repair of motor vehicles and motorcycles	8.90%
Transportation and storage	1.59%
Accommodation and food service activities	3.87%
Information and communication	11.83%
Financial and insurance activities	9.21%
Real estate activities	0.88%
Professional, scientific and technical activities	10.64%
Administrative and support service activities	3.29%
Public administration and defence; compulsory social security	3.93%
Education	9.94%
Human health and social work activities	10.46%
Arts, entertainment and recreation	2.40%
Other service activities	2.02%
Activities of households as employers; producing activities of households for own use	0.10%
Activities of extraterritorial organisations and bodies	0.14%
Industry not stated	4.42%

The Census also shows high labour force participation in Kilcoole but slightly higher unemployment than in Greystones-Delgany, at 7.3%.

While Kilcoole has a stronger 'jobs ratio' at 77%, there is still a high proportion of Kilcoole resident workers who travel outside the town for work, and of the c. 1,350 resident workers who leave the town for work, c. 70% travel on average over 30 minutes. Therefore notwithstanding the strong number of jobs available in the town, they are for the most part not being occupied by Kilcoole residents.

Table 6.3 Commuters into and out of Kilcoole CSO Urban Area 2022

Commuters into and out of Kilcoole CSO Urban Area 2022 (Persons)	
Total Residents with a fixed place of work	1751
Persons working in the town of usual residence	405
Persons working outside the town of usual residence	1346
Persons commuting into the town to work	945
Daytime working population	1350
Net Gain/Loss in working population	-401

The largest sectors in which Kilcoole residents are employed are 'wholesale and retail trade; repair of motor vehicles and motorcycles', 'human health and social work activities', 'education' and 'financial and insurance activities' as detailed below:

Table 6.4 Employment Sectors of Kilcoole residents 2022

Broad Industry Group 2022	% of labour force
Agriculture, forestry and fishing	0.41%
Mining and quarrying	0.00%
Manufacturing	6.50%
Electricity, gas, steam and air conditioning supply	0.95%
Water supply; sewerage, waste management and remediation activities	0.50%
Construction	5.36%
Wholesale and retail trade; repair of motor vehicles and motorcycles	13.23%
Transportation and storage	2.91%
Accommodation and food service activities	5.91%
Information and communication	6.91%
Financial and insurance activities	7.27%
Real estate activities	0.59%
Professional, scientific and technical activities	6.77%
Administrative and support service activities	3.18%
Public administration and defence; compulsory social security	5.32%
Education	8.09%
Human health and social work activities	10.68%
Arts, entertainment and recreation	1.91%
Other service activities	2.91%
Activities of households as employers; producing activities of households for own use	0.14%
Activities of extraterritorial organisations and bodies	0.05%
Industry not stated	3.14%

In terms of employment within the LPF area, there are no single large employers and only one significant employment 'area' - that being the cluster of business parks in south Kilcoole. It appears that local employment is otherwise generally dispersed across the town centres and neighbourhood centres in retail, retail services, tourism and professional services, as well as in education / health and other public / community services.

A developing sector in the area is maritime services associated with Greystones harbour and marina.



Strategy for economic development

As set out in Part A of this LPF, the strategy for economic development will be based around:

- providing a land-use framework for each town, which makes the Council's requirements and expectations with respect to the location and type of new employment generating development abundantly clear;
- supporting and facilitating, to the highest degree possible (subject to environmental and other relevant planning considerations) all forms of employment generation and in particular, to encourage employment and commercial uses as a key activity in the town centres;
- a focus on 'placemaking' to create attractive and sustainable communities, with high quality services and public realm, to create attractive places to live, work, visit and invest.

In order to meet the requirements of (a), this LPF makes provision of zoning of land for new employment.

The table below shows the minimum amount of land recommended to be zoned for new 'greenfield' employment in the two settlements. It is important that employment opportunities are developed further in an environmentally sustainable manner, with a particular focus on growing employment and businesses in the town centres and other already built up areas, densifying existing employment areas, and targeting growth at locations that are the most sustainable in terms of accessibility. In order to ensure however that there will be no shortage of site choice for developers of new employment, sufficient undeveloped 'greenfield' land will be zoned for new employment to meet all of the jobs growth required, on the assumption of 80 employees per hectare in Greystones - Delgany and 40 in Kilcoole¹⁶.

Table 6.5 Employment growth targets Greystones-Delgany & Kilcoole 2031 and zoning requirements

	Jobs ratio 2016	Jobs ratio 2022	Targeted future jobs ratio 2031	Jobs target for settlement in 2031	Jobs growth 2022-2031	Minimum quantum of zoned employment land (ha)
Greystones - Delgany	32%	49%	73.5%	6,275	2,100	26.25
Kilcoole	46%	77%	80%	1,500	150	4

Zoning Land for Employment

As set out in the County Development Plan, the zoning / designation of greenfield land for new employment shall adhere to the following principles:

- application of the 'sequential approach' whereby zoning extends outwards from centres, contiguous to the existing built up part of the settlement;
- promotion of a sustainable land use and transportation pattern, whereby 'people intensive' employment forms are located close to public transport routes (mostly relevant to larger towns such as Bray and Greystones), in centres and mixed use areas or within easy accessibility of residential areas, whereas 'goods based' employment types shall have good access to road transport corridors;
- lands already or easily serviced by appropriate standard of roads, a gravity fed water supply and wastewater collection systems;
- cognisance will be taken of the need to provide upmost protection to the environment and heritage, particularly of designated sites, features and buildings; and
- the need to maintain the rural greenbelt between towns.

¹⁶ Given the manufacturing / warehousing character of existing employment areas in Kilcoole.

The development of zoned / designated land should generally be phased in accordance with the sequential approach:

- Development should extend outwards from centres with undeveloped land closest to the centres and public transport routes being given preference, i.e. 'leapfrogging' to peripheral areas shall be discouraged;
- a strong emphasis should be placed on encouraging infill opportunities and better use of under-utilised lands; and
- areas to be developed should be contiguous to existing developed areas.

Only in exceptional circumstances should the above principles be contravened, for example, where a barrier to development is involved. Any exceptions must be clearly justified by local circumstances and such justification must be set out in any planning application proposal.

In light of these factors, the priority locations for new or more intensive employment in the LPF area are:

- The existing town and village centres of Greystones-Delgany and Kilcoole;
- Locations within close proximity to high quality public transport services, in particular locations close to or accessible to Greystones train station and the key bus transport route from Greystones station to Kilcoole along Mill Road, through Charlesland and the R761 into south Kilcoole;
- The identified **strategic employment**¹⁷ lands on Mill Road (former IDA lands);
- Zoned employment land at Charlesland;
- Existing employment areas in south Kilcoole.

This LPF makes provision for the following greenfield, brownfield, and infill sites for employment:

Table 6.6 Employment Zonings

Existing / Developed Employment Lands		
Town	Location	Approx Area (Ha)
Greystones-Delgany	Greystones Enterprise Centre (GRID) Charlesland	1
	Mill Road – Charlesland (Procap)	2.5
Kilcoole	Bulford Business Park	5.5
	Network Enterprise Park	3.5
	Kilcoole Industrial Estate	10
Undeveloped Employment Lands		
Town	Location	Approx Area (Ha)
Greystones-Delgany	Charlesland (west of GRID)	5.5
	Mill Road – Charlesland (former IDA)	20
Kilcoole	Network Business Park (south)	4.5
	Bulford Business Park (north)	7

The County Development Plan sets out a wide range of economic and employment development objectives that will apply directly in Greystones-Delgany and Kilcoole. In addition, the following objectives shall apply in the LPF area:

GREYSTONES – DELGANY & KILCOOLE EMPLOYMENT OBJECTIVES	
GDK22	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 development of the area and compliance with all other objectives of the County Development Plan and this LPF.
GDK23	To facilitate and support Greystones-Delgany and Kilcoole town centres as the priority for new employment, particularly 'people'-based employment development.

¹⁷ Identified in the RSES - MASP

GDK24	To protect employment zoned land from inappropriate development that would undermine future economic activity or the sustainable development of such areas.
GDK25	To facilitate and support the development of large-scale employment generating development on the Strategic Employment lands at Mill Road – Killincarrig
GDK26	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.
GDK27	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.
GDK28	To require Employment zoned land at Charlesland to be developed as follows: <ul style="list-style-type: none"> ▪ 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; ▪ 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.
GDK29	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.
GDK30	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.



B.4 TOURISM DEVELOPMENT

Greystones-Delgany and Kilcoole's excellent tourism and recreational assets, as well as their close proximity and accessibility by train and road to Dublin, offer significant opportunities to expand this sector for the benefit of the area's economy and employment. This must however be carefully balanced with protecting the assets themselves from over development or damage, protecting the local natural and built environment and maintaining the high level of residential amenity enjoyed by permanent residents. While the district is a particularly attractive location for day-trippers, additional benefits could be generated for the area if longer dwell time was encouraged and facilitated, and in particular this would require an enhanced overnight accommodation offering.

This section will set out the local objectives for the sustainable development of Greystones-Delgany and Kilcoole's tourism industry that are relevant to and implementable through a local land-use framework. The land-use objectives of this LPF aim to support the strategies and objectives for tourism and recreation development in the area as set out in the various Failte Ireland strategies and plans, the Wicklow Tourism Strategy & Marketing Plan, the County Wicklow Statement of Tourism Strategy, the County Wicklow Outdoor Recreation Strategy and the Wicklow Local Economic and Community Plan, which all have a wider remit than this LPF in the area of tourism and recreation development.

The Wicklow County Development Plan sets out a range of strategies, objectives and standards aim to promote and facilitate the development of a sustainable tourism and recreation and these will apply directly in the LPF area. In particular, the County Development Plan addresses:

- The overall strategy for tourism and recreation
- Tourism and Recreation Infrastructure; Visitor Facilities
- Tourist Hubs and Destination Towns and Integrated Tourism / Leisure / Recreational Complexes
- Tourist accommodation
- Tourism and Recreation Themes and Products
- Outdoor Recreation
- Greenways

It is not considered necessary to re-state the majority of the objectives in this LPF; the objectives of this LPF will focus on the key challenges and concerns with respect to the development of the tourism and recreation sector as set out below.



Key Tourism / Recreation Assets & Challenges

The three centres within this LPF area all offer different tourism and recreation products and experiences to users and visitors and the objectives of this LPF are tailored to support each area to build on its strengths and address weakness where possible as identified below:

Table 7.1 Key Tourism / Recreation Assets & Challenges

	ASSETS	CHALLENGES
Greystones	Highly accessible via DART and close to N11 Coastline / beaches; harbour / marina; Cliff Walk Wide range eating / drinking options Culture / theatre / film locations Events e.g. regattas, plaza market Heritage / architecture Golf Club	Lack of tourism accommodation, including facilities for camping, camper van parking Lack of tourism information; lack of identification / signposting of features of interest Lack of bike hire / safe bike parking Lack of public toilets / changing areas at coast
Delgany	Close to N11 Archeological / architectural heritage and history Proximate to areas of natural amenity / walking routes e.g. Glen Of The Downs / Kindlestown Hill Wide range eating / drinking options Golf Club	Less accessible by public transport Lack of tourism accommodation Lack of tourism information; lack of signposting of features of interest / walking routes Public realm limitations - narrow footpaths, lack of seating
Kilcoole	On train line Close to N11 Coastline / beach / bird watching / shore fishing Agri-tourism e.g. Glenroe Open Farm Druid's Glen Resort Good range eating / drinking options	Less accessible by public transport Lack of tourism accommodation within the town Lack of tourism information; lack of identification / signposting of features of interest Poor connectivity between train station and town; poor footpath and cycle connections to tourism attractions and Druids Glen Public realm limitations - narrow footpaths, lack of seating, dereliction / vacancy on streetscape Lack of facilities at the beach

In all settlements in the LPF area, there is a lack of visitor accommodation in all formats, from hotels, to B&Bs, to camping / glamping and sites for touring caravans (known as Aires¹⁸ sites).

While it is likely that only Greystones has the potential in terms of market size and accessibility to infrastructure to accommodate a significant growth in all forms of tourist accommodation, smaller scale accommodation facilities are possible and viable in both Delgany and Kilcoole centres, such as the type of operation at the Horse & Hound in Delgany.

Having regard to the designation of the LPF area as a Rent Pressure Zone, there are also controls that must be upheld on Short Term Letting to ensure that there is a sufficient supply of rental properties available for longer term rental in the area and to ensure that the use of dwellings as short term lets does not put increased pressure on the housing market, which is already very strained in the area with a very limited amount of properties available for longer term rental.

¹⁸ An '*aire de service*' is an 'area of service' or a service area, often found on French motorways and often have waste facilities and approved parking bays for motorhomes

The County Development Plan sets out a wide range of tourism & recreation development objectives that will apply directly in Greystones-Delgany and Kilcoole. In addition, the following objectives shall apply in the LPF area:

GREYSTONES – DELGANY & KILCOOLE TOURISM & RECREATION OBJECTIVES	
GDK31	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.
GDK32	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"> ▪ improvements to coastal access, including for those with disabilities; ▪ improvement of existing or development of new toilets, changing facilities, waste disposal facilities etc; ▪ improvement of existing or development of new appropriately scaled and located car parking; ▪ infrastructure supporting swimming, sailing and other watersports; shore fishing and bird watching; 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.
GDK33	To support and facilitate the development of tourism facilities and infrastructure related to: <ul style="list-style-type: none"> ▪ the film and television industry; ▪ the area’s early Christian, medieval, Victorian and Edwardian built heritage; ▪ sporting / recreation facilities in the area, including (but not limited to) swimming, sailing and other watersports, cycling and golf; including trails / routes, signage and visitor attractions / services.
GDK34	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: <ol style="list-style-type: none"> 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.
GDK35	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.
GDK36	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.
GDK37	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.
GDK38	To encourage eco-tourism projects ¹⁹ 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.

¹⁹ 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.

GDK39

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:

- the maintenance and improvement of the full coastal area from Greystones to Kilcoole²⁰;
- the development of a coastal route from Greystones to Wicklow Town as well as links between this potential route and Kilcoole and the R761;
- the improvement of routes from Greystones and Delgany to Kindlestown Woods, Glen of the Downs and the Three Trouts Stream;
- the development of a green route along Three Trouts Stream from Glen Road, Delgany to the sea;
- the development of footpaths and cycleways linking Kilcoole town centre to Kilcoole train station and Druid's Glen Resort;
- the development of a route between north Kilcoole and Charlesland sports centre;
- the 'Mountains to the Sea' amenity route as it may apply to Kilcoole (linking Glendalough – Laragh – Annamoe – Roundwood – Newtownmountkennedy - Newcastle - Kilcoole).



²⁰ 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 Murrough European Site at Kilcoole.

B.5 SOCIAL AND COMMUNITY DEVELOPMENT

The provision of adequate community infrastructure is critical to ensure a high quality of life and facilitate and sustain the growth of the settlements over the lifetime of the LPF and beyond. A wide variety of facilities are required in order to have a functioning and developing society.

The community development and infrastructure strategies, objectives and standards set out in the Wicklow County Development Plan will apply directly in the LPF area. In particular, the County Development Plan addresses:

- The role of land use planning in community development; link between land use planning and the Local Economic & Community Plan (LECP)
- Community Facilities Hierarchy Model
- Education and Development
- Health and Care
- Culture & the Arts, including libraries and places of worship and burial
- Open space, leisure and recreation, including sports, children's play, facilities for teenagers and young adults

It is not considered necessary to re-state the majority of the objectives for these areas in this LPF; however, following the carrying out of a Social Infrastructure Audit (SIA), priority concerns in the LPF area are (a) education, (b) childcare, (c) open space and (d) health / medical infrastructure, and therefore these issues are addressed to follow. Interested readers should refer to the SIA for more detail.

B5.1 Education

Primary schools

The analysis carried out in the SIA determined that there are sufficient primary school places for the current demand in the wider area but that some of the schools are oversubscribed, most likely due to the range of school types of available and personal choice. At this time therefore current demand would not necessitate the need for the development of an additional primary school in the LPF area and in the immediate term, capacity enhancements if required may be possible to accommodate on existing school sites and surrounding lands, and therefore is an objective that sufficient zoned CE land will be maintained where feasible around existing schools.

While this LPF does not provide for a rate of population and housing growth that would likely result in the need for an additional primary school in the short term, in order to future-proof the LPF, a new objective shall be provided which allows for the development of new primary schools on all land use zones (other than OS1 and OS2) subject to sufficient spatial separation from any existing primary school.

Secondary schools

The analysis carried out in the SIA identifies that the four post-primary schools in Greystones-Delgany and Kilcoole are oversubscribed with all four of the schools operating at or above their capacity. In order to address issues, a number of projects are planned / in train as follows:

- The Department of Education has approved an expansion of 250 additional places at Temple Carrig School, increasing the capacity up to 1,000 students. However, no physical expansion has been sought / approved as yet, and given the current enrolment of c. 950 students, extension is unlikely to result in any significant capacity improvements.
- Planning permission has been granted for a new secondary school in Charlesland - Greystones Community College - which will have a capacity of 1,000 students; construction commenced in late 2024. The school is currently in temporary accommodation with a current enrolment of c. 500 students.
- Planning permission has been granted for an additional 450 places at Colaiste Chraobh Abhainn in Kilcoole; however no works have commenced to date. This extension will only provide for a capacity increase of c. 200 students, considering the numbers currently enrolled.

Even with these projects completed, it is not clear that there will be adequate capacity into the future for both the LPF area and the wider catchment. It appears that an additional secondary school may be required in the wider area in the short to medium term, but having regard to the spatial distribution of schools in the catchment, the optimal location for a new secondary school would likely be in Newtownmountkennedy, rather than Greystones-Delgany or Kilcoole.

While this LPF should nevertheless be future proofed, given (a) that it is not clear that a new secondary school will be needed in Greystones – Delgany or Kilcoole in the short to medium term, (b) the large land need for a new secondary school (up to 5ha) and (c) the lack of suitable undeveloped lands close to existing residential areas within the LPF area, it is not considered appropriate to specifically identify a site for a new secondary school in the LPF area. However, as above, a new objective shall be provided which allows for the development of new secondary schools on all land use zones (other than OS1 and OS2) subject to sufficient spatial separation from any existing secondary school.

Table 8.1 Education Zoning

	Primary Schools	Zoning	Area (Ha)
Greystones-Delgany	St. Kevin’s NS	CE	1.1
	St. Brigid’s NS	TC	0.33
	St. Laurence’s NS	CE	1.6
	St Patrick’s NS	CE	0.95
	Greystones Educate Together NS	CE	0.9
	Gaelscoil na gCloch Liath	CE	1.25
	Greystones Community NS	CE	1.6
	Delgany NS	CE	0.75
Kilcoole	Kilcoole Primary School (senior St. Anthony’s)	CE	1.96
	Kilcoole Primary School (junior St. Brigid’s)	CE	1

	Secondary Schools	Zoning	Area (Ha)
Greystones-Delgany	Temple Carrig School	CE	4.8
	St. David’s Holy Faith	TC	1.08
	Greystones Community College (permanent site in Charlesland)	CE	4.4
Kilcoole	Colaiste Chraobh Abhann	CE	4.5



B5.2 Childcare

The County Development Plan requires that where considered necessary by the Planning Authority, developers of new housing developments of 75 units or more shall make provision in the development for childcare facilities at a ratio of 20 places per 75 residential units, unless it can be demonstrated that having regard to the existing geographic distribution of childcare facilities and the emerging demographic profile of the area that this level of childcare facilities is not required. The SIA identifies shortfalls in the provision of adequate childcare facilities across the LPF area, and therefore across this LPF area and for this LPF period, this objective shall be applied in all cases, without exception. The development of other childcare facilities, outside of the new housing developments, shall be supported and facilitated by this LPF.

B5.3 Health / medical infrastructure

The SIA identifies shortfalls in the provision of adequate health / medical infrastructure across the LPF area, particularly in the form of GP surgeries. While the future development of the planned Greystones Primary Health Centre may address some deficiencies, there will likely be a need as the town grows for further services. While the zoning of land specifically for health / GP usage would not be appropriate given the nature and scale of this use, this LPF will support the development of healthcare uses in all zones (other than OS1 and OS2) and ensure adequate land is zoned for 'CE – community and education' use which would allow for larger scale stand-alone medical developments.

B5.4 Open Space

The Council's 'Play' and 'Sports and Recreation' strategies provide methodologies for determining the quantum of open space needed by the resident population, for planning and future proofing purposes. These policies recommended the provision of 2.4ha of outdoor playing space per 1000 population, divided into the following use categories:

- a) 1.6ha for outdoor sport (Type A space),
- b) 0.6ha for passive play space (Type B space), and
- c) 0.2ha of equipped play space such as playgrounds, mixed-use games areas etc (Type C space).

These standards will be taken as a minimum only and generally additional provision shall be made where possible. In particular, through the public consultation process, the expressed land / space needs of existing and new sports clubs / groups will also be taken into account the calibration of the OS zoning strategy and quantity.

This LPF provides for three types of 'open space' zones –

1. AOS – Active Open Space: To protect and enhance existing and provide for new active open space
2. OS1 – Open Space: To protect and enhance existing and provide for recreational open space
3. OS2 – Natural Areas: To protect and enhance existing open, undeveloped lands

Category (A) spaces will normally be zoned 'AOS – Active Open Space'. Categories (B) and (C) can occur in / be located in a number of zone / area types including AOS and OS1 and can also include the residential open spaces in housing estates, which are generally zoned 'RE-Existing Residential'. The LPF will also provide for lands zoned 'OS2 – natural areas', which are areas not identified for 'play' but are an amenity to the resident population in terms of biodiversity protection, carbon capture etc.

Future provision:

In accordance with the SIA carried out, a need for enhancement of public open space, particularly in the form of sports grounds has been identified. In order to address this shortfall, the strategy in this LPF is as follows:

- Where there are suitable undeveloped lands adjoining an existing sports club that needs expansion, these additional lands have been zoned AOS;
- Where land is identified for new residential development, this shall be contingent on the delivery with the development of new areas of public open space, including sports grounds for larger scale developments, at a scale commensurate with the development;
- To maintain the AOS zoning of the now closed Charlesland golf club and expand the AOS zoning in this area and encourage the development of these lands as a new sports and recreation zone for the wider area, including but not limited to new sports pitches, casual walking / cycling areas, playgrounds / outdoor gyms, dog parks etc;
- To maintain the AOS zoning of the now closed Kilcoole golf club and improve the AOS zoning provisions in Kilcoole;
- To promote the development of a safe pedestrian / cyclist route from north Kilcoole to Charlesland, so that existing and possible future sports facilities in that area will be fully accessible to Kilcoole residents,
- To seek to develop the lands along Mill Lane as a new amenity parkland along the Three Trouts River, connected to Mill Road and into the existing park at Archers Wood (see Concept Plan in Section B.6 to follow).

In order to meet shortfalls and taking into account the needs above these minimums identified through public consultation, this LPF zones the following lands and / or provides objectives facilitating the following additional OS development.

Table 8.3 Proposed New Open Space provision

	Location	Use category	Zoning	Area (ha)
Greystones-Delgany	Charlesland (SLO3)	A, B, C	AOS	15.25
	Coolagad (SLO4)	A, B, C	RN, AOS, OS1	6 ²¹
	Coolagad East (SLO12)	C	RN	0.06
	East of Rugby Club	A	AOS	0.3
	Mill Lane	B, C	OS1 , OS2	4.5
	Templecarrig	A	AOS	1
Kilcoole	Bullford (SLO5)	A, B, C	RN	1.5 ²²
	Ballydonarea (SLO6)	B	OS2	3.5
	Kilcoole north	A	AOS	2.15
	Woodstock Demesne	A	AOS	3.15
	Darraghville (SLO9)	B, C	OS1	4.3
	Lott Lane (SLO10)	A	AOS	2.2
	Ballycrone (SLO11)	A	AOS	2



²¹ Estimate based on assumption of development capacity of c. 1000 units

²² Estimate based on assumption of development capacity of c. 260 units

The County Development Plan sets out a wide range of social - community development objectives that will apply directly in Greystones-Delgany and Kilcoole. In addition, the following objectives shall apply in the LPF area:

GREYSTONES – DELGANY & KILCOOLE COMMUNITY DEVELOPMENT OBJECTIVES	
GDK40	<p>Having regard to the potential longer term education needs in the Greystones – Delgany and Kilcoole 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, other than OS1 and OS2, subject to the following criteria (in addition to all normal planning considerations) being fulfilled:</p> <ul style="list-style-type: none"> ▪ 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 and no new secondary school shall be located within a 20-minute walking time of any existing secondary schools; ▪ 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; ▪ 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.
GDK41	<p>Without exception, 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.</p> <p>Where such childcare facilities are required as part of new developments, they shall be:</p> <ul style="list-style-type: none"> ▪ designed from the outset as childcare facilities, with internal and external spaces meeting national standards for childcare use, ▪ of such a location, design and scale as to ensure childcare use is viable, and ▪ shall be provided ready for occupation upon the occupation of the 75th house in the development. <p>Without substantial cause, it is the policy of the Planning Authority not to allow a change of use of these premises within five years of first occupation of the development.</p>
GDK42	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 SLO3 objectives set out in this LPF.
GDK43	To support and encourage the redevelopment of Kilcoole golf club as a mixed sports and recreation centre.
GDK44	<p>To support and facilitate the development of new health / medical facilities in principle in all land use zones in this LPF, other than OS1 and OS2, subject to the following criteria (in addition to all normal planning considerations) being fulfilled:</p> <ul style="list-style-type: none"> ▪ 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; ▪ 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.



B.6 HERITAGE, BIODIVERSITY & GREEN INFRASTRUCTURE

The purpose of this section is to set out the specific objectives with regard to the heritage of the LPF area and should be read in conjunction with the County Development Plan - the heritage strategies, objectives, schedules and standards set out in the Wicklow County Development Plan will apply directly in the LPF area.

In particular, the County Development Plan addresses:

- Archaeology and National Monuments
- Architectural heritage, including the Record of Protected Structures, vernacular structures, and Architectural Conservation Areas
- Historical & Cultural Heritage
- Protected Habitats
- Woodlands, Trees and Hedgerows
- Water systems & wetlands
- Soils & Geology
- Landscape, including Views & Prospects
- Green Infrastructure
- Recreational Use of Natural Resources
- Public Rights of Way
- Invasive species

It is not considered necessary to re-state the majority of the objectives addressing these matters in this LPF; however, the priority heritage concerns arising in the LPF area following SEA, AA and public consultation are (1) protection of archaeological and architectural heritage, (2) protection and enhancement / expansion of areas of natural biodiversity, mature trees and rivers / watercourses including coastal zone management; (3) green Infrastructure / recreational use of natural resource, and therefore these are addressed to follow.

B6.1 Archaeological / Architectural Heritage

Buildings, sites and areas of archaeological and architectural heritage value are abundant in the LPF area and are shown on the heritage maps appended to this LPF.

Archaeological Heritage - There are a significant number of 'Recorded Monuments' within the LPF area, reflecting the long history of settlement in the area. Key concentrations are located at Rathdown, Charlesland and Kilcoole.

Record of Protected Structures (RPS) - The Record of Protected Structures (RPS) is set out in the County Development Plan and Schedule 1 attached to this LPF provides a list of the entries located within this LPF area. There are 70 protected structures in the LPF area, ranging from vernacular features such as post boxes and hand pumps, to traditional cottages, to imposing Victorian mansions and churches. There is a particular concentration of protected structures in and around Delgany village and Greystones town centre / harbour. Having regard to Kilcoole's historical development and more rural nature, there are fewer entries, but this does not signify that the character and vernacular buildings of Kilcoole are less worthy of protection.

Architectural Conservation Areas (ACA) - There are a number designated Architectural Conservation Areas within the LPF area. A description of the location and character of each ACA is set out in the Heritage Schedule.

Kilcoole Town Centre Character Area - While not considered to meet the threshold to be designated an ACA, the centre of Kilcoole has been protected in previous plans as a 'Town Centre Character Area' and this is continued in this LPF. The Main Street of Kilcoole retains a traditional provincial town character that is worthy of conservation. This character is represented by the presence of simple shopfronts and a good mixture of 19th and 20th century houses all fronting onto the Main Street. The objective relating to the Kilcoole Town Centre Character Area aims to promote the protection of the distinct identity of Kilcoole as a unique and differentiated settlement within the LPF area.

B6.2 Areas of natural biodiversity, mature trees and rivers / watercourses, coastal zone

Biodiversity refers to the variety of life on earth. It includes the habitats and ecosystems which support this life and how life-forms interact with each other and the rest of the environment. Biodiversity covers plants, animals and micro-organisms both on land and in water. It relates to both wildlife and domesticated crops and animals. The biological diversity we see today is the result of millions of years of evolution. The conservation and enhancement of biodiversity will require the suitable and sustainable protection of designated habitats, the linkages between natural sites (whether they are natural or man-made) and the range of species in the ecosystem.

The LPF area hosts a wealth of wildlife including a range of threatened habitats and species which are protected by law and are recognised as being of local, national and EU importance. Many habitats and species are designated for protection / preservation under national and/or EU legislation²³.

Map No. 2B appended to this LPF identifies key protected natural features / elements in the LPF area:

Special Protection Areas (SPA) - The Murrough SPA comprises a coastal wetland complex that stretches for 13km from Kilcoole Station, east of Kilcoole village in the north to Wicklow town in the south, and extends inland for up to 1km in places. The site is a Special Protection Area under the E.U. Birds Directive, of special conservation interest for the following species: Red-throated Diver, Greylag Goose, Light-bellied Brent Goose, Wigeon, Teal, Black-headed Gull, Herring Gull and Little Tern. The E.U. Birds Directive pays particular attention to wetlands, and as these form part of this SPA, the site and its associated waterbirds are of special conservation interest for Wetland & Waterbirds.

Special Areas of Conservation (SAC) - The Murrough Wetlands SAC, Glen of the Downs SAC and Bray Head SAC are adjoining / in close proximity to the LPF boundary. The Murrough Wetlands site is a Special Area of Conservation selected for the following habitats and/or species listed on Annex I / II of the E.U. Habitats Directive: Annual Vegetation of Drift Lines, Perennial Vegetation of Stony Banks, Atlantic Salt Meadows, Mediterranean Salt Meadows, Cladium Fens and Alkaline Fens.

Natural Heritage Areas (NHA) - The Murrough pNHA is within / adjoining the LPF boundary. NHAs are areas considered important for the habitats present or which holds species of plants and animals whose habitat needs protection.

Woodlands and trees - There are 3 trees / groups of trees subject to Tree Preservation Orders in the LPF area.

Water systems – There are a number of rivers, streams and watercourses throughout the LPF area, the most significant being the Three Trouts Stream in Delgany, the Templecarrig Stream in north Greystones and St. Patrick's River (also known as Knickitty River) in Kilcoole.

Views and Prospects - The views and prospects within the LPF area are mainly views and prospects associated with the coastline.



²³ SPAs are designated under EU Birds Directive (79/409/EEC), SACs are designated under EU Habitats Directive (92/43/EEC), transposed into Irish Law by the EU (Natural Habitats) Regulations, 1997. SACs and SPAs are collectively now known as 'European Sites'. NHAs are legally protected under The Wildlife (Amendment) Act 2000.

With respect to **coastal zone management**, the County Development Plan sets out a coastal zone management strategy, based on the identification of coastal 'cells' and the provisions of cell specific development management objectives for each. The LPP area encompasses 3 such cells:

Table 9.1 Coastal Cells

Cell 3 Bray Head to Greystones (Rathdown)	This cell is bounded by the Bray Head SAAO to the north and partially to the east, the R761 to the west and the northern 'settlement boundary' for Greystones to the south.
Cell 4 Greystones Town	This coastal cell comprises the coastal area between the northern and southern 'settlement boundaries' for Greystones – Delgany. This zone is not uniform, with farmlands bounded by cliffs to the north, the harbour and north beach action plan area, the Victoria seafront area in the central area, the south beach and Charlesland golf club area to the south.B
Cell 5 Greystones to Kilcoole (Ballynerrin)	This cell consists of the coastal strip between the R761 and the coast between the southern 'settlement boundary' for Greystones – Delgany and the northern 'settlement boundary' for Kilcoole (including the northern tip of the lands designated 'The Murrough pNHA' and excludes the lands designated 'The Murrough cSAC'). This area is intensively used for agricultural purposes and includes pockets of rural housing - at Ballygannon near Glenroe Open Farm and near the train station. This area is characterised by a soft shore line, which has implications for both the existing railway line and the development of new dwellings. Coastal protection works have been carried out by Iarnrod Éireann to protect the railway line, particularly the installation of rock armour on the seaward side of the line. These works however are not adequate to protect all lands to the east of the railway line from risk from flooding and therefore the development of new dwellings requires to be strictly controlled, in the interests of public health and safety.

6.3 Green Infrastructure & Recreational Use of Natural Resources

Green Infrastructure (GI) can be broadly defined as '*an interconnected network of green space that conserves natural ecosystem values and functions and provides associated benefits to human populations. Green Infrastructure is the ecological framework needed for environmental, social and economic sustainability – in short it is a nation's natural life sustaining system*'²⁴. Green infrastructure can include varying land uses - pasture lands, croplands, woodlands, heath, bog, scrubland, quarries, parks, formal and informal green spaces, active and passive spaces, areas around domestic and non-domestic buildings, brownfield areas, waterways, waterbodies, waterway corridors, wetlands, coastal areas, and community/institutional lands such as hospitals, schools, graveyards, allotments and community gardens. Heritage sites, European sites and NHAs are also important GI sites.

The key benefits of green infrastructure elements are as follows:

- recreation & health,
- biodiversity & natural resources,
- coast, water resource and flood management,
- sense of place – appreciation of landscapes and cultural heritage,
- climate change adaptation and mitigation,
- economic development,
- social inclusion, and
- productive environments – food, fibre, energy.

County Policy Objective 18.5 states that it is an objective of Wicklow County Council:

'To identify and facilitate the provision of linkages along and between green / river corridors within the county and adjoining counties to create inter connected routes, and develop riverside parks and create linkages between them to form 'necklace' effect routes including development of walkways, cycleways, bridleways and wildlife corridors where feasible and ensuring that there is no adverse impact (directly, indirectly or cumulatively) on the conservation objectives of European sites.'

²⁴ Source Comhar Sustainable Development Council 'Creating Green Infrastructure for Ireland', August 2010

A Green Infrastructure Audit has been carried out for the LPF area which identifies Green Infrastructure Assets, which are primarily watercourse-based green corridors identified to form the core of ecological corridors in the area. Other areas of potential biodiversity value were also identified, and thereafter potential linkages between same were evaluated in order, where feasible, to connect the individual sites into a coherent, interlinked network of ecological corridors and 'necklace' effect routes²⁵.

A number of areas within the LPF area are of medium to high conservation value in a local context. Smaller pockets of green space within the settlements, which include public parks, areas of railway embankments, and agricultural fields with associated hedgerow systems and small areas of woodland along roadsides and streams all provide areas of valuable biodiversity importance. Many of these areas are in close proximity to each other and as such can provide corridors to link smaller green spaces, further contributing to the enhancement of biodiversity within the town.

The distribution and linking of green spaces within the existing built up area of Greystones is aided by the location of Greystones golf club which acts as a green lung through the centre of the town linking the Burnaby to Killincarrig. A strong green link also exists along the Three Trouts Stream from Delgany to the sea. An opportunity exists to create a new natural amenity and biodiversity space along Mill Lane in Killincarrig between the Three Trouts Bridge and Mill Road (see objective GDK56 (d) and Concept Plan to follow).

In Kilcoole, St. Patrick's river forms a corridor through the western and southern parts of the town, connecting down to the Murrough. Along the coast, the protected European Sites, coupled with open farmland and golf courses also provide excellent connectivity and protection for habitats and species.

While this GI identification process has been used to generally ensure that development zoning would protect GI assets and has allowed for key asset to be protected by a specific zoning objective (OS2), in some cases it was considered too prescriptive or unwieldy to identify and 'zone' all GI assets on the land use map. Where development proposals rise in areas with such GI assets, the objectives of the County Development Plan and this LPF will be applied to ensure maximum protection of the asset.

The Council is committed to ensuring sustainable recreational use of the outdoors in County Wicklow in accordance with the objectives of the current County Wicklow Outdoor Recreational Strategy and in consultation with the Wicklow Uplands Council. Natural areas provide opportunities for passive and active activities such as picnicking, walking, swimming, fishing and sailing / canoeing / windsurfing. Given that much of the LPF area is already built-up, any opportunities for use of smaller pockets of open spaces / natural areas and the corridors that link them should be exploited.

There are two public Rights Of Way identified in the County Development Plan within this LPF area:

P.R.O.W.5 * Greystones This section of amenity route constitutes the initial linear southern section of the Bray to Greystones Cliff Walk. From the junction of Beach Road (L-12042) /Victoria Road (L-1204) in the Greystones harbour area via part of the new residential area of the Greystones harbour-marina development, via the new public park; this route is linked to the coastline at (a) the north beach and (b) an existing pathway to the coast in the vicinity of the site of the former Rathdown Castle.
*subject of current legal challenge

P.R.O.W.7 Kilcoole Sally Walk/Kilcoole Mass Path, from the pedestrian opening on the R761/Main Street to the L-1042 in Priestsnewtown Kilquade via: a public footpath, the grounds of St. Patrick's Hall, a defined pathway, a pedestrian bridge over Saint Patrick's River and through a pathway in a field in Priestsnewtown and a laneway that opens onto the L-1042.

²⁵ The following non-statutory local studies were also considered in the GI mapping process:

- 'Preliminary biodiversity appraisal of the Three Trouts Stream' prepared by ALC Nature on behalf of Delgany Tidy Towns, with support from the LAWCO Community Water Development Fund
- 'Biodiversity Action Plan for Greystones' prepared by Faith Wilson Ecological Consultant on behalf of Greystones Tidy Towns

The County Development Plan sets out a wide range of heritage, biodiversity and green infrastructure objectives that will apply directly in Greystones-Delgany and Kilcoole. In addition, the following objectives shall apply in the LPF area:

GREYSTONES – DELGANY & KILCOOLE HERITAGE, BIODIVERSITY & GREEN INFRASTRUCTURE OBJECTIVES	
GDK45	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.
GDK46	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.
GDK47	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.
GDK48	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"> ▪ 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. ▪ 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.
GDK49	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 ²⁶ .
GDK50	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.
GDK51	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.
GDK52	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
GDK53	To promote the preservation of trees, groups of trees or woodlands in particular native tree species, and those trees associated with demesne planting and designed landscape 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.

²⁶ 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.

GDK54	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).
GDK55	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.
GDK56	<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> <ul style="list-style-type: none"> 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. b) Linking Delgany to Kilquade and Kilcoole along St. Patrick's river route and the Mass Path c) Along Three Trouts Stream from Glen Road, Delgany to the sea d) From the R761 at Three Trouts Bridge to Mill Road e) Linking Coolagad to Kindlestown Woods f) Ballydonarea Loop / Strawberry Lane walk in Kilcoole from Lott Lane to the coast
GDK57	<p>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:</p> <ul style="list-style-type: none"> a) Develop a new route-way to replace the route-way of the 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 b) 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.
GDK58	<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> <ul style="list-style-type: none"> 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. V2 Views southwards at the 'Horse and Hound' in Delgany Village towards Drummin Hill. V3 The views seaward from Cliff Road, Rathdown Upper V4 View from R761 north of Greystones - View northwards to Bray Head and view southwards of sea and built up area of Greystones.

- V5 View from R761 Windgates Coast Road of Bray Head
- V6 View from Cliff Road Windgates of coast, Greystones and foreground of Bray Head
- P1 The prospect seaward from Marine Road, Greystones
- P2 The prospect of the coast and sea from the R761 from the junction with the Farrankelly Road northwards to the northern boundary of Glenbrook.
- P3 The prospect seaward from the R761 north of Redford.



B.7 INFRASTRUCTURE AND SERVICES

The provision of adequate, climate resilient infrastructure is critical to facilitate and sustain the growth of Greystones-Delgany and Kilcoole over the lifetime of the LPF and beyond. The infrastructure strategies, objectives and standards set out in the Wicklow County Development Plan will apply directly in the LPF area. In particular, the County Development Plan addresses:

- Sustainable Transportation;
- Water Supply & Demand;
- Wastewater Infrastructure; Storm and Surface Water Infrastructure
- Flood Risk Management
- Waste and Environmental Emissions
- Energy and Information Infrastructure

It is not considered necessary to re-state the majority of the objectives for these areas in this LPF; however, priority physical infrastructural concerns in the LPF area are (1) Sustainable transportation and (2) Surface water management, flooding and coastal erosion, and (3) Localised water infrastructure issues, and therefore these are addressed in this chapter.

7.1 Sustainable Transportation

Integration of Land-Use and Transportation

As set out in the Wicklow County Development Plan, integrating land use planning with transportation is key to addressing climate change, supporting economic prosperity and improving the quality of life for those who live in County Wicklow. Reducing the need to travel, especially long distances, by private car, and increasing the use of sustainable and healthy travel alternatives, can bring multiple benefits to our climate, local environment and communities.

Active and Sustainable Travel

The Wicklow County Development Plan identifies that the following are essential in order to delivery more sustainable settlements:

- Delivery of improvements to the pedestrian environment and promoting walking as a mode of transport through the provision of new, and improvement of existing, walking facilities;
- Delivery of improvements to cycling facilities and promoting cycling as a mode of transport through the provision of new, and improvement of existing, cycling facilities;
- Continued investment in public transport infrastructure and services, and in particular to this LPF area the upgrading of the Dublin – Rosslare train line, improved DART services and the development of improved bus services in all parts of the County;
- The promotion of development patterns that facilitate the delivery of local public transport links within towns (including feeder buses to train stations and other transport interchanges), between towns and in rural areas;
- Promoting development of 'Park and Ride' facilities, particularly for access to public transport but also to encourage carpooling and discourage single occupancy vehicles;
- More effectively managing vehicular traffic and car parking in town and village centres to make public transport, walking and cycling more attractive option for availing of town / village centre services.
- Facilitating the improvement of the existing road network, to enhance safety for all users, and to remove bottlenecks and hazards.
- Ensuring that vehicular and pedestrian environments can be used by all people, regardless of their age, size, disability or ability.

The provisions of this LPF will support these objectives.

7.2 Flooding and Coastal Erosion

Projections for climate change include continued sea level rise, potentially more severe Atlantic storms, which could generate more significant storm surges and extreme waves, increase in the number of heavy rainfall days each year, and wetter winters. The potential impacts from these projections include increasing flood risk for communities and infrastructure along rivers, estuaries and the coast with accelerating rates of coastal erosion; threatening coastal habitats and environment.

Local Authorities are responsible for implementing the provisions of *'The Planning System and Flood Risk Management'* Guidelines (2009) in the carrying out of their development management functions and they require a Strategic Flood Risk Assessment to be carried out during all LPF making processes. A **Strategic Flood Risk Assessment** (SFRA) including flood maps has been prepared as part of this LPF process and is appended to this LPF. The guidelines follow the principle that certain types of vulnerable development should not be permitted in flood risk areas, particularly flood plains, except where there are no alternative and appropriate sites available in lower risk areas that are consistent with the objectives of proper planning and sustainable development.

Wicklow County Council is responsible for the management of storm and surface water infrastructure. With ongoing climate change, it is widely anticipated that changes in rainfall patterns and rises in sea levels resulting from climate change will increase the frequency and severity of flooding in the future placing increased demands on surface water infrastructure. In light of these global climate changes, alongside the anticipated growth of in the LPF area, future development and the subsequent reduction in the permeability of lands, the management of storm and surface water infiltration will be of increasing importance. Over the lifetime of this LPF the effective management of this issue through Sustainable Urban Drainage Systems and Nature Based Solutions will be required, in accordance with the objectives and standards set out in the Wicklow County Development Plan and SUDs policy.

Coastal erosion concerns are arising in the LPF area with regard to the area between Greystones north beach and Bray Head, which has damaged the Cliff Walk, and with respect to the security of the railway line south of Greystones. The key source of cliff damage arising between Bray Head and Greystones north beach is surface water run-off; investigations are underway as to the best way in which to manage existing water flows in the area. However in order to ensure no exacerbation of this problem, this LPF will not provide for any additional development north of the existing built edge of north Greystones, east of the regional road. In addition, it will be necessary to carefully control surface water flows generated by identified development lands in the Coolagad – Templecarrig areas west of the regional road, which drain towards the east to a surface water network in the Rathdown – Redford area that does not have capacity to accommodate increased flows.

Irish Rail is undertaking the East Coast Railway Infrastructure Protection Project (ECRIPP) with the aim to address and implement protection of the existing railway and coastal infrastructure against the further effects of coastal erosion due to climate change in five key areas on the railway line between Dublin and Wicklow. The LPF area is in ECRIPP Coastal Cells CCA5 (Bray Head to Greystones north beach) and CCA6 (Greystones to Newcastle). The project is in Phase 2 - Project Concept, Feasibility and Option Selection.

7.3 Water infrastructure

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.

With respect to water supply, the LPF area and the future development supported by this LPF can be served by the existing water supply arrangements with water being sourced from the Vartry Reservoir, and stored in a number of reservoirs throughout the area (at Priestsnewtown, Drummin, Templecarrig and Windgates).

The County Development Plan sets out a wide range of infrastructure objectives that will apply directly in Greystones-Delgany and Kilcoole. In addition, the following objectives shall apply in the LPF area:

GREYSTONES – DELGANY & KILCOOLE INFRASTRUCTURE OBJECTIVES²⁷	
GDK59	<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>
GDK60	<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> <ol style="list-style-type: none"> a) Pedestrian and cycling infrastructure from Kilcoole Main Street to Kilcoole train station b) Pedestrian and cycling infrastructure from Kilcoole to Charlesland, which may be in the form of improvements to the existing Regional Road R761 or, where the existing road configuration does not allow for this, a new pedestrian and cycling route from Ballygannon (north Kilcoole) to Charlesland to the east of the regional road. The location and layout of any such route shall be determined following a comprehensive route selection process and consultation with affected landowners, and in particular shall ensure no adverse impacts on working farms in the area. c) Pedestrian and cycling infrastructure from Kilcoole to Newtownmountkennedy d) Pedestrian infrastructure along the full length of Priory Road from Eden Gate to Delgany e) Pedestrian infrastructure from Delgany to Kindlestown Woods f) Pedestrian and cycling safety improvements on the Charlesland dual carriageway from Kilcoole Road to Mill Road (part of Pathfinder Programme) g) Pedestrian and cycling safety improvements from Killincarrig crossroads to Greystones station (from Burnaby Lawns east being part of Pathfinder Programme) h) Pedestrian and cycling safety improvements from Greystones station to the harbour via Church Road and Victoria Road (part of Pathfinder Programme) i) Pedestrian and cycling safety improvements along Church Lane 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 k) Pedestrian and cycling infrastructure along the Kilcoole Road from Killincarrig crossroads to Knockroe roundabout 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 Pathfinder Programme) m) Pedestrian, cycling and road layout improvements in Castle Villas, Carrig Villas and New Road in Killincarrig in order to create a 'homezone' environment²⁸ 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

²⁷ The detail associated with new transport or green/blue infrastructure projects referred to in this LPF, including locations and associated mapping, that are not already permitted or provided for by existing plans / programmes / etc. is non-binding and indicative. Such new projects shall be subject to feasibility assessment, taking into account the environmental constraints and the objectives of the LPF relating to sustainable mobility. A Corridor and Route Selection Process will be undertaken for such projects where appropriate. Proposed interventions will be required to demonstrate that they are consistent with all relevant legislative requirements.

²⁸ 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.dmurs.ie

	<p>o) Additional projects under the Pathfinder programme</p> <p>p) Safe Routes to Schools programme</p> <p>q) National Cycle Plan and the NTA Greater Dublin Area Cycle Network Plan</p> <p>r) Pedestrian and cycling infrastructure from Prettybush Corner to Kilquade</p> <p>s) Pedestrian and cycling infrastructure from R761 to Chapel Road via Applewood Heights</p> <p>t) Enhanced pedestrian and cycling infrastructure along R761 from Killincarrig to Templecarrig</p>
GDK61	<p>In order to facilitate the delivery of improved pedestrian / cyclist safety, public realm enhancement programmes and vehicular movement improvements in the LPF area, to support and facilitate the delivery of the following schemes:</p> <p>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';</p> <p>b) In order to improve pedestrian and cyclist safety between Delgany and Blacklion: the 'Convent Road Active Travel Scheme';</p> <p>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 'bypass' 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 No. 5 as Objective GDK61.</p> <p>d) The Killincarrig Improvement Scheme;</p> <p>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.</p>
GDK62	<p>To cooperate with NTA, Iarnrod Eireann 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:</p> <p>a) The improvement of mainline train and DART services including (but not limited to):</p> <ul style="list-style-type: none"> - to facilitate all options available to increase capacity through Bray Head; - to support the delivery of the DART+ programme; - 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 - to support improvements to Greystones and Kilcoole train stations <p>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):</p> <ul style="list-style-type: none"> - 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; - 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).
GDK63	<p>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.</p>
GDK64	<p>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 OR in Flood Zone C but within an area:</p> <ul style="list-style-type: none"> ▪ 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 ▪ 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;

	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.
GDK65	With respect to localised drainage issues present in the LPF area: a) new significant development in Kilcoole will only be considered where the development's wastewater drainage arrangements accord with an overall Drainage Area Plan (DAP) which removes / limits need for new pumping and maximises coordination of drainage networks between sites. 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 and an overall Surface Water Management Plan for the area which addresses the capacity of the area network and obviates flood risk on downstream lands.
GDK66	In collaboration and with the support of the relevant transport agencies, to prepare a Local Transport Plan for Greystones-Delgany and Kilcoole LPF and integrate its provisions into the LPF as appropriate.
GDK67	Developments, including new/expanded developments and any planned improvements to existing urban spaces, shall be designed in accordance with the guidance document "Implementation of Urban Nature-based Solutions: Guidance Document for Planners, Developers and Developer Agents" LAWPRO 2024.



B.8 ZONING AND LAND USE

The land use Map No. 1 indicates the boundary of the LPF. All lands located outside the settlement boundary are considered to be within the rural area. Within the rural area planning applications shall be assessed having regard to the relevant objectives and standards set out in the Wicklow County Development Plan.

The purpose of land use zoning objectives is to indicate the Council's intentions for land uses in the town.

Land use zoning objectives the associated descriptions for each zone are as follows:

12.1 Zoning Objectives

Land use zoning objectives and the associated vision for each zone are as follows:

ZONING	OBJECTIVE	DESCRIPTION
RE: Existing Residential	To protect, provide and improve residential amenities of existing residential areas	To provide for house improvements, alterations and extensions and appropriate infill residential development in accordance with principles of good design and protection of existing residential amenity. In existing residential areas, the areas of open space permitted, designated or dedicated solely to the use of the residents will normally be zoned 'RE' as they form an intrinsic part of the overall residential development; however new housing or other non-community related uses will not normally be permitted.
RN1: New residential Priority 1	To provide for new residential development and supporting facilities during the lifetime of the LPF.	To facilitate for the provision of high quality new residential developments at appropriate densities with excellent layout and design, well linked to the town centre and community facilities. To provide an appropriate mix of house sizes, types and tenures in order to meet household needs and to promote balanced communities.
RN2: New residential Priority 2	To provide for new residential development and supporting facilities where it can be demonstrated that such development would accord with the Core Strategy housing target for that settlement after the activation of Priority 1 lands.	To facilitate for the provision of high quality new residential developments at appropriate densities with excellent layout and design, well linked to the town centre and community facilities. To provide an appropriate mix of house sizes, types and tenures in order to meet household needs and to promote balanced communities.
RS: Special Residential	To protect, provide and improve residential amenities in a format and a density specified in this LPF.	To facilitate for the provision of high quality new residential environments with excellent layout and design, reflecting the density and character of the historic Burnaby and not exceeding density of 10 units per hectare.
RA: Special Residential A	To provide for residential development for a maximum of 1 No. unit, with no restrictions on purchasing and occupation at Bellevue Demesne (as zoned RA (Special Residential) on Map No. 1), subject to all matters pertaining to the proper planning and sustainable development of the site/area being satisfied.	As per objective
RB: Special Residential B	To provide for residential development for a maximum of 4 No. additional units,	As per objective

ZONING	OBJECTIVE	DESCRIPTION
	with no restrictions on purchasing and occupation at the grounds of Delgany Golf Club, Bellevue Demesne (as zoned RB (Special Residential) on Map No. 1), subject to all matters pertaining to the proper planning and sustainable development of the site / area being satisfied.	
TC: Town Centre	To provide for the development and improvement of appropriate town centre uses including residential, retail, commercial, office and civic use.	To develop and consolidate the existing town centre to improve its vibrancy and vitality with the densification of appropriate commercial and residential developments ensuring a mix of commercial, recreational, civic, cultural, leisure and residential uses, while delivering a quality urban environment, with emphasise on regeneration, infill town and historic centre conservation; ensuring priority for public transport where applicable, pedestrians and cyclists, while minimising the impact of private car based traffic and enhance and develop the existing centre's fabric.
VC: Village Centre	To provide for the development and improvement of appropriate village centre uses in areas that are secondary or subsidiary area to the main town centre.	To develop and consolidate village centre zones in an appropriate manner and to an appropriate scale and with such uses as specified in this LPF given their roles as a secondary or subsidiary area to the main town centres.
NC: Neighbourhood Centre	To protect, provide for, and improve a mix of neighbourhood centre services and facilities, which provide for the day-to-day needs of the local community.	To provide for small scale mixed use commercial / community / retail developments that serve only an immediate catchment or planned new areas of significant residential expansion.
SLC: Small Local Centres	To provide for small scale local shops and services	To facilitate the limited development of small scale local shops, retail services and other local service uses that meet only the retail or service needs of residents in the immediate catchment and are not of such a scale or type that would detract or draw trade from identified town or village centres.
LSS: Local Shops & Services	To provide for small scale local neighbourhood shops and services	To facilitate the limited development of small scale local neighbourhood shops and retail services and other local service uses that meet only the retail or service needs of residents in the immediate catchment and are not of such a scale or type that would detract or draw trade from lands designated town / village centre.
E: Employment	To provide for the development of enterprise and employment	To facilitate the further development and improvement of existing employment areas and to facilitate opportunities for the development of new high quality employment and enterprise developments in a good quality physical environment.
CE: Community & Education	To provide for civic, community and educational facilities	To facilitate the development of necessary community, health, religious, educational, social and civic infrastructure.
AOS: Active Open Space	To protect and enhance existing and provide for new active open space	Subject to the protection and enhancement of natural biodiversity, to facilitate the further development and improvement of existing active open spaces, formal

ZONING	OBJECTIVE	DESCRIPTION
		exercise areas, sports grounds, playing pitches, courts and other games areas and to facilitate opportunities for the development of new high quality active recreational areas.
OS1: Open Space	To protect and enhance existing and provide for recreational open space	Subject to the protection and enhancement of natural biodiversity, To facilitate the further development and improvement of existing parks and casual play areas, to facilitate opportunities for the development of new high quality amenity open areas and to restrict developments / activities (such as the use or development of such lands for formal sports grounds for organisations that are not available for a broad range of the public) that would reduce the opportunities for use by the wider public.
OS2: Natural Areas	To protect and enhance existing open, undeveloped lands	To protect, enhance and manage existing open, undeveloped lands that comprise flood plains, buffer zones along watercourses and rivers, steep banks, green breaks between built up areas, green corridors and areas of natural biodiversity.
PU: Public Utility	To maintain lands providing services infrastructure	To allow for lands to be designated for public utilities such as waste water treatment plants, large ESB substations, gasworks etc.
T: Tourism	To provide for tourism related development	To provide for the sustainable development of tourism related structures, uses and infrastructure. To provide for the development of tourism facilities including accommodation of an excellent sustainable design and aesthetic quality. Tourism related office, civic and cultural and commercial development will be facilitated.
MU: Mixed Use	To provide for mixed use	To provide for a mixed use development as set out in Section B.9 for SLO1 and SLO2
GHM: Greystones Harbour & Marina	To provide for the development and improvement of the Greystones harbour and marina zone.	To facilitate the continued development and improvement of the existing maritime, marine leisure and harbour uses; to maintain existing and support the development and improvement of high quality community, amenity, leisure and tourism uses; to facilitate commercial and retail uses at a scale that does not undermine the role of the existing Town Centre.
AG: Agriculture	To provide for the sustainable development of agriculture, forestry and essential rural development.	Subject to the protection and enhancement of natural biodiversity, the rural landscape, and built and cultural heritage, to facilitate the further development and improvement of agriculture, forestry and essential rural development including rural-related enterprise and amenity / utility related infrastructure in accordance with the County Development Plan policies and objectives relating to rural areas.

The box below gives typical appropriate uses for each zone type. The planning authority shall determine each proposal on its merits, and shall only permit the development of uses that enhance, complement, are ancillary to, or neutral to the zoning objective. Uses that are materially inconsistent with and detrimental to the zoning objective shall not be permitted.

Uses generally appropriate for **residential (RN / RE)** zoned areas include houses, apartments, residential open space, education, community facilities, retirement homes, nursing homes, childcare/crèche, health centres, guest house, bed and breakfast, places of public worship, home based economic activity, utility installations and ancillary development and other residential uses in accordance with the County Development Plan and this LPF.

Uses generally appropriate for **special residential (RS)** zoned areas include houses, residential open space, education, community facilities, retirement homes, nursing homes, childcare, guest house, bed and breakfast, home based economic activity, utility installations and ancillary development and other residential uses in accordance with the County Development Plan and this LPF.

Uses generally appropriate for **special residential (RA/RB)** zoned areas are as specified in the objectives of this LPF (see objectives in Section B.2 'Residential Development' and the above zoning objective for these zonings).

Uses generally appropriate for **town and village centres (TC / VC)** include residential development, commercial, retail, retail services, health, restaurants, public house, public buildings, hotels, guest houses, nursing / care homes, parking, office, tourism and recreational uses, education, community, including provision for religious use, childcare/crèche, utility installations and ancillary developments for town centre uses in accordance with the County Development Plan and this LPF.

Uses generally appropriate for **neighbourhood centre, small local centres and local shops and services** include retail, retail services, health, education, restaurants, public house, public buildings, hotels, guest houses, nursing / care homes, parking, residential development, commercial, office, tourism and recreational uses, community, including provision for religious use, childcare/crèche, utility installations and ancillary developments for neighbourhood centre uses in accordance with the County Development Plan and this LPF.

Uses generally appropriate for **employment (E)** zoned land include general and light industry, office uses, enterprise units, appropriate warehousing, petrol filling stations (as deemed appropriate), public transport depots, open space, including sports grounds, community facilities including community and sports centres, childcare/crèche, education, utility installations and ancillary developments for employment and industry uses in accordance with the County Development Plan and this LPF.

Uses generally appropriate for **community and educational (CE)** zoned land include community, educational and institutional uses include burial grounds, childcare/crèche, places of worship, schools, training facilities, community hall, nursing homes, health related developments, sports and recreational facilities, utility installations and ancillary developments for community, educational and institutional uses in accordance with the County Development Plan and this LPF.

Uses appropriate for **active open space (AOS)** zoned land are sport and active recreational uses including infrastructure and buildings associated with same. Education use may be considered appropriate subject to objective GDK39 of this LPF.

Uses appropriate for **open space (OS1)** zoned land are recreational uses such as formal / informal landscaped parks with off-road walking / cycling paths, as well as playgrounds, skate parks, Mixed Use Games Areas, outdoor gyms and allotments.

Uses appropriate for **natural areas (OS2)** zoned land are uses that protect and enhance the function of these areas as flood plains, buffer zones along watercourses and rivers, green breaks between built up areas, green corridors and areas of natural biodiversity. The development of these lands for recreational uses may only be considered where such use is shown to not undermine the purpose of this zoning.

Uses generally appropriate for **public utility (PU)** zoned land are for the provision of necessary infrastructure and services such as roads / footpaths / cycleways, carparks, train station, water and waste water treatment plants, large ESB sub-stations, gasworks.

Uses generally appropriate for **tourism (T)** zoned land are tourism accommodation and tourism / recreational uses such as Bed & Breakfast, cultural uses, holiday homes, hotels, recreational facilities and ancillary developments for tourism uses in accordance with the County Development Plan and this LPF.

Uses generally appropriate for any **mixed use (MU)** area will be specified in this LPF.

Uses generally appropriate for **Greystones Harbour & Marina (GHM)** zoned land include civic / cultural uses, community facilities, childcare/crèche, harbour and maritime uses, health related service / uses, hotels, recreational and leisure uses, residential development, retail, restaurants, parking, public house, tourism uses, utility installations and ancillary development.

Uses generally appropriate for **agriculture (AG)** zoned land are agricultural uses (and associated buildings) including crop cultivation, horticulture, animal husbandry, forestry, residential (subject to policies in relation to housing in the open countryside as set out in the Wicklow County Development Plan), farm shops, agri-business and agri-tourism where required to be in a rural location, equestrian uses, kennels, allotments, sustainable energy installations and utility structures, amenity walks and greenways.

Essential infrastructure, including roads / footpaths / cycleways and utilities that are necessary to support development lands, are generally permissible in all zones. Where such infrastructure would be required in OS1 or OS2 zones, and no other routes are viable, such infrastructure shall only be considered where it is shown it will not undermine the purpose of this zoning or give rise to significant adverse environmental impacts.

Many uses exist where they do not conform to the designated zoning objective. When extensions to, or improvements of premises accommodating such uses are proposed, each shall be considered on its merits and permission may be granted where the development does not adversely affect the amenities of properties in the vicinity and does not prejudice the proper planning and development of the area.

Whilst the land-use zoning will give an indication of the acceptability or otherwise of particular uses in particular areas, proposed development will also be assessed in terms of compatibility with the development control guidelines and standards outlined in the Wicklow County Development Plan and this LPF. Factors such as density, height, massing, traffic generation, public health regulations, design criteria, visual amenity, availability of services and potential nuisance by way of noise, odour and air pollution are also of importance in establishing whether or not a development proposal conforms to the proper planning and sustainable development of an area.

Phasing

The greenfield lands that are needed to be zoned to meet the current housing target will be zoned 'New Residential' and identified in this LPF as '**RN 1 - New Residential Priority 1**' lands. In order to ensure a long term supply of zoned residential land, in particular to ensure flexibility in the event of an increase in housing targets during the lifetime of this LPF, this LPF also provides for additional zoned residential lands, over and above that needed to meet current targets, zoned '**RN2 – New Residential Priority 2**'. Permission will not be considered during the lifetime of this LPF for RN2 lands unless the following conditions are satisfied:

- At least 75% of Priority 1 new residential lands (RN1) lands have been activated (i.e. consent obtained and development initiated);
- 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 decision to grant permission being significantly breached.

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 should extend outwards from the town centre with undeveloped land closest to the centre and public transport routes being given preference, i.e. 'leapfrogging' to peripheral areas should be avoided;

A strong emphasis should be placed on encouraging infill opportunities and better use of under-utilised lands; and

Areas to be developed should be contiguous to existing developed areas.

Only in exceptional circumstances should the above principles be contravened, for example, where a barrier to development is involved. Any exceptions must be clearly justified by local circumstances and such justification must be set out in any planning application proposal.

The Council may, in certain cases, phase permitted development where this is considered necessary for the following:

- a) the promotion of an appropriate balance of employment, residential and service facilities (schools, shopping, community facilities etc.) and other uses that are required to increase the self-sufficiency of the settlement, or
- b) ensuring the delivery of infrastructural services in tandem with development, including water, sewerage and road infrastructure, that is required to safeguard the environmental quality and public safety of the area.

European Sites

There are a number of 'European Sites' (SACs / SPAs) located in or in close proximity to the LPF area. The sites themselves are protected from inappropriate development through the legal provisions of the Habitats and Birds Directives, as well as the Planning Act. Such sites, where they are located within the LPF boundary, are shown on the heritage map associated with the LPF as SAC / SPA as appropriate.

In a number of locations, there are lands adjoining European Sites which while not being included in the legally designated site, are linked to the site in terms of similar or supporting habitats, water flows or other characteristics which render them important to protect from inappropriate development which may have a direct or indirect effect on the designated site itself²⁹. The extent of any such 'buffer zone' has been determined through both desktop and field assessment by the LPF team and a professional ecologist.

The approach to zoning at / in European Sites and any associated 'buffer zone' has been as follows:

1. No lands within the actual European Site have been zoned;
2. Where there are existing developed areas within the 'buffer zone', the lands have been zoned for their existing use, which will essentially allow for the continuation of the existing use and its enhancement. In accordance with the provisions of the EU Habitats Directive 1992 and the Planning & Development Act, any proposed development with potential to impact upon the integrity of a European Site shall be subject to an Appropriate Assessment;
3. Where there is existing undeveloped lands within the 'buffer zone', the lands have only be zoned for new development where it can be justified that such zoning and development arising therefrom is essential for the town to achieve its development vision and strategic objectives. In accordance with the provisions of the EU Habitats Directive 1992 and the Planning & Development Act, any proposed development with potential to impact upon the integrity of a European Site shall be subject to an Appropriate Assessment;
4. Where the 'buffer zone' coincides with existing undeveloped lands, and the development of these lands is not essential for the achievement of the development vision and strategic objectives for the town, the land will be zoned 'OS2' – 'natural areas'. The only developments that will be considered in such area are those which contribute to the objective of the 'Natural Areas' zone (detailed in this LPF) and that can be shown to not diminish the role and function of such areas, will not result in adverse impacts on the integrity of any EU protected site and will not diminish the biodiversity value of the lands or the ability of plants and animals to thrive and move through the area.

European Sites Objectives

To protect European Sites and a suitable buffer area from inappropriate development.

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

²⁹ In accordance with Article 10 of the Habitats Directive, the aim is to protect and maintain linear landscape features which act as ecological corridors, such as watercourses (rivers, streams, canals, ponds, drainage channels, etc), woodlands, hedgerows and road and railway margins, and features which act as stepping stones, such as marshes and woodlands, which taken as a whole help to improve the coherence of the European network

basis of this LPF³⁰.

Ensure that development proposals, contribute as appropriate towards the protection and where possible enhancement of the ecological coherence of the European Site network and encourage the retention and management of landscape features that are of major importance for wild fauna and flora as per Article 10 of the EU Habitats directive. All projects and plans arising from this LPF will be screened for the need to undertake Appropriate Assessment under Article 6 of the Habitats Directive.

In order to ensure the protection of the integrity of European Sites, the planning authority is not limited to the implementation of the above objectives, and shall implement all other relevant objectives of the CDP and LPF as it sees fit.

³⁰ 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.

B.9 SPECIFIC LOCAL OBJECTIVES (SLO)

The purpose of an SLO is to guide developers as to the aspirations of the LPF regarding the development of certain lands where more than one land use is proposed, where there is a new infrastructure necessitated on the subject lands or where the lands are zoned for 'mixed use' to give more detail on the development objective of these lands. A masterplan for the entire SLO area may be required to be submitted as part of the first application within the SLO. In particular, both masterplans and individual applications within SLOs shall show the proposed overall roads and infrastructure layout for the entire SLO area to ensure that all land parcels within the SLO are serviceable and no development prejudices or unduly constrains the development on another parcel.

For a number of the SLOs concept sketches are shown in this LPF. These are conceptual only, did not include complete site surveys/analysis, and should not be taken as a definitive guide as to the acceptability or otherwise of any access points, road layouts or building positions/designs. Any application for permission on said lands must conform to all standards and requirements of the Planning Authority, as set out in this LPF and the Wicklow County Development Plan.

SLO1 – MILL ROAD/SOUTH BEACH

As set out in the County Development Plan, the key regeneration / infill opportunity in Greystones - Delgany targeted to be realised within the lifetime of this LPF is the redevelopment of Council owned land at South Beach (adjoining the Council local offices), which is currently occupied by community uses, some of which are 'low intensity' such as car parking³¹. The lands are located close to the centre of Greystones and are within 5-15 minutes' walk of Greystones train station. The development of these lands for a range of uses, for the benefit of the community, including Government services, employment, community, retail, recreation and residential use, forming a link between the town centre and strategic employment lands along Mill Road, and recreation lands further south, would be supported by the Council.

The Council acknowledges that while the lands are currently fully developed and utilised, the purpose of the zoning of these lands for 'MU-Mixed Use' in this LPF is to allow for the possibility for these lands to be developed for a wider range of uses in the event that the existing uses on site are able to re-locate within the settlement to similarly serviced and accessible locations or can be reconfigured within the SLO area to provide for developable areas. The redevelopment of the lands has the potential to add to the services and public amenities of the town, to allow for new urban spaces along with a pedestrian green route to the AOS lands to the south.

For the purpose of this LPF, these lands are identified as SLO-1 and are zoned MU - mixed use. The lands measure 10.7ha and are bounded by Mill Road to the north, the railway line to the east, Charlesland golf club to the south and the Woodlands Road to the west. Any development proposals shall comply with the following requirements:

- Having regard to the serviced and highly accessible location of the lands, a high intensity development would be expected, that provides for a wide range of uses including residential development, and particularly provides for active uses at the street facing ground floors (community, commercial, retail, tourism etc).
- No development of these lands shall result in an overall reduction in social - community and sporting infrastructure in the area.
- An attractive, supervised and easily accessible green link shall be to the forefront of any overall design linking the lands to the north (to Greystones town centre, beach and station) and to the south (linking to SLO3 lands), which could form part of the Greystones to Wicklow coastal greenway.



³¹ The site currently occupied by the south beach car park, a playground, the Greystones MD offices, a large surface park and ride, Greystones United AFC and Greystones Golf Centre (driving range).

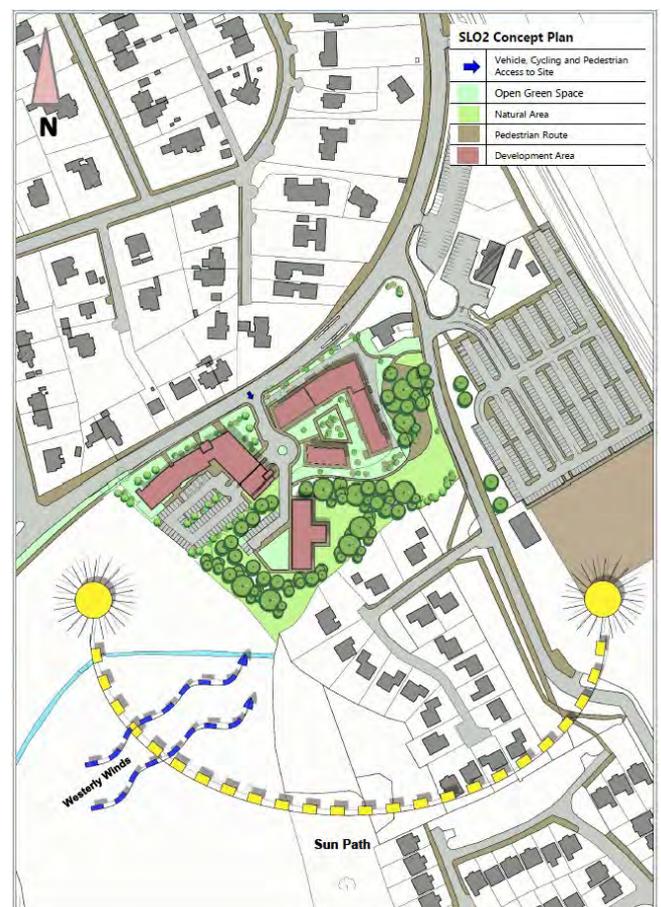
SLO 2 – MILL ROAD

These lands are located on Mill Road to the west of the Greystones MD offices, measure c. 2.6ha and are zoned MU - mixed use. These lands are very accessible to the town centre and service infrastructure, including public transport services, and are suitable for wide range of uses but development management is required in order to ensure any use does not detract or draw trade from the established town centre of Greystones.

Other than the north-eastern parts of the lands that are occupied as a medical clinic and pharmacy, the lands are in Local Authority ownership. In this regard, the development criteria shall reflect the desire of the Local Authority that the lands be developed for the benefit of the area.

Any development proposals shall comply with the following requirements:

- The lands shall be development for community, commercial and employment uses, but shall not include retail or retail services.
- The development of health / medical services uses (including a primary health care centre) and tourism uses, particularly high intensity tourism accommodation (i.e. hotel use) shall be particularly encouraged and supported;
- Residential development may be considered on not more than 50% of the lands only where it is proposed as part of an overall development package that includes commercial development that benefits the community.
- Mature trees on the eastern and southern boundaries of the site shall be retained; an area of c. 0.5ha along the Woodlands Road occupied by mature trees shall be developed as part of any development proposals as a local woodland park. If feasible within the retained trees along the southern boundary, development proposals shall provide for a new open stream channel for the existing watercourse currently culverted along the southern site boundary.



SLO3 - CHARLESLAND

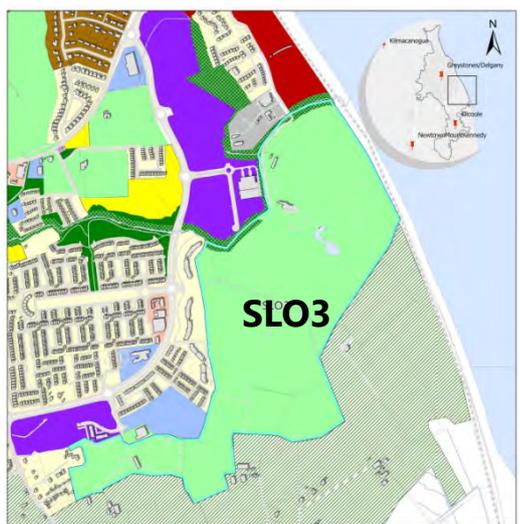
These lands measuring c. 88ha are located to the east and south of the Charlesland dual carriageway and bordering the railway line. The lands are largely made up of the Charlesland golf club, the Shoreline Sports Park and some lands currently in use for agriculture.

These lands are zoned 'AOS - Active Open Space' in this LPF. While this zoning proscribes the type of development that may occur on these lands, the purpose of this SLO is to set out requirements should any development proposals according with this zoning come forward.

The Local Authority would ideally like to see these lands utilised for a wider range of sporting and social – community activities, including (but not limited to) the use of the land for outdoor and indoor sports pitches / courts etc (given capacity issues in existing clubs in the LPF area) as well as for casual parkland for informal recreation.

Any proposals shall comply with the following requirements:

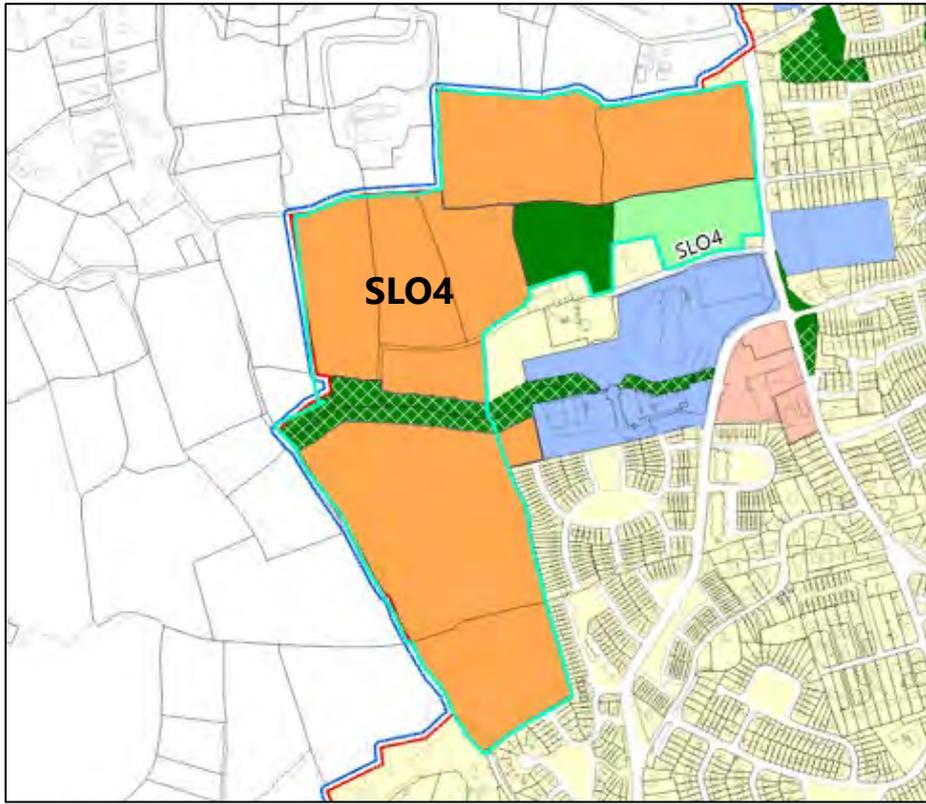
- In addition to the existing access routes via the Woodlands Road and at Charlesland Sports Park (Ballynerrin roundabout), further access points from the Charlesland dual carriageway will be expected; in particular, access routes via the 'Kilfernoc' and the 'Glen' roundabouts will be supported.
- Natural biodiversity areas, mature trees and flood management zones shall be maintained throughout the area and in particular along the Three Trouts Stream, the size and layout of which shall be determined following ecological and site specific flood risk assessment.
- A 'green link' including walking/cycling infrastructure shall be to the forefront of the overall design and shall be determined prior to any redevelopment / reorganisation of the space, linking the lands with the SLO1 lands to the north and Shoreline Sports Park to the west. Any such route shall also link with options for the Greystones – Wicklow coastal greenway. The green link should be an attractive, supervised and easily accessible link that is a planted and well-landscaped open space.



SLO 4 - COOLAGAD

These SLO lands are located at Templecarrig Lower, Coolagad and Kindlestown Upper in north Greystones, on a site approximately 37.7ha in size. This area may be developed for a mix of uses including residential, community and open space, in accordance with the following requirements.

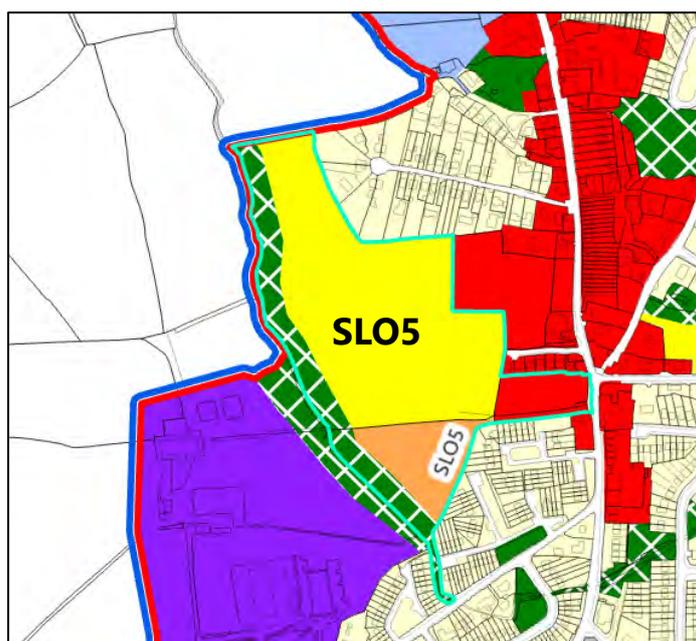
- The development shall provide for a new residential community well served by on-site facilities and well connected to the wider settlement, including high quality pedestrian and cycling links to existing schools, community infrastructure, transport services, recreational amenity areas and retail in the north Greystones area.
- A total area of c. 31ha is zoned for new housing development which shall be divided into a number of distinct character areas / estates, including a wide range of house types and sizes to meet the needs of all in society, including units suitable for older persons or people with accessibility needs. In designing the development of residential areas attention shall be paid to mitigating the visual impact of the development on the higher lands and maintaining views towards Kindlestown Hill, from the R761 and the Greystones coast. Development shall be of a design and layout that is appropriate to the topography of the site and the necessity to ensure there is a visual transition between these developed lands and the unzoned agricultural lands / Kindlestown Hill to the rear of the site. In this regard, building height and density shall reduce as landscape elevation increases.
- Open space shall be provided with each phase of development as follows:
 - A minimum of 1.6ha per 400 houses Active Open Space i.e. as fully serviced playing pitches, courts etc.
 - A minimum of 0.6ha per 400 houses for casual recreation space, parks etc. A maximum of 50% of this form of open space may be provided for throughout the development as part of the 10-15% residential open space.
 - 0.2ha per 400 houses for equipped play spaces e.g. playgrounds, MUGAs, outdoor gyms etc.
 - The majority of the required open space as detailed above shall be provided in the form of 2 highly accessible large parks on the eastern part of the SLO, close to the regional road and education facilities, that provide for both active and casual recreation that include playgrounds, MUGAs and playing pitches / courts; at a minimum a separate full size 70m x 100m multi-sport synthetic all weather pitch, mixed use all weather hard sports courts (suitable in size and finish for a range of uses) and an all-weather 7-a-side pitch (60m x 40m), shall be provided across the 2 parks on the pro rata basis detailed above, with the large multi-sport all weather pitch being located on the zoned AOS lands which shall be devoted to the use by the public accompanied by appropriate infrastructure, including parking where necessary and service / management buildings.
- The lands identified as OS2 along a watercourse shall be reserved in as natural a condition as possible with appropriate undeveloped buffer zones. Any development on these SLO lands shall protect the water courses by avoiding interference with the stream bed, banks and channel and maintaining a core riparian buffer zone of at least 25m along each side free from development. Road / cycleway / footpath crossings over / through the OS2 corridor shall be minimised to that absolutely necessary for access; any such crossing shall be via a clean span bridge over the watercourse that maintains its natural character.
- Community facilities, including a multi-functional fully fitted indoor space (e.g. suitable for indoor sports / recreation, arts / cultural, and social / community use) of at least 500sqm shall be provided within the SLO area in the first phase of development to meet the needs of the new and existing resident community of the area; in determining requirements for community facilities, a community services audit shall be carried out. This community services audit should take into account and explicitly respond to the analysis and recommendations set out in the Social Infrastructure Audit accompanying the LPF.
- Green links shall be provided throughout the area to link residential areas with community infrastructure, schools, adjoining housing lands and the Blacklion neighbourhood centre, along with providing a link to Kindlestown Hill/Bellevue Woods.
- No units may be occupied in any phase until the community infrastructure associated with that phase is completed and available for public use.



SLO 5 - BULLFORD

These SLO lands are located west of Kilcoole Main Street and measure c. 10ha and are zoned for 'TC – Town Centre', 'RN1 – New Residential Priority 1', 'RN2 – New Residential Priority 2' and 'OS2 – Natural Areas'. This area may be developed for a mix of uses including residential, community, commercial, retail / retail services and open space, in accordance with the following requirements:

- The development shall provide for a new residential community well served by on-site facilities and well connected to the wider settlement, including high quality pedestrian and cycling links to the town centre, adjoining residential areas and existing transport services.
- These lands shall be accessed only via Main Street at the Main Street – Sea Road junction, which shall be redesigned as a crossroads with traffic lights. Land measuring c. 0.6ha immediately west of this new junction shall be developed in accordance with the criteria set out in this LPF as 'Opportunity Site 7'.
- No dwelling units that may be permitted on foot of the RN1 zoning may be occupied until OP7 is fully developed and any community facilities provided therein are available for community use.
- A total area of c. 7.5ha is zoned for new housing development which shall be divided into a least two distinct character areas / estates either side of a central green area, including a wide range of house types and sizes to meet the needs of all in society, including units suitable for older persons or people with accessibility needs.
- Community facilities shall be provided within the SLO area in the first phase of development to meet the needs of the new resident community of the area. In particular, the development shall include at a minimum a childcare facility and a community building of c. 500sqm; in determining additional requirements for community facilities, a community services audit shall be carried out.
- Open space shall be provided with each phase of development as follows:
 - An undisturbed riparian corridor of at least 25m set back from the river (zoned OS2) shall be provided and any existing natural habitats, trees and hedgerows in this area shall be maintained.
 - A minimum of 0.4ha per 100 houses as fully serviced playing pitches, courts etc.
 - A minimum of 0.15ha per 100 houses for casual recreation space, parks etc. A maximum of 50% of this form of open space may be provided for throughout the development as part of the 10-15% residential open space.
 - 500sqm per 100 houses for equipped play spaces e.g. playgrounds, MUGAs, outdoor gyms etc.
 - The majority of the required open space as detailed above shall be provided in the form of 1 or 2 highly accessible large parks that provide for both active and casual recreation that include playgrounds, MUGAs and playing pitches / courts which shall be devoted to the use by the public accompanied by appropriate infrastructure, including parking where necessary and service / management buildings.

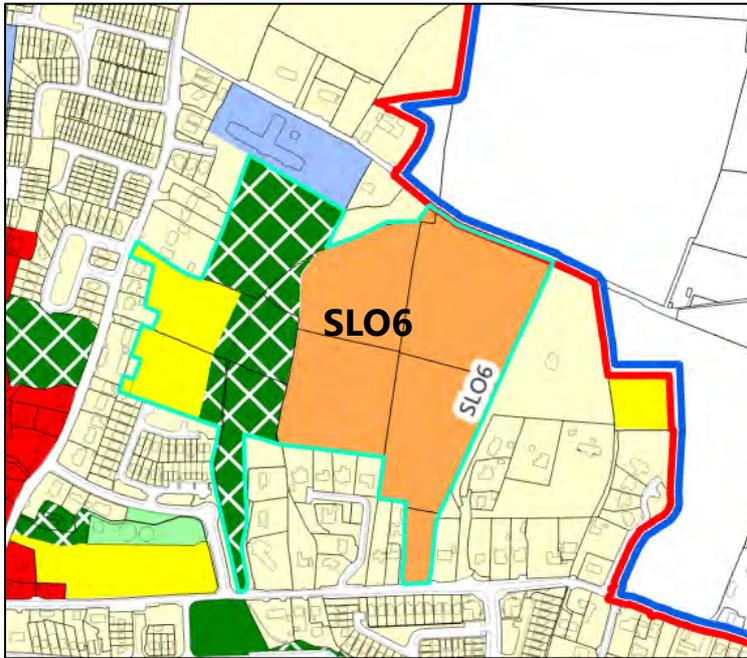


SLO 6 - BALLYDONAREA

These SLO lands are located east of Lott Lane, Kilcoole in the townlands of Kilcoole and Ballydonarea and measure c. 12.7ha and are zoned for 'RN1 – New Residential Priority 1', 'RN2 – New Residential Priority 2' and OS2 'Natural Areas'. The Ballydonarea Loop / Strawberry Lane walk forms part of the northern boundary of this area.

This area may be developed for a mix of uses including residential, community and open space, in accordance with the following requirements:

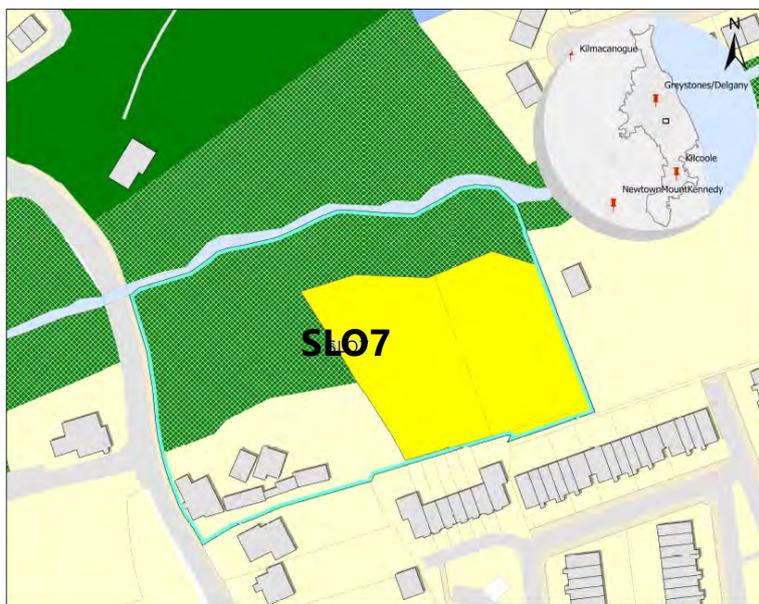
- The development shall provide for a new residential community well served by on-site facilities and well connected to the wider settlement, including high quality pedestrian and cycling links to the town centre and existing transport services.
- A total area of c. 8.9ha is zoned for new housing development which shall be divided into a least two distinct character areas / estates either side of the central green area, including a wide range of house types and sizes to meet the needs of all in society, including units suitable for older persons or people with accessibility needs.
- Lands zoned RN1 shall be accessed from Lott Lane only. Lands zoned RN2 shall be accessed from Sea Road only. Pedestrian and cycling connectivity shall be provided between the two RN zones across the green space, to Ballydonarea Loop / Strawberry Lane walk to the north and Wellfield to the south.
- New development within 25m of the Ballydonarea Loop / Strawberry Lane walk shall be so designed as to maintain and enhance the walk, preserving all natural features including watercourses, trees and mature hedgerows. No walls / fences will be permitted in this buffer zone, no structures shall back onto same and any structures shall be so designed to address and overlook the walk, and provide passive surveillance of same.
- Open space shall be provided as follows
 - A central green area shall be provided along the watercourse and encompassing a natural wooded area to the north-west of same, of not less than 3.6ha in area.
 - Within this space, a 'natural' undisturbed area of not less than 10m shall be maintained either side of the stream and existing trees and hedgerows shall be maintained. Cycleway / footpath crossings over / through the watercourses, or tree / hedgerow lines, shall be minimised to that absolutely necessary for access; any such stream crossing shall be via a clean span bridge that maintains its natural character.
 - Where following ecological assessment, it is found that there are areas within this OS zone suitable for re-development, said lands shall be laid out for recreational purposes, including suitable play spaces, walks, seating area etc.
 - The open space shall link fully through from Sea Road to Ballydonarea Lane.
- Community facilities shall be provided within the SLO area to meet the needs of the new resident community of the area in the first phase of development. In particular, the development shall include at a minimum a childcare facility; in determining additional requirements for community facilities, a community services audit shall be carried out.



SLO 7 – THREE TROUTS

These SLO lands are located east of Three Trout's Bridge in Charlesland, measure c. 1.5ha and are zoned for 'RN1 – New Residential Priority 1', 'RE – Existing Residential' and 'OS2 – Natural Areas'. This area may be developed for residential and open space uses, in accordance with the following requirements:

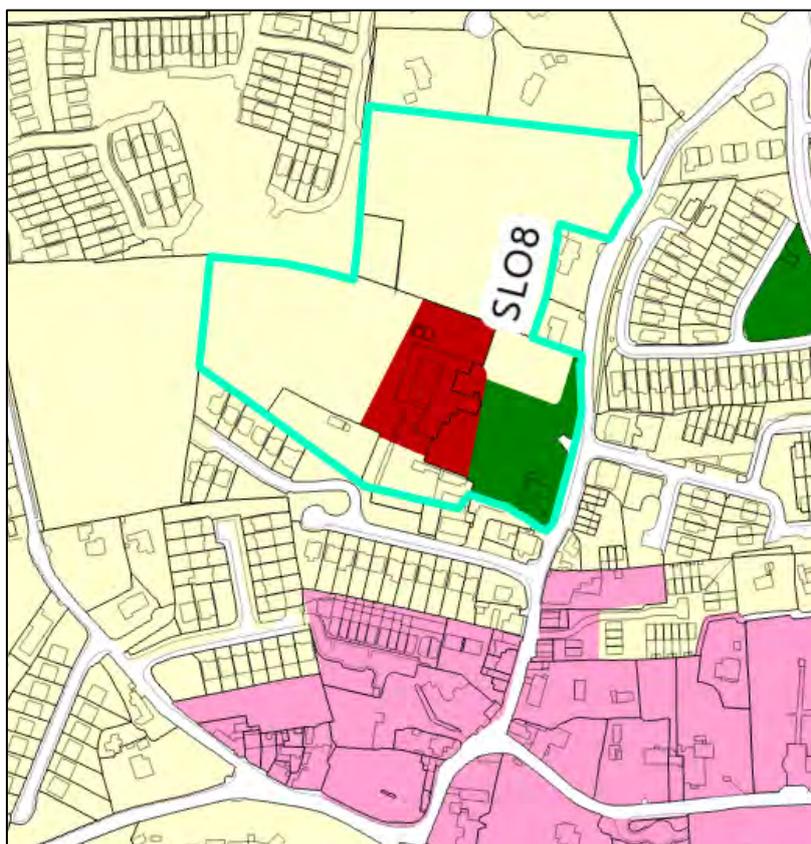
- The development shall provide for a new residential community well served by on-site facilities and well connected to the wider settlement, including high quality pedestrian and cycling links to Killincarrig to the west and Mill Road / Charlesland to the north/east, and to existing transport services.
- Within the OS2 zone, a 'natural' undisturbed area of not less than 25m shall be maintained along the river and existing trees and hedgerows shall be maintained. Where following ecological assessment, it is found that there are areas within the OS2 zone suitable for re-development, said lands shall be laid out for recreational purposes, including suitable play spaces, walks, seating area etc. Cycleway / footpath crossings over / through the watercourses, or tree / hedgerow lines, shall be minimised to that absolutely necessary for access; any such stream crossing shall be via a clean span bridge that maintains its natural character. This Open Space area shall connect with and complement the planned future amenity / biodiversity park on the north side of the river and with the existing riverine open area to the east of the site (part of the adjoining *Cois Droichid* housing development).
- No new housing units permitted on the RN1 or RE lands may be occupied until this Open Space area is completed in the agreed format and layout.



SLO 8 – CONVENT LANDS

These SLO lands comprise the grounds and buildings of the former Delgany Carmelite Convent. The lands measure c. 4.3ha and are zoned RE 'Existing Residential', OS1 'Open Space' and MU 'Mixed Use'. Permission has been granted for a significant housing, open space, employment and community development on these lands, which commenced construction in 2024. In the event that this permitted development is not completed in accordance with this permission or changes are sought to the permitted development, any future development on these lands shall accord with the following requirements:

- The development shall provide for a new residential community well served by on-site facilities and well connected to the wider settlement, including high quality pedestrian and cycling links to Delgany / to existing transport services and to other new developments to the west.
- The protection of the setting and character of the former Convent (a protected structure) shall be upmost in any design approach.
- There may be no reduction in the quantum of internal community and employment space provided for in the redevelopment of the Convent buildings from that permitted under PRR 21/959.
- Any development shall provide for the highest quality public open space that shall relate to, and be open and accessible from Delgany village.



SLO 9 - DARRAGHVILLE

This SLO is located in the townland of Kilcoole and measures c. 11.8ha. This SLO is comprised of:

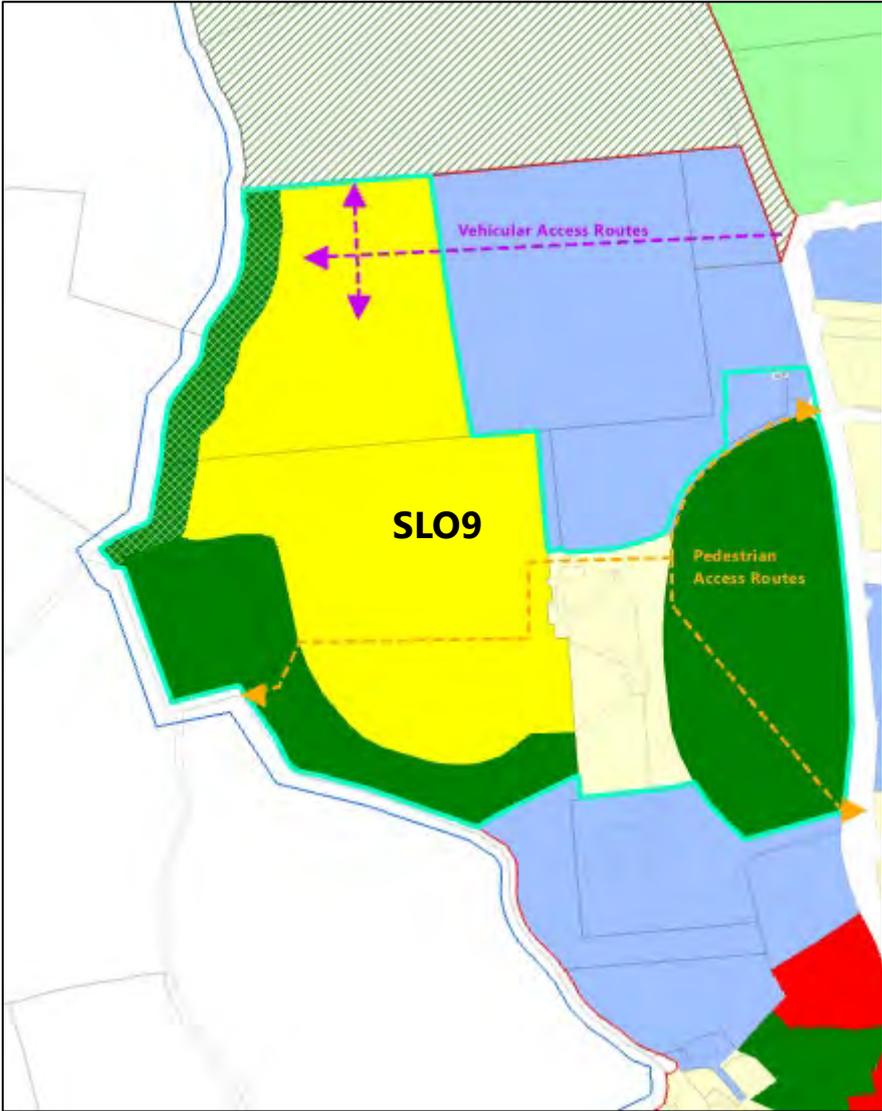
- c. 5.6ha zoned RN1 'New Residential – Priority 1'.
- c. 4.3ha zoned OS1 'Open Space'.
- c. 0.6ha zoned OS2 'Natural Areas'.
- c. 1ha zoned RE 'Existing Residential'.
- c. 0.2ha zoned CE 'Community & Education'.

Any development proposal shall comply with the County Development Plan, this Local Planning Framework and the following:

- Vehicular Access to this SLO shall be via the under-construction roadway servicing the future location of St. Catherine's School. This vehicular access should serve new residential development in the SLO area and existing agricultural uses to the north.
- Primary pedestrian and cyclist **only** access shall be provided from Kilcoole Main Street/R761 through lands zoned OS1 'Open Space' to the east of Darraghville House, leading past the house through lands zoned RN1 'New Residential – Priority 1' and connecting to the mass path, alongside a range of other pedestrian and cyclist routes through the lands.
- Lands zoned OS1 'Open Space' to the east of Darraghville House should be laid out as a public park of a design and layout and including such facilities and support buildings to be agreed with the Planning Authority, but which shall include at a minimum:
 - A skatepark
 - A playground suitable for a variety of ages of children
 - A number of pedestrian access points along the public road

Further to heritage assessment, the existing roadside solid wall along this new park shall be lowered and appropriately designed railings installed reflecting the heritage of the Darraghville House.

- No dwelling units that may be permitted on foot of the RN1 zoning may be occupied until the public park to the east of Darraghville House is fully developed suitable for community use (including necessary landscaping, layout, drainage, surfacing, lighting, access) and is available for community use.
- Lands zoned OS1 'Open Space' to the west of Darraghville House should be laid as for public amenity use, including the provision of walks and trails down to the walled garden. Within this zone all significant trees and hedgerows shall be retained and enhanced, and the walled garden shall be reused (and repaired if necessary) for community garden purposes.
- Lands zoned CE 'Community & Education' adjacent to and surrounding the gate lodge (which shall be retained and re-used) shall be developed for community uses to include at a minimum a childcare facility to service this SLO and wider area as deemed appropriate following the carrying out of a social infrastructure audit.
- A maximum of 50% of any dwelling units that may be permitted on foot of the RN1 zoning may be occupied before the full range of open space and community facilities set out within this SLO is fully developed and available for community use.
- A 25m buffer from the mass path shall be provided, and its rural character maintained.
- Insofar as is possible, hedgerows should be retained within the lands, with minimum openings for necessary vehicular/active travel crossings.
- The curtilage and setting of Darraghville House (a protected structure) shall be protected, including any features within the wider lands associated with the previous Demesne.



SLO 10 – LOTT LANE

This SLO is located in the townland of Ballydonarea and measures c. 6.6ha. This SLO is comprised of:

- c. 4.4ha zoned 'RN1 New Residential – Priority 1'.
- c. 2.2ha zoned AOS 'Active Open Space'.

Any development proposal shall comply with the County Development Plan, this Local Planning Framework and the following:

- Vehicular Access to this SLO shall be via Lott Lane. A link street should be provided to allow access to AOS lands within the SLO for vehicular traffic, without the need to traverse residential local streets.
- Development should allow for pedestrian and cyclist only access from the Lott Lane housing development to the immediate south, to allow for ease of access to Active Open Space facilities within the SLO.
- Any new residential development proposals for the RN1 lands shall be accompanied by proposals for the concurrent development of community sports facility on lands zoned AOS measuring not less than 2.2ha, of a design and layout and including such facilities and support buildings to be agreed with the Planning Authority, but which shall include at a minimum:
 - Fully equipped playing pitches of a layout to be agreed with the Planning Authority.
 - A clubhouse/changing facility.
 - Adequate lighting and drainage to serve the facility.
- No dwelling units that may be permitted on foot of the RN1 zoning may be occupied until this community sports facility is fully developed suitable for community sports use (including necessary buildings/structures, layout, drainage, surfacing, lighting, access and car parking) and is available for community use.



SLO 11 – BALLYCRONE

This SLO is located in the townland of Ballycrone and measures c. 8.5ha. This SLO is comprised of:

- c. 2.3ha zoned RN1 'New Residential – Priority 1'.
- c. 2ha zoned AOS 'Active Open Space'.
- c. 4.2ha zoned E 'Employment'.

Any development proposal shall comply with the County Development Plan, this Local Planning Framework and the following:

- Vehicular Access to the AOS 'Active Open Space' lands shall be via employment lands to the west. Vehicular access to these AOS 'Active Open Space' lands shall strictly not be via residential zones. Design measures shall be integrated in the development of RN1 'New Residential – Priority 1' lands to ensure no access, including drop offs or temporary parking, for the AOS lands. Any access via Sherlock's Lane shall be for pedestrians/cyclists only and development shall maintain the rural character of the lane.
- Any new residential development proposals for the RN1 lands shall be accompanied by proposals for the concurrent development of community sports facility on lands zoned AOS measuring not less than 2ha, of a design and layout and including such facilities and support buildings to be agreed with the Planning Authority, but which shall include at a minimum:
 - 1 No. dog park of at least 0.2ha.
 - 1 No. full-size Gaelic football pitch.
 - 2 No. fully equipped full size outdoor Basketball Courts of porous asphalt surface (28m x 15m).
 - 2 No. fully equipped 3v3 outdoor Basketball Courts of porous asphalt surface (15m x 11m).
 - 1 No. building suitable for use by a boxing club.
- No dwelling units that may be permitted on foot of the RN1 zoning may be occupied until this community sports facility is fully developed suitable for community sports use (including necessary buildings/structures, layout, drainage, surfacing, lighting, access and car parking) and is available for community use.



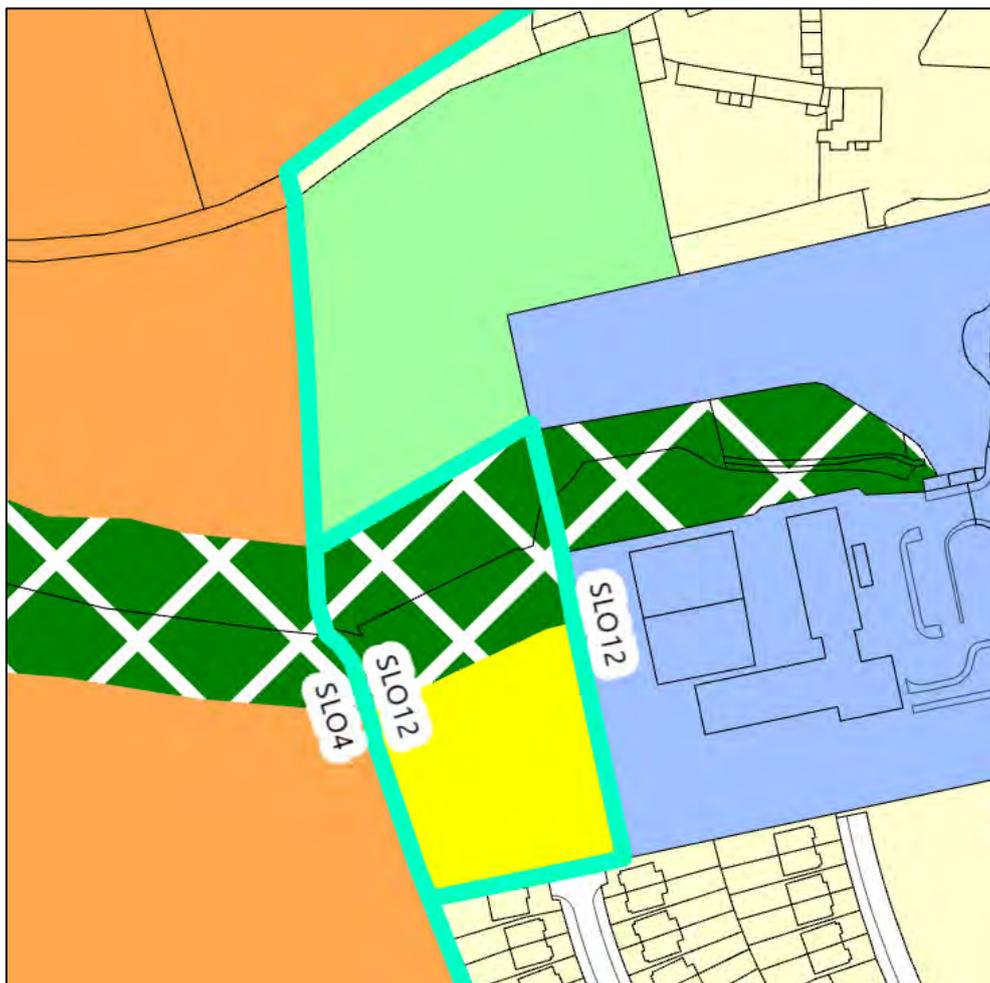
SLO 12 – COOLAGAD EAST

This SLO is located in the townland of Coolagad and measures c. 0.8ha. This SLO is comprised of:

- c. 0.4ha zoned RN1 'New Residential – Priority 1'.
- c. 0.4ha zoned OS2 'Natural Areas'.

Any development proposal shall comply with the County Development Plan, this Local Planning Framework and the following:

- Vehicular Access to this SLO shall be via Waverly Avenue.
- Access for pedestrians and cyclists **only** shall be provided through the RN1 lands into SLO4 Coolagad.
- A Mixed Use Games Area (MUGA) of c. 600sqm shall be delivered on lands zoned RN1 'New Residential – Priority 1' as part of the development of these lands. No dwelling units that may be permitted on foot of the RN1 zoning may be occupied until this MUGA is fully developed and available for public use.



GREYSTONES – DELGANY AND KILCOOLE LOCAL PLANNING FRAMEWORK HERITAGE SCHEDULES

Natural Heritage

Special Areas of Conservation (SAC)

No.	Name
000714	Bray Head SAC
000719	Glen Of The Downs SAC
002249	The Murrough Wetlands SAC

Special Protection Areas (SPA)

No.	Name
004186	The Murrough Wetlands (including Kilcoole Marshes & Broadlough) SPA

Proposed Natural Heritage Areas

No.	Name
00714	Bray Head pNHA
00719	Glen Of The Downs pNHA
00730	The Murrough pNHA

Nature Reserves

Name	Habitat
Glen of the Downs	Woodland

County Geological Sites

No.	Site Name	Site Description	Recommended candidate NHA	Geological Feature
2	Bray Head	Coastal headland with extensive natural exposure and sea cliffs, plus railway cuttings	<input type="checkbox"/>	The Cambrian trace fossils found on Bray Head are a type locality for some species, and important element of Cambrian faunas, best represented on Bray Head.
3	Greystones Beach	A 2 km long coastal section exposing several units of glacial till, separated in places by sand and gravel.	<input type="checkbox"/>	A particularly impressive exposure into deep glacial tills, with several unique elements exposed.
25	Glen Of The Downs	A deep channel that was formed by meltwater erosion on the north-eastern flank of the mountains	<input type="checkbox"/>	The Glen of the Downs is considered to have formed completely in the late-glacial Period
49	Greystones (Appinite)	A section of rocky coastline on the scenic and popular Greystones waterfront		The igneous rocks at Greystones are unique because the contact zone is crowded with inclusions
62	Wicklow-Greystones Coast	An uninterrupted shingle beach extending for over 17km long between Greystones and Wicklow	<input type="checkbox"/>	The shingle ridge (beach) is a feature understood to have formed around 5,000 years ago

Tree Preservation Orders

ID	Description	Location
4	Oak trees	Quarry Road, Killincarrig, Greystones
40	Oak, Pine Ornamental & boundary trees	Kendalstown Rise, Kindlestown Upper, Delgany
43	Roadside Beech trees	Holy Faith Convent, Kilcoole

SAAO

Name
Bray Head SAAO

Views

No.	Description
CDP36	L-5529, Templecarrig, southern slopes of Little Sugar Loaf; view to the south and southeast of Kindlestown Hill and the coast
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.
V2	Views southwards at the 'Horse and Hound' in Delgany Village towards Drummin Hill.
V3	The views seaward from Cliff Road, Rathdown Upper
V4	View from R761 north of Greystones - View northwards to Bray Head and view southwards of sea and built up area of Greystones.
V5	View from R761 Windgates Coast Road of Bray Head
V6	View from Cliff Road Windgates of coast, Greystones and foreground of Bray Head

Prospects

No.	Description
CDP6	Prospect of sea, cliffs and across southern slopes of Bray Head to R761 from Cliff Walk
CDP7	Prospect of coast along railway line
P1	The prospect seaward from Marine Road, Greystones
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.
P3	The prospect seaward from the R761 north of Redford.

Built Heritage

Public Rights of Way

No	Location
PROW 5* *subject of current legal challenge	This section of amenity route constitutes the initial linear southern section of the Bray to Greystones Cliff Walk. From the junction of Beach Road (L-12042)/Victoria Road (L-1204) in the Greystones harbour area via part of the new residential area of the Greystones harbour-marina development, via the new public park; this route is linked to the coastline at (a) the north beach and (b) an existing pathway to the coast in the vicinity of the site of the former Rathdown Castle. Total cumulative length of this route is circa 1.3 km.
PROW 7	Sally Walk/Kilcoole Mass Path, from the pedestrian opening on the R761/Main Street to the L-1042 in Priestsnewtown Kilquade via: a public footpath, the grounds of St. Patrick's Hall, a defined pathway, a pedestrian bridge over Saint Patrick's River and through a pathway in a field in Priestsnewtown and a laneway that opens onto the L-1042.

Major sites of archaeological importance in state Ownership (O) or Guardianship (G) within LPF boundary

ID	Monument	Townland	Monument No.	Status
13	Church	Kilcoole	267	O
15	Kindlestown Castle	Kindlestown	323	O

National Monuments within LPF boundary

ID	TOWNLAND	MONUMENT	WEB_NOTES
WI02147	KILLINCARRIG	Burnt spread	On low ground near the base of a N facing slope of a low hill, with a stream c. 30m to the N. A spread of dark soil (c. 7m N-S x c.10m E-W) with limited amounts of burnt stone is visible after field has been ploughed.
WI00598	BALLYNERRIN (Newcastle By., Kilcoole ED)	Enclosure	Situated on level ground in gently undulating terrain. Oval enclosure (est. max. diam. c. 50m) defined by a narrow fosse (traces of a second inner fosse are visible at the NE) visible as a cropmark on aerial photograph (CUCAP, BGE 85).
WI00372	RATHDOWN UPPER	Redundant record	Listed in the SMR (1986) as an 'enclosure' based on an aerial photograph (GSIAP O 95/96 (1973)). On inspection in 1990 there was nothing of archaeological significance found.
WI00393	RATHDOWN LOWER	Redundant record	Listed in the SMR (1986) as a 'ringfort (rath/cashel)', however the reason for its inclusion is not clear (SMR file). On inspection in 1990 there was nothing of archaeological significance found and the area was built over.
WI00394	RATHDOWN LOWER	Redundant record	Listed in the SMR (1986) as an 'enclosure' based on an aerial photographs GSIAP O 61/62 (1973). On inspection in 1990 there was nothing of archaeological significance found.
WI00376	RATHDOWN UPPER	Castle - unclassified	Situated on a very gentle E-facing slope overlooking the sea to the E. This fortification was possibly a moated castle of the 13th century Manor of Rathdown belonging to the Fitzdermot clan.
WI00377	RATHDOWN UPPER	Settlement deserted - medieval	Situated to the N of the site of Rathdown Castle (WI008-011----). Cropmarks indicating a deserted medieval village are visible on aerial photographs (CUCAP, BDP025/026; GSIAP 061/62/63).
WI00378	RATHDOWN UPPER	Church	Situated on a gentle E-facing slope in gently undulating pasture overlooking a small stream 35m to S and the coastline of the Irish Sea 290m to E. Site of Rathdown Castle (WI008-011----) and deserted medieval settlement (WI008-011002-) 200m to NE.
WI00379	RATHDOWN UPPER	Graveyard	In the early seventeenth century this graveyard which was associated with St Crispin's Cell (WI008-012001-) was cleared and the disinterred bodies were 'buried in one pit at the east end' (O'Flanagan 1928, 33-5).
WI00391	KINDLESTOWN UPPER	Castle - hall-house	National Monument in state ownership No. 323. Situated in a low-lying area in gently undulating terrain.
WI00392	RATHDOWN LOWER	Ringfort - unclassified	Circular enclosure indicated on the 'OSI 1st edition map' (map dims. diam. c. 46m). Area named 'Knockrath' on the 1937 OSI 6-inch map although the enclosure appears to have been levelled by then.

WI00587	DELGANY	Church	Situated in Delgany village on a gentle S-facing slope overlooking a stream valley. A nave (int. dims. 14m x 6.2m) and chancel (int. dims. c. 7.4m x 4m) church which remained in use until c. 1789.
WI00588	DELGANY	Graveyard	Situated in Delgany village on a gentle S-facing slope overlooking a stream valley. A nave (int. dims. 14m x 6.2m) and chancel (int. dims. c. 7.4m x 4m) church which remained in use until c. 1789.
WI00589	DELGANY	Cross - High cross	The remains of a granite high cross are situated to the N of the church at Delgany (WI013-004001-). They consist of the lower portion of the cross-shaft with rectangular section and chamfered edges (H 1.87m; 0.47m x 0.3m).
WI00590	DELGANY	Font	A sub-rectangular font which forms part of a low wall (W side) outside the doorway of the church (WI013-004001-). It is set on its side and has a drain-hole just off centre.
WI00591	KILLINCARRIG	House - 16th/17th century	Situated on a gentle E-facing slope. The remains of an early 17th-century house probably built for Henry Walsh. The main block (L 14.3m; Wth 7.6m) is gabled and had two storeys with attic.
WI00599	BALLYNERRIN (Newcastle By., Kilcoole ED)	Church	Situated on the line of a field boundary in gently undulating terrain. A nave and chancel church (int. dims. 11m x 5.3m) of uncoursed mortared rubble. The walls at the S and E still stand to their full height of c. 2.4m.
WI00600	BALLYNERRIN (Newcastle By., Kilcoole ED)	Decorated stone	Reynolds and Haworth (1973, 50) noted a possible decorated stone at the church in Ballynerrin(WI013-011----) which has not been located.
WI00592	CHARLESLAND	Fulacht fia	Described in Grogan and Kilfeather (1997, 81, no. 495) as 'Situated on a gentle NE-facing slope. Cropmark of a solid circular area (diam. c. 15m) situated immediately to the W of a possible enclosure (WI013-006002-).
WI00593	CHARLESLAND	Excavation - miscellaneous	Described in Grogan and Kilfeather (1997, 81, no. 496) as 'Situated on a gentle NE-facing slope. Circular area (diam. c. 15m) defined by a fosse visible as a cropmark on aerial photograph.
WI00594	CHARLESLAND	Enclosure	Described in Grogan and Kilfeather (1997, 81, no. 497) as 'Situated on a gentle NE-facing slope. Circular area (diam. c. 15m) defined by a fosse visible on aerial photograph (CUCAP, BGE 83); solid circular cropmark (diam. c. 7m) visible off-centre.
WI00595	CHARLESLAND	Enclosure	Described in Grogan and Kilfeather (1997, 81, no. 498) as 'Situated on a gentle NE-facing slope. Circular area (diam. c. 15m) defined by a fosse visible as a cropmark on aerial photograph (CUCAP, BGE 83). Immediately S of WI013-007001-.
WI00597	BALLYNERRIN (Newcastle By., Kilcoole ED)	Enclosure	Situated on the edge of a low ridge overlooking a steep N-facing slope. Small circular enclosure (est. max. diam. c. 25m) defined by a narrow fosse visible as a cropmark on aerial photograph (CUCAP, BGE 85). Not visible at ground level.
WI00613	CHARLESLAND	Redundant record	Described in Grogan and Kilfeather (1997, no. 499) as 'Situated on a gentle NE-facing slope in a wheatfield. Circular area (diam c. 25m) defined by a fosse visible as a cropmark on aerial photograph (CUCAP, BGE 83); solid sub-rectangular cropmark.
WI00614	CHARLESLAND	Redundant record	Described in Grogan and Kilfeather (1997, no. 500) as 'Situated on a gentle NE-facing slope in a wheatfield. Circular area (diam. c. 30m) defined by a fosse with a possible annexe, also defined by a fosse, at the SE. Visible on aerial photograph.
WI00621	KILCOOLE	Church	National Monument in state ownership No. 267. Situated on a gentle E-facing slope in Kilcoole village.
WI00622	KILCOOLE	Graveyard	Situated on a gentle E-facing slope in Kilcoole village. A nave (int. dims. 8.75m x 5.2m) and chancel (int. dims. 5.6m x 2.93m) church, with an extension to the nave at the W (int. dims. 8.6m x 5.3m), all built of uncoursed rubble.
WI00623	KILCOOLE	Font	A square granite font (0.75m x 0.72m; D 0.48m) with rounded corners and a central basin (diam. 0.53m; D 0.28m) which contains a central drain-hole. Located immediately inside the door of the nave of the church (WI013-029001-) when inspected in 1990.
WI00624	KILCOOLE	Ritual site - holy well	Situated on level ground in a marshy area, to the NE of Kilcoole church (WI013-029001-). A natural unmarked spring. The OS Letters (O'Flanagan 1928, 64) mention it but say that it was 'not held in any particular veneration'.
WI02080	DELGANY	Bullaun stone	A large granite boulder (visible Wth 1.2m; H 0.9m), obscured by dense vegetation growth at time of inspection in 2003, with a single basin (diam. 38cm; D 34cm) which has been split leaving two thirds of it intact.
WI02077	COOLAGAD	Redundant record	A possible enclosure was noted here in 2003 (pers. comm. Chris Corlett), however archaeological testing of the area in 2005 did not produce anything of archaeological significance (Byrne 2008, 417).
WI02031	KILCOOLE	Bullaun stone (present location)	Recorded by Price in this notebook, dated 4th May 1959, as follows; 'Patrick Healy told me that a bullaun stone had been found near Kilquade Church and had been brought to the church by Father Masterson, the parish priest.
WI02040	KILCOOLE	Redundant record	This record was created for a quern stone which is an archaeological object.
WI02041	KILCOOLE	Redundant record	This record was created for a quern stone which is an archaeological object.

WI02085	RATHDOWN UPPER	Fulacht fia	On a gentle E-facing slope, overlooking the Irish Sea. A large, roughly rectangular spread of small, heat-shattered stones (L 28m E-W; Wth 16m) was noted here in 2004. A discrete area of damp ground at W end may represent a spring.
WI02107	RATHDOWN UPPER	Moated site	Situated on a very gentle E-facing slope overlooking the sea to the E. The masonry castle of Rathdown (WI008-011-----) was enclosed by a square shaped enclosure or moated site (dims. 43m x 43m) that was bisected by a road or laneway running E-W.
WI02110	KINDLESTOWN UPPER	Bawn	Kindlestown Castle (WI008-017----) originally stood in a large rectangular ditched enclosure (52m E-W; 18m N-S) which was still visible in 1990 (SMR file). Simpson (2003, 419) noted that 'only traces of the northern section of the moat are now visible, located 6.5m from the castle. This moat, marked by a shallow depression and nettles, measures 6m wide by at least 1m in depth.
WI02144	KILCOOLE	Cross-slab	A granite cross-slab, placed against the chancel arch at the E end of the nave of church (WI013-029001-). The above description is derived from the published 'Archaeological Inventory of County Wicklow' (Dublin: Stationery Office, 1997).
WI02146	KILLINCARRIG	Burnt spread	On low ground near the base of a N facing slope of a low hill, with a stream c. 30m to the N. A spread of dark soil (c. 12m N-S x c. 9m E-W) with limited amounts of burnt stone is visible after field has been ploughed.
WI02641	KILLINCARRIG	Fulacht fia	Three spreads of burnt mound material, an associated trough and a number of post-holes were excavated here in 2003, prior to the construction of the dual carriageway from the R671 to Greystones (Excavation Licence 03E1199 (Site K)).
WI02649	TEMPLECARRIG LOWER	Excavation - miscellaneous	A pit was uncovered here during archaeological testing in 2001 by Edmond O'Donovan (Excavation Licence 01E0616). The area was subsequently excavated in 2002 and the truncated remains of an isolated charcoal spread was uncovered.
WI02652	CHARLESLAND	Fulacht fia	Exposed during archaeologically monitored of topsoil-stripping in advance of residential development in 2003 (Excavation Licence 03E1821 (Site 1A)). A trough (L 1.9m NE-SW; Wth 1.65m; D 0.6m) contained six timbers at the base and had wattle lining on the
WI02653	CHARLESLAND	Enclosure	Exposed during archaeologically monitored of topsoil-stripping in advance of residential development in 2003 (Excavation Licence 03E1821 (Site 1A)). The remains comprised two curvilinear ditches.
WI02654	KILLINCARRIG	Excavation - miscellaneous	Two trenches were excavated here in 2003, prior to the construction of the dual carriageway from the R671 to Greystones (Excavation Licence 03E1188 (Site I)).
WI02655	FARRANKELLY	Habitation site	A curving arc of ditch (L 68m SE-NE), two slot-trenches and a number of pits and postholes were excavated here in 2003, prior to the construction of the dual carriageway from the R671 to Greystones (Excavation Licence 03E1550 (Site J)).
WI02656	KILLINCARRIG	Fulacht fia	Two burnt mounds and associated troughs, pits and post-holes were excavated here in 2003, prior to the construction of the dual carriageway from the R671 to Greystones (Excavation Licence 03E1645 (Site L)).
WI02657	CHARLESLAND	Habitation site	The remains of a linear ditch (L 47m E-W), a structure defined by post-holes, a cremation pit, a number of animal burials and a curvilinear feature (L 10m) were excavated here in 2003 prior to the construction of the dual carriageway.
WI02658	CHARLESLAND	Habitation site	Two Bronze Age structures were excavated here in 2003, prior to the construction of the dual carriageway from the R671 to Greystones (Excavation Licence 03E0146 (Site D)).
WI02659	CHARLESLAND	Ring-ditch	A ring-ditch (WI013-077----), a large cremation pit (WI013-113----) and two small structures (WI013-114----and WI013-115----) were excavated here in 2003, prior to the construction of the dual carriageway from the R671 to Greystones.
WI02660	CHARLESLAND	Habitation site	Two trenches were excavated here in 2003 (Excavation Licence 03E1028 (Site GC4)) as part of construction work associated with Charlesland Residential Development.
WI02661	CHARLESLAND	Fulacht fia	A fulacht fia was excavated here in 2003 (Excavation Licence 03E0592 (Site CA1)). The burnt mound (L 14m E-W; Wth 11.5m; D 0.2m) sealed four troughs and a number of post-holes and stake-holes were found associated with the troughs.
WI02662	CHARLESLAND	Habitation site	An unroofed structure defined by post-holes which formed a circular area (8m N-S by 7.4m) was excavated here in 2003, prior to the construction of the dual carriageway from the R671 to Greystones (Excavation Licence 03E0196 (Site G)).
WI02668	DELGANY	Road - hollow-way	Archaeological test trenching in 2002 (Excavation Licence 02E0390) revealed the eastern end of a possible hollow way, the line of which is represented as a trackway on the 1841 OS 6-inch map. (Frazer 2004, 534).
WI02694	CHARLESLAND	Burnt mound	A possible burnt mound was excavated here in 2003 (Excavation Licence 03E0908 (Site GC1)). (Molloy 2006, 547)
WI02695	CHARLESLAND	Burnt mound	A possible burnt mound was excavated here in 2003 (Excavation Licence 03E0908 (Site GC2)). (Molloy 2006, 547)
WI02696	CHARLESLAND	Burial	A possible burial which produced some pottery and burnt bone fragments was excavated here in 2003 (Excavation Licence 03E0908 (Site GC3)). (Molloy 2006, 547)
WI02797	KILLINCARRIG	Burnt spread	This is the record for a spread of burnt material that was uncovered and completely excavated (Area IV) by Alan Hayden (93E0001). (Hayden 1993h)

WI02798	KILLINCARRIG	Burnt spread	This is the record for a spread of burnt material noted during test excavations by Margaret Gowen (92E0002). The area was subsequently excavated by Alan Hayden (Area V; 93E0001) and no further features or finds were recovered. (Hayden 1993h)
WI02806	KILCOOLE	Furnace	Two furnaces were discovered here in 1998 during archaeological monitoring of works associated with the construction of a dwelling (Excavation Licence 98E0244).
WI02817	KILLINCARRIG	Fulacht fia	This is the record for a mound of burnt stone and charcoal flecked soil noted during test excavations by Margaret Gowen (92E0002). The area was subsequently excavated by Alan Hayden (Area 1; 93E0001) and revealed the remains of a fulacht fia.
WI02818	KILLINCARRIG	Excavation - miscellaneous	This is the record for a number of small shallow pits, one containing Bronze Age pottery, that were noted during test excavations by Margaret Gowen (92E0002).
WI02819	KILLINCARRIG	Excavation - miscellaneous	This is the record for a shallow pits containing 15 struck flints that was noted during test excavations by Margaret Gowen (92E0002). The area was subsequently excavated by Alan Hayden (Area II; 93E0001) but no further features of significance were uncovered.
WI03166	KILCOOLE	Excavation - miscellaneous	In December 2009 a series of test trenches were opened (Excavation Licence 09E0554) in the area immediately S and SE of the medieval church and graveyard (WI013-029001- and WI013-029002-).
WI03171	KILCOOLE	Burial	A single inhumation was recorded and preserved in situ during test trenching in advance of construction of a dwelling (Excavation Licence 06E0043) (Halpin 2009, 575).
WI03174	BALLYCRONE	Fulacht fia	Monitoring of top soil stripping in 2005 (Excavation Licence 05E0406, 'area 1') uncovered a burnt spread. Only a portion of this was excavated and the rest was preserved in situ outside of the development area. (McLoughlin 2008, 413-4)
WI03175	BALLYCRONE	Excavation - miscellaneous	Monitoring of top soil stripping in 2005 (Excavation Licence 05E0406, 'area 2') uncovered a 'kiln-type feature, six large circular/oval pits and a series of post- and stake-holes. Most of the activity was in an area measuring c. 9m by 6.5m.
WI03176	BALLYCRONE	Excavation - miscellaneous	Monitoring of top soil stripping in 2005 (Excavation Licence 05E0406, 'area 3') uncovered 'a series of pits and post-holes with charcoal-rich fills.
WI03177	BALLYCRONE	Fulacht fia	Monitoring of top soil stripping in 2005 (Excavation Licence 05E0406, 'area 4') uncovered a burnt spread. Only a portion of this was excavated (6.5m east-west; D 0.18m) and the rest was preserved in situ. (McLoughlin 2008, 413-4) Compiled by: Claire B
WI03188	CHARLESLAND	Excavation - miscellaneous	A series of pits, post holes, stake holes, hearths, troughs and burnt spreads were uncovered here during topsoil stripping in 2004 (Excavation Licence 04E0118). A cereal-drying kiln was uncovered to the NE (see WI013-098----). (Molloy 2007, 479-480).
WI03189	CHARLESLAND	Kiln - corn-drying	A cereal-drying kiln was uncovered in close proximity to a series of pits, post holes, stake holes, troughs and burnt spreads (see WI013-097----) during topsoil stripping in 2004 (Excavation Licence 04E0118). (Molloy 2007, 479-480).
WI03196	FARRANKELLY	Excavation - miscellaneous	Twelve pits dispersed over a large area (L 160m; Wth 40m) were excavated here as part of the construction work associated with the Greystones Southern Access Route (Excavation Licence 04E0466). Six of the pits contained burnt stones.
WI03201	CHARLESLAND	Fulacht fia	The remains of a fulacht fia were excavated here as part of the construction work associated with Charlesland Residential Development (Excavation Licence 04E0387). (Phelan 2007, 480)
WI03203	CHARLESLAND	Fulacht fia	The remains of a fulacht fia were excavated here as part of the construction work associated with Charlesland Residential Development (Excavation Licence 04E0387). (Phelan 2007, 480)
WI03204	CHARLESLAND	Excavation - miscellaneous	The series of medieval pits, some of which contained Leinster Cooking Ware pottery, were excavated here as part of the construction work associated with Charlesland Residential Development (Excavation Licence 04E0387). (Phelan 2007, 480)
WI03205	CHARLESLAND	Urn burial	The remains of an isolated Bronze Age urn was excavated here as part of the construction work associated with Charlesland Residential Development (Excavation Licence 04E0387). (Phelan 2007, 480)
WI03235	CHARLESLAND	Cremation pit	A ring-ditch (WI013-077----), a large cremation pit (WI013-113----) and two small structures (WI013-114----and WI013-115----) were excavated here in 2003, prior to the construction of the dual carriageway from the R671 to Greystones.
WI03236	CHARLESLAND	Structure	A ring-ditch (WI013-077----), a large cremation pit (WI013-113----) and two small structures (WI013-114----and WI013-115----) were excavated here in 2003, prior to the construction of the dual carriageway from the R671 to Greystones.
WI03237	CHARLESLAND	Structure	A ring-ditch (WI013-077----), a large cremation pit (WI013-113----) and two small structures (WI013-114----and WI013-115----) were excavated here in 2003, prior to the construction of the dual carriageway from the R671 to Greystones.
WI03239	TEMPLECARRIG LOWER	Excavation - miscellaneous	Four pits, one of which contained prehistoric pottery, were excavated here in 2003 (Excavation Licence 03E0886). Two other pits and a spread of charcoal rich material were excavated c. 7m to the N. (Baker 2006, 550-1).

WI03324	RATHDOWN UPPER	Excavation - miscellaneous	This is the record for the platform (feature 125) and pits (features 128, 127 & 291) discovered during the excavation by James Eogan and Richard O'Brien (97E0075) which they dated from several diagnostic flint artefacts to the early Neolithic period.
WI03326	RATHDOWN UPPER	Excavation - miscellaneous	This is the record for the pits, gullies, ditches etc. excavated by James Eogan and Richard N. O'Brien (97E0075). The occupation of this part of the site stretched from the late Neolithic/early Bronze Age with the presence of Beaker pottery.
WI03327	RATHDOWN UPPER	Road - hollow- way	In 1993 a geophysical survey was carried out by Geoquest Associates of Durham, England under licence No. 93E0187 in the field containing St. Crispin's Cell (WI008-012001-) and in the field to the W of the church.
WI03329	RATHDOWN UPPER	Kiln - corn- drying	This is the record for the corn-drying kiln excavated by James Eogan and Richard O'Brien (97E0075). It consisted of an oval pit (3.5m long, 2m wide and 0.55m deep). The N part of the pit was deepest and the clay in its base had been oxidised.
WI03328	RATHDOWN UPPER	Ringfort - rath	This is the record for the possible ringfort revealed by geophysical survey and archaeological testing by Charles Mount (93E0187) and Eoin Halpin (94E0033). The feature was not subsequently excavated as it lay outside the area for development.
WI03417	BALLYNERRIN (Newcastle By., Kilcoole ED)	Enclosure	Cropmark of circular-shaped enclosure (approx. diam. 31m) visible on Google earth aerial imagery. See attached image taken from Google Earth aerial photographs taken 24/06/2018.
WI03423	BALLYNERRIN (Newcastle By., Kilcoole ED)	Earthwork	Cropmark of irregular-shaped enclosure or possible earthwork visible on Google earth aerial imagery taken 24/06/2018 and as a differential growth of vegetation on the ground.
WI03425	KILLINCARRIG	Habitation site	In 2010 an archaeological assessment, including geophysical survey (licence 10R0008) and testing, was undertaken by Irish Archaeological Consultancy Ltd. in advance of the construction of a distribution road at IDA Lands, Killincarrig, Greystones, Co. Wicklow.
WI03444	KILCOOLE	Burnt spread	Situated on E bank of stream which marks townland boundary with Bullford, mill race located to W.
WI03486	FARRANKELLY	Enclosure	Large plectrum-shaped enclosure (diam. 44m N-S x 42m E-W) of possible late prehistoric date was excavated in 2020 under licence 17E0292 by Muireann Ní Cheallacháin for IAC Archaeology during construction phase of residential development.
WI03488	FARRANKELLY	Ring-ditch	Large plectrum-shaped enclosure (WI013-127----) of possible late prehistoric date was excavated in 2020 under licence 17E0292 by Muireann Ní Cheallacháin for IAC Archaeology during construction phase of residential development.
WI03489	FARRANKELLY	Flat cemetery	A small flat cemetery containing nine small token cremation pits, a token cremation deposit and a burial pit with an in-situ food vessel was recorded in the SE quadrant of Area 1A was excavated in 2020 under licence 17E0292 by Muireann Ní Cheallacháin.
WI03491	FARRANKELLY	Kiln	Large plectrum-shaped enclosure (WI013-127----) of possible late prehistoric date was excavated in 2020 under licence 17E0292 by Muireann Ní Cheallacháin for IAC Archaeology during construction phase of residential development.
WI03492	FARRANKELLY	Burial ground	Burial ground in area 2C was excavated in 2020 under licence 17E0292 by Muireann Ní Cheallacháin for IAC Archaeology during construction phase of residential development.
WI03493	FARRANKELLY	Kiln	Kiln in area 2C was excavated in 2020 under licence 17E0292 by Muireann Ní Cheallacháin for IAC Archaeology during construction phase of residential development.
WI03487	FARRANKELLY	Ring-ditch	Large plectrum-shaped enclosure (WI013-127----) of possible late prehistoric date was excavated in 2020 under licence 17E0292 by Muireann Ní Cheallacháin for IAC Archaeology during construction phase of residential development.
WI03490	FARRANKELLY	Burnt spread	A burnt spread was recorded in the W quadrant of Area 1A was excavated in 2020 under licence 17E0292 by Muireann Ní Cheallacháin for IAC Archaeology during construction phase of residential development.
WI03494	FARRANKELLY	Kiln - corn- drying	Cereal-drying kiln in area 3A was excavated in 2020 under licence 17E0292 by Muireann Ní Cheallacháin for IAC Archaeology during construction phase of residential development.
WI03495	FARRANKELLY	Metalworking site	Metalworking furnace in area 3A was excavated in 2020 under licence 17E0292 by Muireann Ní Cheallacháin for IAC Archaeology during construction phase of residential development.
WI03497	FARRANKELLY	Barrow - ditch barrow	Ditch-barrow in area 4A was excavated in 2020 under licence 17E0292 by Muireann Ní Cheallacháin for IAC Archaeology during construction phase of residential development.
WI03498	FARRANKELLY	Burnt mound	Burnt mound in area 5 was excavated in 2020 under licence 17E0292 by Muireann Ní Cheallacháin for IAC Archaeology during construction phase of residential development.
WI03499	FARRANKELLY	Burnt mound	Burnt mound in area 5 was excavated in 2020 under licence 17E0292 by Muireann Ní Cheallacháin for IAC Archaeology during construction phase of residential development.

WI03496	FARRANKELLY	Cremation pit	Cremation pits in area 3B was excavated in 2020 under licence 17E0292 by Muireann Ní Cheallacháin for IAC Archaeology during construction phase of residential development.
WI03509	DELGANY	Cremation pit	This final excavation report details the results of an excavation under licence No. 18E0608 at the site of a residential and commercial development at Richview House Bellevue Hill, Delgany, County Wicklow.
WI03519	BALLYGANNON (Newcastle By.)	Signal tower	Situated on level terrain (exact site unknown) on a low-lying site adjacent to E of the coastline, and c. 3.6kms to the ESE of the town of Delgany and c. 3.5kms SSE of Greystones (OD c. 22m).

Record of Protected Structures (within LPF boundary)

Ref No.	Townland	Building address	Structure	Description	Photo
08-03	Bellevue Demesne Td	Bellevue	Entrance Gates	Important, neo-classical design with gate piers with Coade Stone panels (now painted over), quadrants and Coade Stone lions (now painted over) and ruined lodges. Attributed to Sir Richard Morrison.	
08-05	Belmont Demesne Td	Belmont House (Belvedere School)	Country House	Italianate house of circa 1860 with five-bay, two-storey façade over a high basement, painted, lined and rendered façade with gabled breakfront, enclosed porch, windows with bracketed cornices, bracketed eaves and hipped roof.	
08-07	Delgany Td	Cherry House Killincarrig Delgany	Dwelling House	A vernacular, four-bay, two-storey, gable-ended farmhouse with white-washed walls, enclosed porch and slated roof. There is a wide, two-storey advanced bay at the left-hand end.	
08-08	Delgany Td	Delgany Old Graveyard	Ruined Church and Graveyard	Graveyard which is raised above the level of the road. There is the ruin of a medieval church and a cross.	
08-09	Delgany Td	Delgany Health Centre	Dwelling House	Simple, three-bay, two-storey house with painted, rendered walls, raised quoins, wide windows on the ground floor with drip labels and keystones and a keystone on the doorcase.	
08-10	Delgany Td	Former Delgany Inn	Facade	A mid-19 th century, four-bay, two-storey house with painted, rough-cast walls, wide eaves and natural slates. On the right-hand side there is a two-storey advanced bay with a gabled roof.	
08-11	Delgany Td	Delgany Old School House	School	A four-bay, single-storey school with cemented walls and segmental-headed windows set in round-headed, blank arches and a hipped roof.	
08-12	Delgany Td	Delgany	Hand Pump	Hand pump sited in a niche to the west of the cross roads. Inscribed 'John Burns Plumber Bray, 1884.'	
08-13	Delgany Td	Delgany Main Street Wicklow Arms	Public House	Two-bay, two-storey house dated 1856, with painted walls and gables with pierced bargeboarding.	
08-14	Delgany Td	Delgany Main Street Arts and Crafts House	House	An L-plan house with painted rough-cast rendering and a half-timbered gable.	
08-15	Delgany Td	Delgany Carmelite Monastery	House and Monastery	Early-19 th century top-entry house of three bays with a high basement, painted rendering with drip labels over sash windows, parapet hiding the roof. On the left-hand side is a two-storey wing and then a seven-bay, three-storey wing wall with drip-labels over sash windows. On the right-hand side is a mid-19 th Century chapel built of granite ashlar.	

08-16	Delgany Td	Delgany, Christchurch Church of Ireland Church	Church	Spacious, church with a wide transept on the north side and a three-stage, west tower rising through the west gable. The walls are rough-cast with granite string courses, clasping buttresses, crenellations and pinnacles on the tower. The windows are pointed and the steep-pitched roof has natural slates. The church contains the La Touche monument by Hickey. The granite gate-piers and iron railings date from the late 18 th Century.	
08-18	Delgany Td	Delgany, Old Rectory	Dwelling House	A substantial, early-18 th Century, three-bay, two-storey, gable-ended house with rough-cast walls and a pie-crust, brick cornice. There is a flanking tower on the north-west corner and the enclosed porch is a later addition.	
08-19	Delgany Td	Malvern, Delgany	Dwelling House	Complex house with three sections: by the road is a three-bay, two-storey block with tall first-floor windows with Georgian glazing, a pointed window on the side wall and a parapet hiding the roof; then an earlier section with lime-rendered walls and tripartite windows and at the rear a three-bay, two-storey section over a basement and with a hipped roof.	
08-20	Delgany Td	Thatched house, Convent Road, Delgany	Thatched House	Long, single-storey thatched house with deep thatch. The age of the house is unclear but it has been remodeled in the twentieth Century.	
08-21	Kindlestown Upper Td	Kindlestown Castle	17 th Century House	Two-storey, L-plan, early 13 th Century house, at present being restored. (National Monument)	
08-22	Killincarrig Td	Greystones. Whitshed Road	Pillar Box	Pillar box with ER VII insignia.	
08-23	Killincarrig Td	Greystones Pavilion Road The Shrubberies	Dwelling House	Fine example of an arts and crafts house of circa 1900 with rough-cast walls, bow windows with small panes, tile-hung gables, wide eaves and tiled roof with tall stacks.	
08-24	Killincarrig Td	Greystones Public library	Library	Four-bay, single-storey library with painted rendering, parallel, raised quoins, gabled, advanced bay with canopy doorcase, tripartite windows and hipped roof with wide eaves.	
08-25	Killincarrig Td	Greystones Portland Road	Pillar Box	Pillar box with ER VII insignia.	
08-26	Killincarrig Td	Greystones Killincarrig Road 'Nature's Gold'	House and Shopfront	Semi-detached house with shopfront. Of two bays and two storeys with a half-timbered gable in the centre, painted rendered walls and wide windows. The shopfront has pilasters and brackets. (The original display windows have been reduced in size)	

08-27	Killincarrig Td	Greystones Killincarrig Road 'Ireton'	House and Shopfront	Semi-detached house with shopfront. Of two bays and two storeys with a half-timbered gable in the centre, painted rendered walls and wide windows. The shopfront has pilasters and brackets.	
08-28	Killincarrig Td	Greystones. Whiteshed Road Moorlands	Dwelling House	Fine example of a circa 1900, arts and crafts house with an asymmetrical facade.	
08-29	Killincarrig Td	Killincarrig Castle Greystones	17 th Century House	An early 17 th Century L-plan, semi-fortified house	
08-30	Killincarrig Td	Killincarrig Farm House Greystones	Mill Buildings	A complex of farm and mill buildings of coursed-rubble stone with brick dressings now converted into residential units.	
08-31	Killincarrig Td	Rath Delgany Road Greystones	Post Box	Wall placed post box with ER VII monogram.	
08-32	Killincarrig Td	Greystones Killincarrig Road Letter box	Pillar box	Pillar box with GR monogram.	
08-35	Kindlestown Lower Td	Greystones, Blacklion St. Killian's Catholic Church	Church	Late-19 th Century, cruciform-plan church with rendered walls and granite dressings to lancet windows.	
08-36	Kindlestown Lower Td	Greystones Blacklion	Pillar box	Pillar box with the monogram VR.	
08-37	Rathdown Lower Td	Greystones Bayswater Terrace Harbour Lodge	Terrace House	Three-bay, two-storey house of circa 1860 with painted, lined and rendered walls, bracketed doorcase, window with bracketed cornice and bow window on the ground floor, wide eaves and slated roof.	
08-38	Rathdown Lower Td	Greystones, Victoria Road, Duncairn	Semi-detached House	Three-bay, two-storey house of circa 1850 with rendered walls, round-headed doorcase with radial fanlight, sash windows with large panes of glass, sting-course, and patterned pilasters, wide eaves and low-pitched roof.	
08-39	Rathdown Lower Td	Greystones Trafalgar Road Emily Lodge	Cottage	Small, three-bay, single-storey, gable-ended cottage, possibly dating from the early 19 th Century, at the rear of Emily House.	
08-40	Rathdown Lower Td	Greystones Trafalgar Road No 1 Emily House	Semi-detached House	A three-bay, two-storey, gable-ended, mid-19 th Century house with cement-rendered walls.	

08-41	Rathdown Lower Td	Greystones Trafalgar Road No 2 Emily House	Semi-detached House	A three-bay, two-storey, gable ended, mid-19 th Century, cement- rendered house.	
08-42	Rathdown Lower Td	Greystones Trafalgar Road No 3 Emily House	Dwelling House	A small annex at the rear of No 2 Emily House.	
08-43	Rathdown Lower Td	Greystones Cliff Road Cliff House	Terrace House	Three-bay,two-storey,mid-19 th Century, terrace house with painted rendering.	
08-44	Rathdown Lower Td	Greystones Cliff Road Carrig House	Dwelling House	Three-bay, two-storey, mid-19 th Century house with rendered walls, half-hexagon bows, round-headed, bracketed doorcase, sash windows, hipped roof and eaves.	
08-45	Rathdown Lower Td	Greystones Lifeboat houses	Coastguard station	Two lifeboat sheds of coursed- rubble granite with granite arches.	
08-46	Rathdown Lower Td	Greystones Trafalgar Road Presbyterian church	Church	Simple, single-cell church with painted, rendered walls, pointed window and mullioned window at the east end.	
08-47	Rathdown Lower Td	Greystones La Touche Road Catholic Church	Church	Late-19 th century, T -plan church with west tower, painted, smooth-rendered walls, buttresses, round-headed windows. The interior has windows by Evie Hone.	
08-48	Rathdown Lower Td	Greystones Trafalgar Road 'R.J.Mooney'	Semi-detached House and shop	Late-19 th century, two -bay, two - storey building with bows on the first floor, cornice and parapet, tall shopfront with heavy cornice and brackets.	
08-49	Rathdown Lower Td	Greystones Trafalgar Road 'Sommerville' formerly 'S.Ferns'	Semi-detached House and Shop	Late-19 th century, Three-bay, two- storey building with painted and rendered walls, and a tall shopfront with a heavy cornice.	
08-51	Rathdown Lower Td	Greystones, Harbour, 'The Beach House'	Public House	Seven-bay, two-storey house with painted rendering, round-headed doorcase and late-19 th Century, bracketed shopfront advanced in front of the façade.	
08-52	Rathdown Lower Td	Greystones, Trafalgar Road No1 (Triton House)	Semi-detached House	Three-bay, two-storey, mid-19 th Century house with painted rendering.	
08-53	Rathdown Lower Td	Greystones, Trafalgar Road No 2 (Triton House)	Semi-detached House	Two-bay, three-storey,mid-19 th Century house with painted rendering.	

08-54	Rathdown Lower Td	Greystones, Trafalgar Road No 3 Bethel	House	Three-bay, two-storey, early-19 th Century house with painted, rough- cast rendering, parapet hiding the roof, round-headed doorcase and windows with tripartite glazing on ground floor and standard width windows on first floor, all with Georgian glazing.	
08-55	Rathdown Lower Td	Greystones, Bayswater Terrace, Sharavogue	Terrace House	Three-bay, two-storey house of circa 1860 with painted, lined and rendered walls, bracketed doorcase, windows with bracketed cornices on the ground floor, wide eaves and slated roof.	
08-56	Rathdown Lower Td	Greystones, Bayswater Terrace, Slievemore	Terrace House	Three-bay, two-storey house of circa 1860 with painted, lined and rendered walls, bracketed doorcase, windows with bracketed cornices on the ground floor, wide eaves and slated roof.	
08-57	Rathdown Lower Td	Greystones, Bayswater Terrace Bayview	Terrace House	Three-bay, two-storey house of circa 1860 with painted, lined and rendered walls, bracketed doorcase, window with bracketed cornice and bow window on the ground floor, wide eaves and slated roof.	
08-58	Rathdown Lower Td	Greystones, Cliff Road Wavecrest	Terrace House	Two-bay, two-storey, mid-19 th century house with painted rendering and a two-storey, half- octagon bow.	
08-59	Rathdown Lower Td	Greystones, Victoria Road, Letter Box	Letter box	Pillar box with VR monogram.	
08-60	Rathdown Lower Td	Greystones, Victoria Road, Burlington	Semi-detached House	Three-bay, two-storey house of circa 1850 with rendered walls, round-headed doorcase with radial fanlight, sash windows with large panes of glass, sting-course, and patterned pilasters, wide eaves and low-pitched roof.	
08-61	Rathdown Lower Td	Greystones. Garda Station and former Coastguard cottages	Coastguard Station	Mid-19 th Century coastguard cottages with the Garda occupying the first house which has a three-storey tower.	
08-62	Rathdown Lower Td	Greystones. Church Lane Church of Ireland Church	Church	Late-19 th Century, single-cell church with chancel, double transepts, built of coursed rubble stone with granite dressing, pointed windows and steep-pitched roof.	
08-63	Rathdown Lower Td	Greystones. Church Road Railway Station	Railway Station	Mid-19 th Century, Italianate building of two storeys with painted, rendered walls, parallel granite, raised quoins, enclosed porch also with granite quoins, wide eaves and gable-ended roof.	
08-64	Rathdown Lower Td	Greystones. Cliff Road Nutley	Dwelling House	Dwelling house.	
08-65	Rathdown Lower Td	Greystones. Cliff Road Wavecrest	Terrace House	Single-bay, two-storey, mid-19 th Century terrace house with a single-storey wing in front.	

08-66	Rathdown Upper Td	Cartref Greystones	Dwelling House.	Historical interest. A three-bay, single-storey, early-19 th Century house with two-storey additions at the rear.	
08-67	Rathdown Upper Td	Greystones, Cell of St Crispin	Ruined Church	Medieval church and other ruins.	
08-68	Rathdown Upper Td	Greystones Captain Tarrant's Farmhouse	House and Farm Buildings	Two-storey farmhouse and farm buildings of rubble stone with brick dressings now in ruins.	
08-72	Rathdown Upper Td	Windgate, thatched cottage	Vernacular Thatched Cottage	Six-bay, single-storey thatched cottage beside the main Bray- Greystones road with rendered walls and a thatched roof. This is a vernacular building of some age as the line of the roof follows the rise in the ground level.	
08-73	Delgany	Stylebawn House	House	Unusual T-plan house of 1773 with large early to mid-19th century extensions and later 19th-century details. The building has an intangible Arts & Crafts feel, an impression enhanced by its well wooded undulating grounds. This designation includes the entire curtilage of the house including the walls and entrance ways, outbuildings and gardens.	
08-74	Rathdown Lower	'Mancos' New Road Greystones	House	Modern house based upon an original design by renowned American architect Frank Lloyd Wright (1867-1959). Unique construction features include imperial sized bricks specially made in Scotland, and large sized timber for the upper floor and roof structure based upon original design dimensions.	
08-75	Kindlestown Lower	Kindlestown House, Delgany	Main House only.	Distinctive Italianate villa dating from the mid-19th century. Detached six-bay two-storey. The house is finished in render with a rusticated ground floor. To the east side of the front is a four-stage tower with a hipped roof. The panelled double front door are part glazed and are set within a circular-shaped flat-roofed porch. Window openings are all flat-headed with the exception of the upper floors of the tower; these are segmental-arched. Frames are two over two and one over one timber sash. The hipped roof is finished with natural slate and cast-iron rainwater goods. The house is set within extensive wooded grounds and has a curved gate screen with wrought-iron gates and matching railings. In the interests of clarity, only the main house is included in this entry. Structures/features of the curtilage are excluded.	
08-76	Stilebawn (Newcastle Barony)	Glenair House, Delgany	House	Detached three-bay single-storey over basement regency style house, built c.1830, with basement storey only visible from the north. The façade is finished in painted lined render with painted moulded quoins, there is a veranda-like open porch, with slated hipped roof and decorative pierced cast-iron supports. The windows are flat-headed with timber sash frames, six panes over six. Cast-iron rainwater goods. There is a gravel forecourt with a replacement gate screen of c.1990 to end of drive.	

08-77	Stilebawn (Newcastle Barony)	Struan Hill, Delgany	House	<p>Detached four-bay part three part two-storey house, built c.1830, with porch addition of c.1930. The front elevation consists of a central two-bay three-storey hipped roof section flanked by single-bay two-storey hipped roof sections which project slightly beyond the line of that to the centre. The central section itself has full-width flat-roofed entrance porch projection with curved ends. The façade is finished in dry dash with rusticated quoins, whilst the roof is slated and has a slight overhang with dry dash rendered chimneystacks. The entrance consists of two separate partly glazed timber doors whilst the windows are flat-headed with painted stone sills. Most of these are filled with timber sash frames, six panes over six. Cast-iron rainwater goods.</p>	
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08-78	Stilebawn (Newcastle Barony)	Glenbrook House, Delgany	House	<p>Detached three-bay two-storey house, built c.1800, with canted bays to sides of c.1880, and large two-storey rear extension of 2001. The façade is finished in painted lined render with painted moulded quoins. The hipped roof is slated and has a slight overhang, with rendered chimneystacks on tall pronounced plinths. The entrance is set within a semi-circular recess with a simple moulded surround and consists of a panelled timber door with panelled stone pilaster jambs and reeded and panelled console brackets supporting a panelled entablature with cornice; above is a semi-circular fanlight with decorative petal tracery. The windows are mainly flat-headed with painted stone sills and timber sash frames, mostly six panes over six.</p> <p>To the west elevation there is a full-height canted bay with a similar single-storey bay to the east. A large extension has been added to the south elevation in a similar style to the original house and mainly following the footprint of the original outbuilding. Cast-iron rainwater goods.</p> <p>The house was once the home of politician John Redmond (leader of the Irish Parliamentary Party during the Home Rule Crisis of 1912-14).</p>	
08-79	Rathdown upper Td	Bray Head LOP and Éire sign, Ballynamuddagh, Bray Head	Look out Post (LOP) & Éire sign	One of a network of Look Out Posts (LOPs) and ÉIRE signs constructed around the Irish coastline from 1939-1943. The sign (number 8) is built of locally sourced stone, originally painted white and now concealed by vegetation. Partial walls and concrete slab of LOP hut remain.	
08-80	Rathdown Lower Td	Church Road, Greystones	Pillar letter box	Standing cast iron pillar box painted green. No monogram located on the structure. Decorative cap.	
08-81	Killincarrig Td	Corella, St. Vincent's Road, The Burnaby, Greystones	Dwelling	Early 20 th century detached multi bay two storey dwelling, natural slate finish, brick and rendered finish, cast iron rain water goods and ventilation pipes, with accompanying side garage.	
13-07	Kilcoole Td	Kilcoole Terrace of Council houses	Terrace	Long terrace of two-storey, semi-detached, red-brick houses built by Wicklow County Council circa 1940.	
13-08	Kilcoole Td	Kilcoole Holy Faith Convent	Country House	Late-18 th Century country house with five-bay, two-storey façade over a basement with painted, rendered walls, Venetian window over round-headed doorcase with sidelights, parapet hiding a hipped roof.	
13-15	Kilquade Td	Kilquade House Kilcoole	Country House	Early-18 th Century, five-bay, two-storey house with painted rendering, wide eaves and high-pitched, sprocketed, hipped roof with dormer windows.	

13-16	Kilquade Td	Springfarm House Kilcoole	Country House	A country house and water gardens.	
13-17	Knockroe Td	Knockroe	Hand Pump	A hand pump on the east side of the road to the south of the new roundabout.	
13-18	Knockroe Td	Pretty Bush Former National School	School, now a dwelling	A small National School of circa 1950. The building is gable-ended with painted, rough-cast walls, a flat-roofed porch at the north end and five windows to the front.	
13-45	Woodstock Demesne Td	Woodstock Kilcoole	Bridge	Small, three-arched bridge with small arches on the Kilcoole-Rathnew road.	
13-46	Woodstock Demesne Td	Woodstock Kilcoole	Country House	Very fine house of circa 1760, of five bays and three storeys over a basement, with a single-bay breakfront, painted, rendered walls, parapet and cornice. The rear has a full-height bow with a mid-18th Century, granite doorcase. Large, four-bay wings were added in the early-19th Century with pedimented pavilions. The interior contains rococo plasterwork.	
13-47	Bellevue Demesne	Bellevue House, Bellevue Demesne, Glen of the Downs, Delgany	Dwelling and associated demesne house remains, walls, outbuildings, gates and features	Bellevue House to include; basement of former main house and chapel; Stewards House; stable yard, farm yard, walled garden and associated structures; remains of glass houses, entrance piers, haha wall and landscape features.	
13-48	Bellevue Demesne	The Octagon, Bellevue Demesne, Glen of the Downs, Delgany	Viewing tower	B44 shaped Tea-Room/Hunting Lodge on picturesque viewing location comprising of kitchen and main room on ground floor and dining room on upper floor, with pointed arched windows on west side constructed from Red-Brick/Rustic Stone in 1766. Upper floor and Roof no longer present. Additional Underground gothic style banqueting room with pointed arched windows on west side added in 1788.	

Architectural Conservation Areas (ACA)

DELGANY VILLAGE ACA

Location and history

The Delgany Village ACA comprises the larger part of the existing village core, from the old water pump on the western end to Christchurch on the eastern end. The village of Delgany predates Greystones as an urban centre. The tight clustering of late 18th and early 19th century buildings within Delgany, radiating from a much earlier monastic core, explains the S-shaped street pattern that remains today and lends a distinct and strong village character.

Protected Structures

- 08-08 Old Graveyard
- 08-09 Health Centre
- 08-10 Delgany Inn, Public house
- 08-11 Old School House
- 08-12 Hand pump
- 08-13 Main Street, Wicklow Arms, Public house
- 08-14 Main Street, Arts and Crafts house
- 08-16 Christchurch Church of Ireland
- 08-18 Old Rectory
- 08-19 Malvern, Dwelling House
- 08-73 Stylebawn House

Character

The character of Delgany Village is of local historical interest containing many historical buildings and features. The village is also of considerable social and cultural interest within the settlement of Greystones-Delgany as a distinctive and attractive place.

The buildings within Delgany Village do not follow any formal geometric layout, but rather adhere to the contours of the land and the alignment of the old roads. The southern edge of the village street is largely undeveloped and open with some views to the south through and over wooded lands.

The village of Delgany is set on steep slope which rises up from the Three Trout's Valley. The village buildings are principally located on the northern side of the street with south facing aspect overlooking the Three Trout's Valley. The ground rises to the north behind the village.

Many of the buildings sit on large plots with considerable lands to the rear. Some of these lands are currently used for off-street parking or consist of large private gardens. The burial ground associated with Christ Church, Delgany is a Recorded Monument and represents an important publicly accessible green space in the village. Stylebawn House, The Rectory and Westgate have notable private gardens.

The ensemble of buildings does not represent a limited or homogenous style, but a diverse yet harmonious collection of rubble wall and rendered two storey buildings in a vernacular style. The village contains a number of Victorian style shop fronts that were inserted into the original elevations. The two churches were constructed of cut stone with high degrees of ornamentation in a gothic revival style.

The typical material and construction techniques are summarised below:

- The compositions of narrow sash windows set within rendered and dash facades.
- Eaves and frames of fenestrations and doors painted black or white.
- Buildings are predominantly two storey structures with single pitched roofs hipped at the ends.

- Use of dark slate.
- Religious buildings are constructed of cut limestone.
- Many buildings directly abut or open onto the footpath.
- Boundaries where present consist of rubble walls rendered and generally unpainted.

The existing mature trees, in particular those on the northern slope of the Three Trout's Stream Valley and at the western entrance to Delgany also contribute significantly to the village character and create a pleasant wooded backdrop.

The tall rubble built wall enclosing the boundary of the rectory is a prominent feature on the streetscape of the village and emphasises the village's historic S-shaped curved street layout. There are some extant granite kerbs along footpaths which may be contemporaneous to the older buildings. The implementation of a holistic scheme of environmental improvements would add to the conservation and appreciation of the heritage of Delgany Village.

Views

The Local Planning Framework contains objectives for the preservation and protection of the following views:

V2: Views southwards at the 'Horse and Hound' in Delgany Village towards Drummin Hill.

The views from the village southwards are intrinsic to the character and heritage of Delgany Village and should be protected.

Condition of built fabric

Protected structures within the village are generally in excellent condition. However a prevalent trend has been the replacement of timber frame sash windows with uPVC framed windows.

CHURCH ROAD ACA

Church Road was laid out by the La Touche Estate during the latter half of the 19th century. Church Road connected the railway station with the old road from Blacklion to the Harbour.

Protected Structures

- 08-24 Public Library
- 08-32 Killincarrig Road, Letter box
- 08-26 Killincarrig Road, 'Nature's Gold', House and shopfront
- 08-27 Killincarrig Road, 'Ireton', House and shopfront
- 08-63 Church Road, Railway Station

Character

The buildings on Church Road are formally arranged in rows following the alignment of the road. The historic character is that of a Victorian seaside town. The Church Road area is of considerable local historical and cultural interest, representing the nucleus of the historic seaside town and consisting of a planned and coherent ensemble of period buildings. The property or plot subdivisions consist of deep sites with narrow street frontages which lends to Church Road a consistent grain of building size, scale and a consistent visual rhythm of facades. The topography of Church Road rises gently, climbing from south to north as one approaches St. Patrick's Church.

The southern end of the ACA overlooks Burnaby Park, a substantial green space with a bowling green. The northern end of Church Road is distinguished by mature trees planted in the verge of the road.

From Church Road looking northwards there are framed views of Bray Head. From the southern end of Church Road there are views of the sea. These views are intrinsic to the amenity and character of Church Road, linking the street with its wider landscape and coastal context.

The architectural character of Church Road is characterised by:

- Buildings that are tightly arranged so as to appear as a continuous street edge, adhering to clear building lines.
- The predominant height of buildings is two storeys.
- The building facades are characterised by compositions of vertically orientated sash windows, in a formal geometrical order, set in rendered and dash facades. There is a considerable range of colours used on building fronts, many facades are left unpainted.
- Many of the buildings are set back from the street, with front gardens typically 10-12 metres deep enclosed by low rendered masonry walls.
- The building roofs are low, with a single pitch, many hipped at the ends.
- Roofs are typically finished in a dark slate.

There are two distinct streetscape conditions. The northern end of Church Road is of a suburban character with mature trees in the soft verge of the street. The southern end of Church Road has a street-like character with shop fronts opening directly to the pavement. The pedestrian areas have been paved in a red and charcoal concrete block paving, the general appearance of the paving treatment is of low visual amenity and does not contribute positively to the character of Church Road.

Condition of Built Fabric

In general buildings are in a good state of repair. Issues of concern are the prevalent trend of replacing timber frame sash windows with uPVC framed windows and the design of shopfronts and signage on the southern end of Church Road.

Location and history

This small wayside village located on the Bray-Kilcoole road is among the oldest of the village settlements in Greystones-Delgany and Kilcoole area.

There is one protected structure in Killincarrig village, a dwelling house 'Cherry House', Killincarrig (reference number 08-07).

The village consists of approximately eight single and two storey buildings. The architectural character of Killincarrig is characterised by:

- Old village buildings and cottages directly abutting the footpath or street edge in a clear building line.
- The compositions of narrow sash windows set within rendered and dash facades, painted light tones; white-cream.
- The simple undecorated language of the facades.
- Low single pitch roofs, hipped at ends, use of dark slate.
- The contiguity or terracing of buildings together.
- Front gardens to cottages; 1-2 metres deep.
- Front boundaries of low (c. 1.2 metres) rendered masonry walls; painted white

There are views of the sea from the juncture of Carrig Villas and the R761 road.

The streetscape of the village is weak and does not contribute positively to the character of Killincarrig; being dominated by the road surface. Footpaths are narrow and constructed of in-situ concrete. The built fabric of Killincarrig is by and large in a state of good repair. Some sash windows have been replaced with uPVC framed windows.

THE BURNABY ACA

Location and history

The Burnaby covers a large area, the southern boundary being defined by Mill Road, and the northern boundary adjoining Hillside Road. To the west the Burnaby is bounded by Greystones Golf Club and to the east the rail station.

Character

The Burnaby as an historic residential suburb is not alone locally distinct but also of national interest. The Burnaby represents the historic emergence of low density garden suburbs for commuting families at the turn of the 19th and 20th centuries facilitated by the rail-line. The Burnaby is similar in style to the suburban sub-divisions of North American cities and Australian cities of that era. There are few other comparative examples within Ireland as there was in general limited urban development undertaken on the island during the first quarter of the 20th century.

Protected structures

- 08-25 Portland Road, Pillar box
- 08-22 Whitshed Road, Pillar Box
- 08-23 Pavilion Road, 'The Shrubberies' - Dwelling House
- 08-28 Whitshed Road, 'Moorlands' - Dwelling house
- 08-31 Delgany Road, Post box

The only communal or public green space within the area is Burnaby Park; a substantial urban greenspace with a bowling green, lawn areas and mature trees.

The range of architectural styles within The Burnaby is diverse and considerably different to the predominant character of Victorian and Edwardian Greystones. The arrangement of dwellings on the large plots does not follow any strict order. The streets of The Burnaby are laid out as a grid. The plot sizes are large and vary considerably typically in the range of 0.2 to 0.8 hectares, often sufficiently large to accommodate tennis courts. The architectural character of The Burnaby is characterised by:

- Buildings in the arts and crafts and domestic revival style.
- Large plots with buildings set back from the edge of the plot and street.
- Plot boundaries are typically defined by low cast iron policy railings³² and hedges.
- The large gardens contain many mature trees and large shrubs, which cumulatively create a wooded green character.
- Buildings are an eclectic mix of single storey bungalows and villas and two storey dwellings.
- Buildings are Arcadian and rural in styles as opposed to street like.
- House plans are generally asymmetrical in form.
- Steep roof pitches generally in tiles as oppose to slates; with tall chimney stacks and dormer windows.
- Gables facing the street.
- Eave overhangs, bay windows, porches and verandas.
- There is considerable diversity in the range of building materials with a strong use of red-brown brick, dash render walls, terracotta roof tiles and cladding and mock timber framing.

³² Policy Railing is more commonly referred to as Estate Fencing or parkland railing. This style of fence incorporates round iron bars on the horizontal and flat bars on the uprights. It is widely used in the Burnaby and would appear to be the original front boundary treatment to the plots.

The streetscape of The Burnaby is characterised by leafy and green suburban style streets. Street furnishings are limited and the cumulative effect of the buildings set deep within the plots creates a streetscape character of green vegetated tunnels. This green character is intrinsic to what is distinctive and valued in the character of The Burnaby. There are granite kerbs along footpaths, the surfaces of the footpaths are macadam.

Most of the streets in The Burnaby are tree lined; with Oak and Sycamore the predominant species. The height of the street trees would suggest that they are contemporaneous with the original setting out of The Burnaby.

The building fabric of The Burnaby is in general in excellent condition. A concern would be the poor condition of some plot boundaries and the replacement of policy railing and hedging with solid boundaries.

Development in The Burnaby

Not all existing buildings in The Burnaby area merit protected status and retention. The adoption of the Burnaby ACA does not preclude nor prejudice the demolition and redevelopment of individual sites provided proposals are in accordance with the policies and objectives of the Architectural Conservation Area. The heritage value of individual buildings will be judged on a case by case basis.

The adoption of the Burnaby Architectural Conservation Area does not preclude or prejudice against: subdivision of dwelling into apartments, extensions, change of use and/or infill development. However such development may only be permitted provided they are in accordance with the policies and objectives of the Architectural Conservation Area, and in the case of conversion to apartments cannot result in the subdivision of front gardens.

It will be an objective of Council to encourage the retention of original policy railings and hedging to plot boundaries. Where boundaries must be repaired or replaced or where new boundaries are required, the Council will promote the use of policy style railing and formal hedge planting.

BLACKLION ACA

Location and History

The Blacklion ACA consists of a cluster of single storey cottages and the church of St. Killian, located on a bend of the Chapel Lane Road. The cluster of cottages represents an older agrarian hamlet or clachan. The OS map of 1839 indicates similar dwellings/structures. The cottage structures are not of high architectural interest in themselves, having undergone numerous and significant modifications. The Blacklion cluster is however of local historical significance as a reminder of the pre-urban settlement patterns in Greystones/Delgany.

The church of St Killian (reference number 08-35) is a protected structure.

The architectural character of Blacklion is characterised by:

- The Church building and the collection of eleven single storey / single storey with dormer cottages.
- Slate roofs to cottages
- Seven of the cottages are in a vernacular style, with a low pitch roof and narrow plan.
- Four of the cottages are of a more elaborate style, with ornamental eave overhangs and brick or masonry quoins.
- Walls are masonry with render or dash.
- The church of St. Killian is in the gothic style, ornamentation is minimal, with granite quoins, window frames and gable tops. The walls are masonry with a render.

There are views of Kindlestown Hill and Wood to the north-west from Blacklion. The views of the hill contribute significantly to the character of Blacklion connecting the historic settlement cluster with its wider hinterland.

Condition of Built Fabric

The cottages have undergone many modifications. The majority of the original windows have been replaced with aluminium and uPVC framed windows. Porches have been added to some frontages and dwellings have been extended to the side and rear.

GREYSTONES HARBOUR ACA

Location and History

The area of Greystones town centre that lies to the east of the railway line and which is framed by Marine Road, Cliff Road, the harbour and Victoria Road, has a distinctive seaside character and many buildings of historic and architectural heritage interest. The area is testament to the historic expansion of Greystones in Victorian times following the arrival of railway in 1855 and contains a good collection of buildings relating to this period, intermingled with some earlier Georgian and vernacular houses and more recent houses and public buildings.

Protected Structures

There is a high concentration of Protected Structures in this ACA, reflecting the high quality of the architectural heritage. There are 24 Protected Structures in total:

- 08-37 Bayswater Terrace, Harbour Lodge
- 08-38 Duncairn, Victoria Road
- 08-39 Emily Lodge, Trafalgar Road
- 08-40 No. 1 Emily House, Trafalgar Road
- 08-41 No. 2 Emily House, Trafalgar Road
- 08-42 No. 3 Emily House, Trafalgar Road
- 08-43 Cliff House, Cliff Road
- 08-44 Carrig House, Cliff Road
- 08-45 Lifeboat houses
- 08-46 Presbyterian Church, Trafalgar Road
- 08-47 Catholic Church, La Touche Road
- 08-48 'R.J. Mooney', Trafalgar Road
- 08-49 'Sommerville' formerly 'S.Ferns', Trafalgar Road
- 08-51 'The Beach House', Greystones Harbour
- 08-52 No. 1 (Triton House), Trafalgar Road
- 08-53 No. 2 (Triton House), Trafalgar Road
- 08-54 No. 3 Bethel, Trafalgar Road
- 08-55 Sharavogue, Bayswater Terrace
- 08-56 Slievemore, Bayswater Terrace
- 08-57 Bayview, Bayswater Terrace
- 08-58 Wavecrest, Cliff Road

08-59 Letter Box, Victoria Road

08-60 Burlington, Victoria Road

08-61 Garda Station and former Coastguard cottages

Character

The ACA is characterised by its seaside location and a predominance of well preserved 19th century buildings which includes houses, public buildings and a small number of commercial premises. There are fine semi-detached Victorian houses, and terraces at Bayswater Terrace, Simonton Place and Marine Terrace. The former Coastguard station, now a Garda Station, is a significant public building occupying a terrace of eight houses, part two-storey and part three-storeys. The La Touche Hotel, although no longer in use, remains a significant local landmark and a reminder of the area's late Victorian / Early Edwardian seaside resort popularity. The original building occupies a prominent elevated position and an extensive associated site and contributes significantly to the special interest of the area. There are two churches - the Greystones Presbyterian Church on Trafalgar Road and the Church of the Holy Rosary on La Touche Road, the latter occupying a large site which includes a car park to the rear. The two schools - St. Bridget's National School and St. David's Secondary school are both modern buildings with flat roofs. Evidence of Greystones' earlier pre Victorian origins as a small fishing settlement can be found in the single storey vernacular style buildings along the west side of Trafalgar road, while Bethal terrace contains a fine example of Georgian architecture.

Proximity to the coast and the views of the sea to the east and north are key characteristics of this area. There is an extensive and accessible coastal open space along the length of Marine Road and Cliff Road. This area is of high amenity value and is an integral backdrop to the harbour area ACA. Other important open spaces include the hard landscaped triangular area with ship's anchor in front of Bayswater Terrace which contributes greatly to the local seaside character, and the car park on Trafalgar road which is pleasantly screened by trees and vegetation. Many of the houses have small front gardens, with planting and boundary hedging that softens the overall visual appearance of the built environment.

The area is characterised by:

- Predominance of two storey semi-detached and terraced house with rendered finishes, moulded quoins and slate roofs.
- The building facades are characterised vertically orientated sash windows, timber panelled doorways and fanlights, many chimneys are rendered with corbelled caps and clay pots.
- Houses generally set back from street and surrounded by low roughcast rendered walls and square rendered gate pillars, with small front gardens.
- Pebble encrusted coping where used on boundary walls adds a local distinctiveness and seaside character.
- There are some well preserved traditional style shopfronts
- The views of the sea and coast with an extensive green open space running along Marine Road and Cliff road and associated hard landscaping, paths and benches.
- The Victorian seaside resort character as represented by the original building of the La Touche Hotel.

Condition of Built Fabric

The buildings are generally in an excellent state of repair, with the derelict La Touche Hotel a notable exception. Some of the traditional timber sash windows, doors and rainwater goods have been replaced with uPVC which detracts from the character of the ACA.

EXEMPTED DEVELOPMENT

In an ACA, the carrying out of works to the exterior of a structure will be exempted development only if those works would not materially affect the character of the area. This is in addition to the requirement under Section 4 (1) (h) of the Planning and Development Act 2000 (as amended) that for works to be exempted they must be consistent with the appearance of the structure itself and neighbouring structures.

ARCHITECTURAL CONSERVATION AREAS AND DEVELOPMENT

When submitting a planning application for works to a non-protected structure located in an Architectural Conservation Area, additional information may be requested by the Planning Authority, depending on the extent and likely impacts of the development proposed.

In principle, applications for development which are not consistent with the character, policies and objectives for Architectural Conservation Areas will not be granted planning permission.

In consideration of applications for new buildings, alterations and extensions affecting Architectural Conservation Areas, the following principles apply:

- Proposals will only be considered where they positively enhance the character of the Conservation Area.
- Proposals to demolish buildings or other features which contribute to the special interest of the ACA will not be permitted.
- New buildings should, where appropriate retain the existing street building line.
- The mass of the new buildings should be in scale and harmony with the adjoining buildings and the area as a whole, and the proportions of its parts relate to each other and to the adjoining buildings
- The Council shall actively encourage the reinstatement of historically accurate architectural detailing on buildings of heritage interest in accordance with good conservation practice.
- The introduction of roof-lights to buildings of heritage or historical value should in principle be limited to the rear of the building.
- A high standard of shop front design relating sympathetically to the character of the building and the surrounding area will be required.
- The materials used should be appropriate to the character of the area. Proposals to repair rather than replace original features will be encouraged, and where replacement does occur similar materials and compatible design will be required.
- Planning applications in Architectural Conservation Areas should be in the form of detailed proposals, incorporating drawings of full elevation treatment, colours and materials to be used.

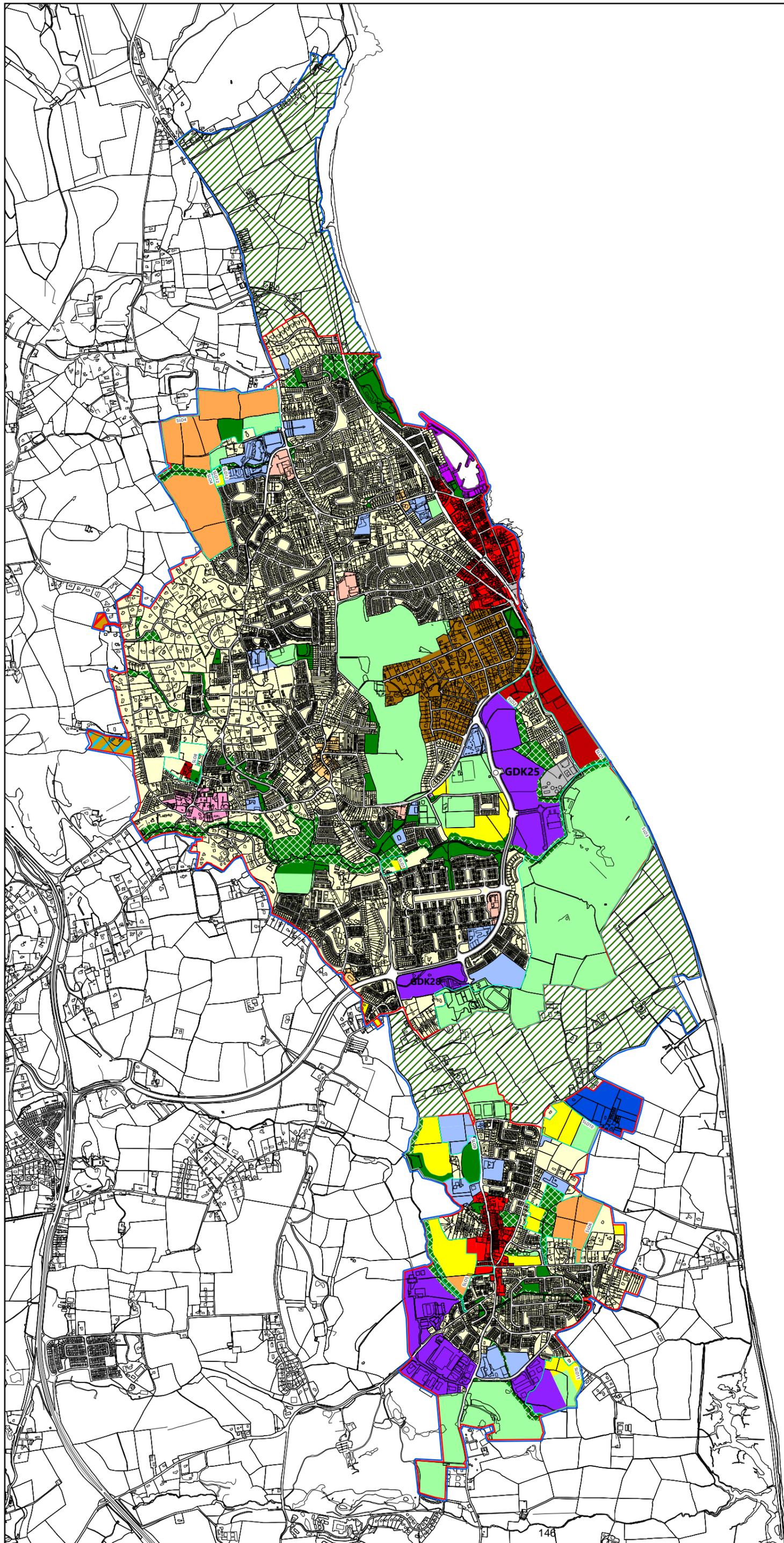
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Local Planning Framework
2026**

**Map No. 1
Land Use Zoning Objectives**



LEGEND

-  Local Planning Framework (LPF) Boundary
-  Settlement Boundaries
-  Specific Local Objectives
-  RN(1): New Residential - Priority 1
-  RN(2): New Residential - Priority 2
-  RE: Existing Residential
-  RS: Special Residential
-  RA: Special Residential A
-  RB: Special Residential B
-  TC: Town Centre
-  VC: Village Centre
-  LSS: Local Shops & Services
-  NC: Neighbourhood Centre
-  SLC: Small Local Centre
-  MU: Mixed Use
-  PU: Public Utility
-  CE: Community and Education
-  T: Tourism
-  E: Employment
-  GHM: Greystones Harbour & Marina
-  AOS: Active Open Space
-  OS1: Open Space
-  OS2: Natural Area
-  AG: Agriculture



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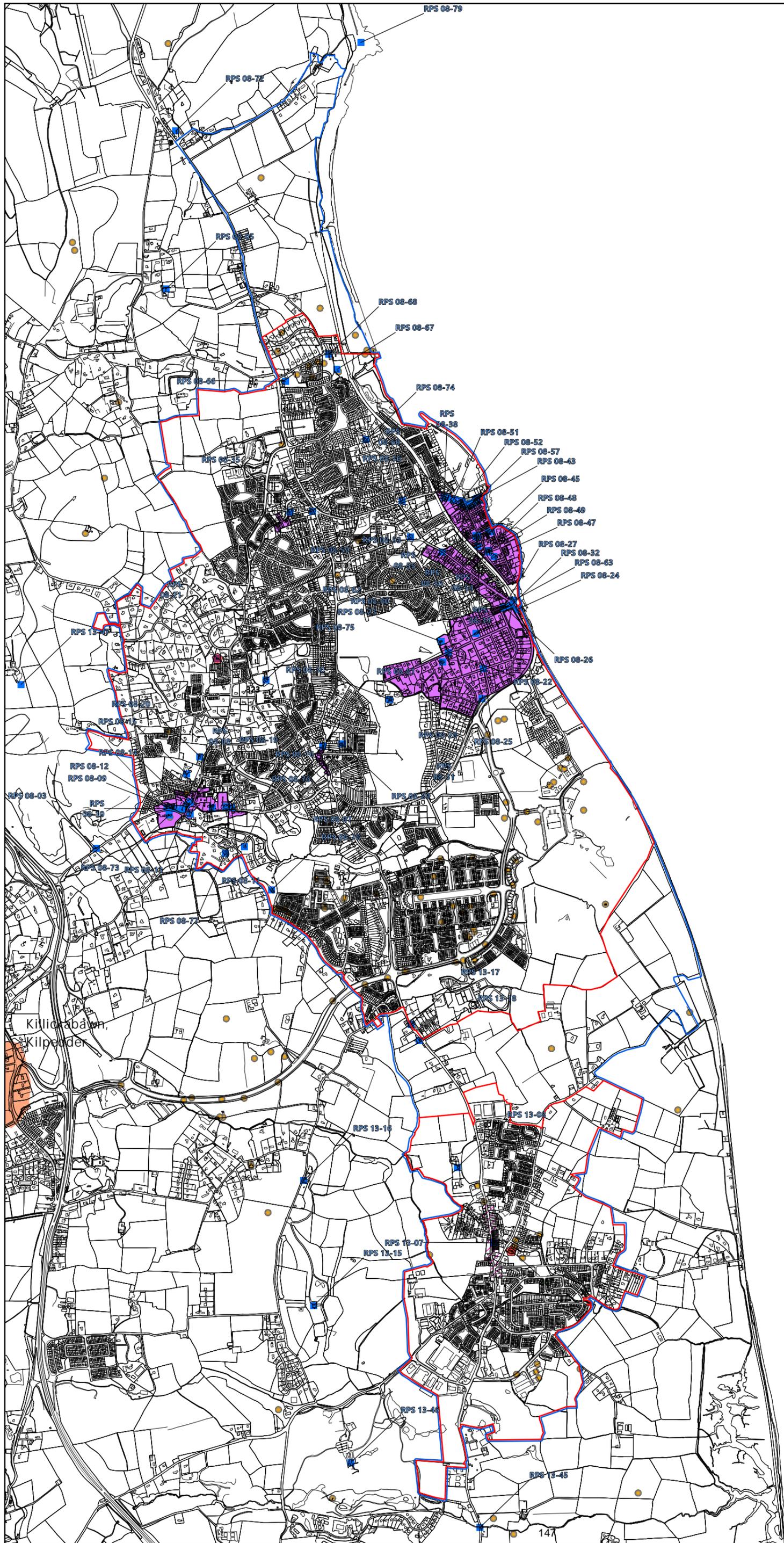
**Map No. 2A
Build Heritage**



LEGEND

-  Settlement Boundaries
-  Local Planning Framework (LPF) Boundary
-  Kilcoole Town Centre Character Area
-  Areas of Archaeological Potential or Significant Potential
-  Architectural Conservation Areas
-  National Monuments
-  Record of Protected Structures
-  Major Sites of Archaeological Importance

For additional information and data sources made available by the National Monuments Service and Department of Housing, Local Government and Heritage, please visit archaeology.ie



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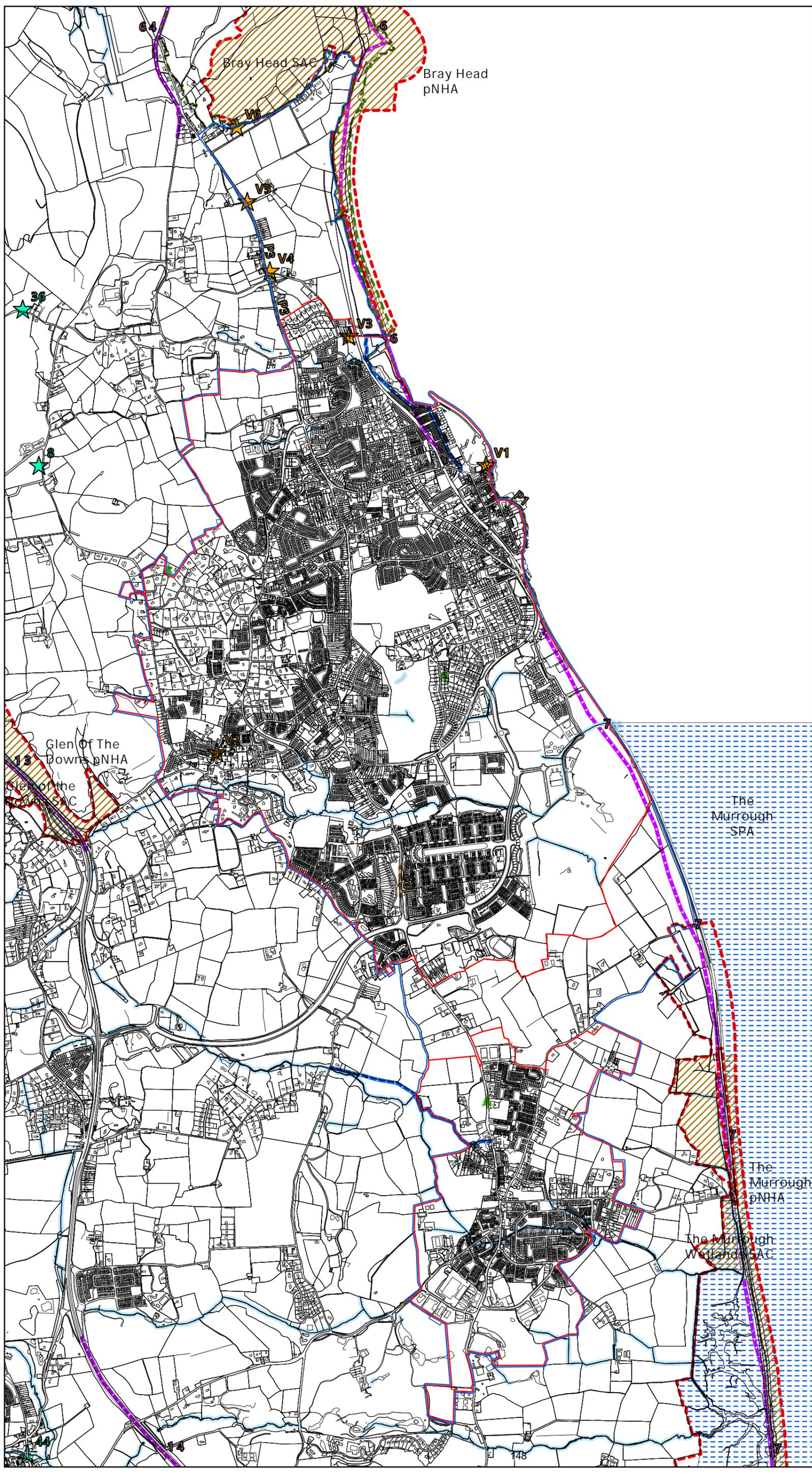
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**Map No. 2B
Natural Heritage**



LEGEND

-  Settlement Boundaries
-  Local Planning Framework (LPF) Boundary
-  Special Protection Areas (SPA)
-  Proposed National Heritage Area (pNHA)
-  Special Area of Conservation (SAC)
-  Bray Head SAAO
-  River/ Stream
-  Prospects (CDP)
-  Prospects (LPF)
-  Public Rights of Way
-  Views (CDP)
-  Views (LPF)
-  Tree Preservation Orders



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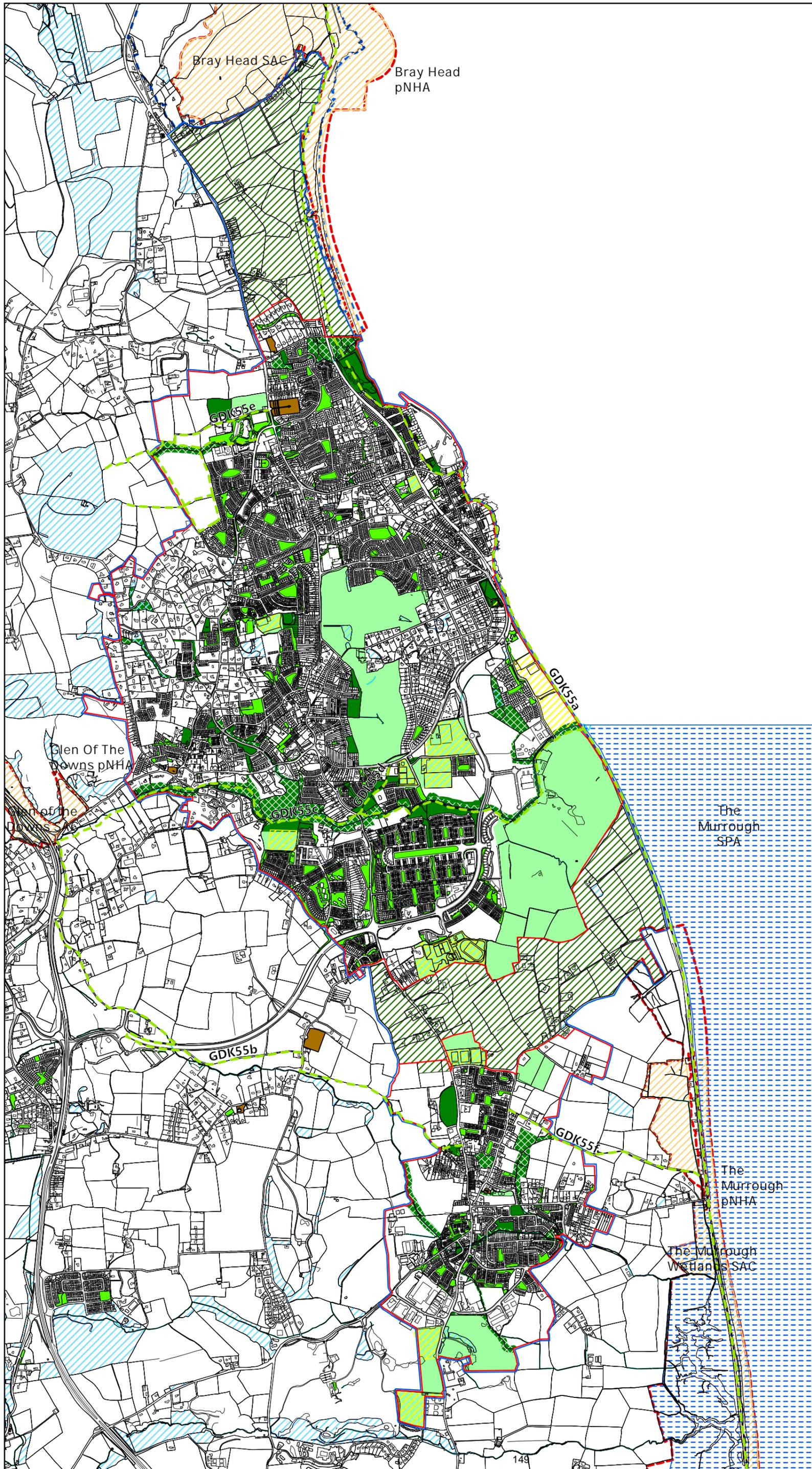
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Map No. 3 Key Green Infrastructure



LEGEND

- Settlement Boundaries
- Local Planning Framework (LPF) Boundary
- AOS: Active Open Space
- OS1: Open Space
- OS2: Natural Area
- AG: Agriculture
- Existing Forestry & Woodlands (TÉ)
- Existing Sports Grounds
- Existing Graveyards
- Existing Green Spaces
- Proposed National Heritage Area (pNHA)
- Bray Head Special Amenity Area Order (SAAO)
- Special Area of Conservation (SAC)
- Special Protection Areas (SPA)
- Watercourses (TÉ)
- Amenity Routes as per Objective GDK56



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**Map No. 4A
Flood Risk - Present Day**



LEGEND

 Local Planning Framework (LPF) Boundary

 Settlement Boundaries

 Watercourses

 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)

 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 or 0.5% or 1 in 200 for coastal flooding)

Disclaimer

These indicative flood zones were based on information available at the time of drafting 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.

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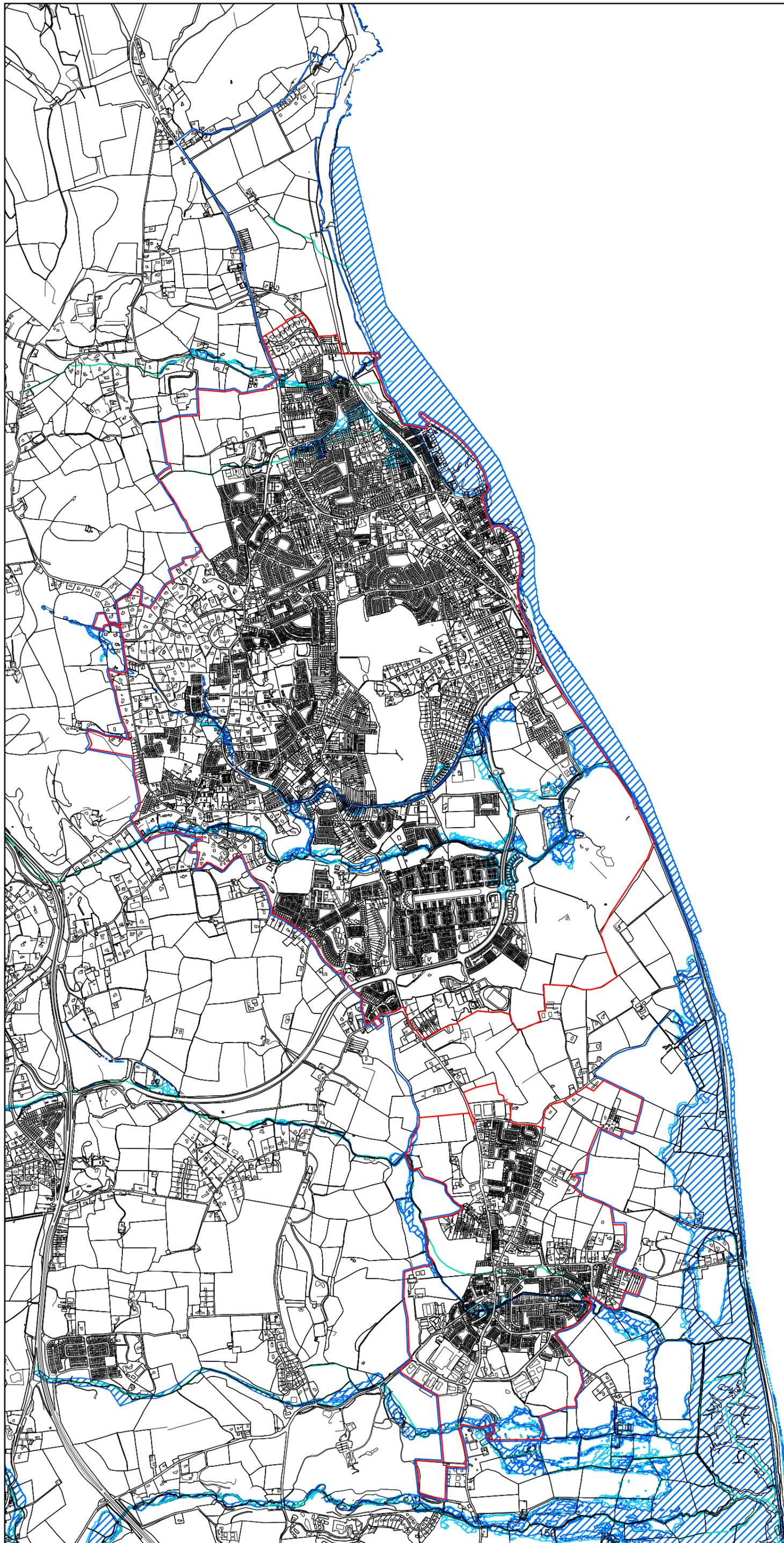
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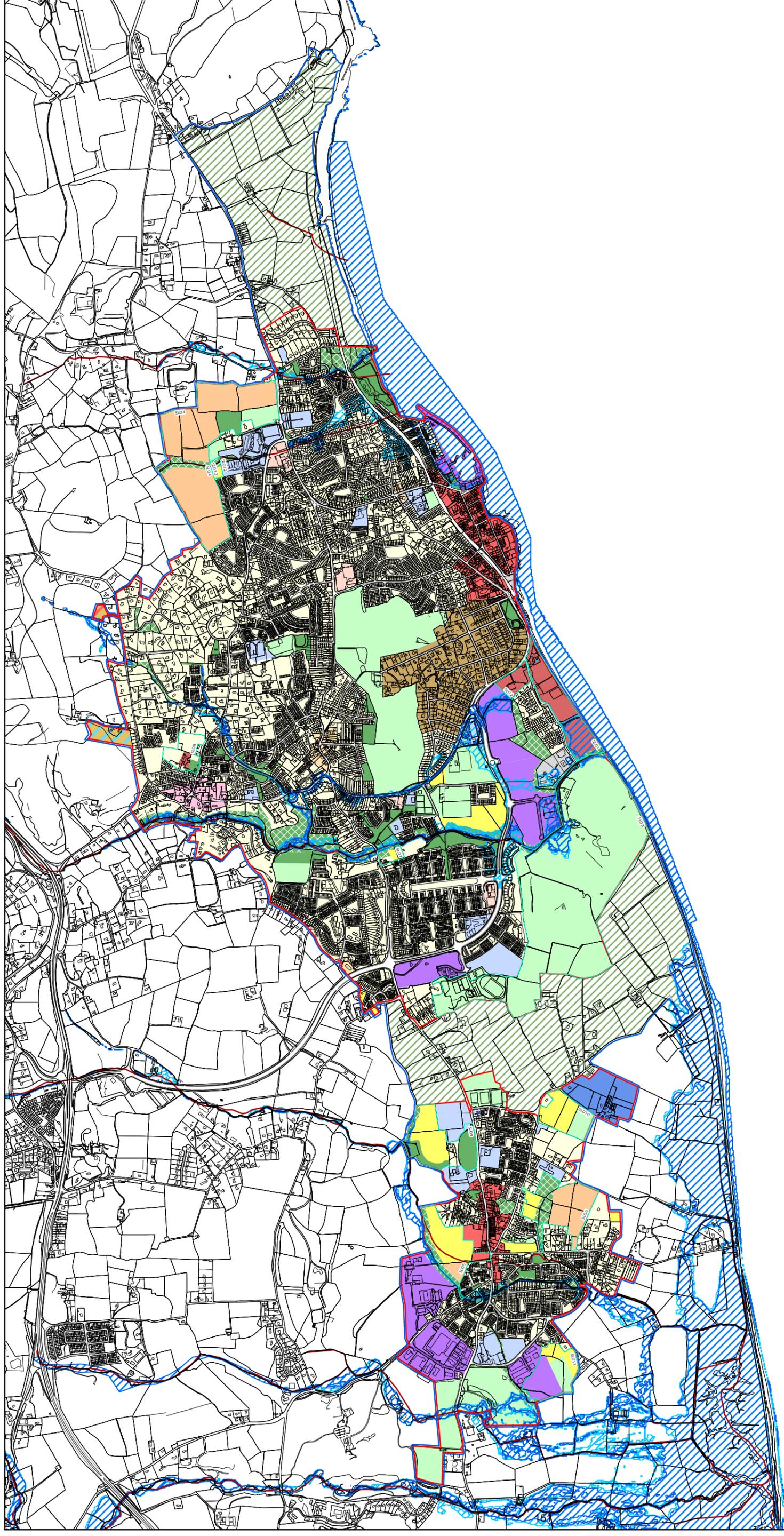
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**Greystones-Delgany & Kilcoole
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**Map No. 4B
Flood Risk - Present Day &
Land Use Zoning Objectives**



LEGEND

- Settlement Boundaries
- Local Planning Framework (LPF) Boundary
- Specific Local Objectives
- Flood Zone A: High Probability of Flooding
- Flood Zone B: Moderate Probability of Flooding
- Watercourses
- RN(1): New Residential - Priority 1
- RN(2): New Residential - Priority 2
- RE: Existing Residential
- RS: Special Residential
- RA: Special Residential A
- RB: Special Residential B
- TC: Town Centre
- VC: Village Centre
- LSS: Local Shops & Services
- NC: Neighbourhood Centre
- SLC: Small Local Centre
- MU: Mixed Use
- PU: Public Utility
- CE: Community and Education
- T: Tourism
- E: Employment
- GHM: Greystones Harbour & Marina
- AOS: Active Open Space
- OS1: Open Space
- OS2: Natural Area
- AG: Agriculture

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**Greystones-Delgany &
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**Map No. 4C
Flood Risk - Potential Future
Scenario**



LEGEND

-  Settlement Boundaries
-  Local Planning Framework (LPF) Boundary
-  Watercourses
-  Area of Potential Future Flood Risk

Risk
Area corresponding to a moderate risk of flooding (flood zone B) or greater under the CFRAM 'High End' Future Scenario and NCFHM 'High ++' future scenario. For more information, refer to the Greystones-Delgany & Kilcoole Strategic Flood Risk Assessment and any accompanying addenda

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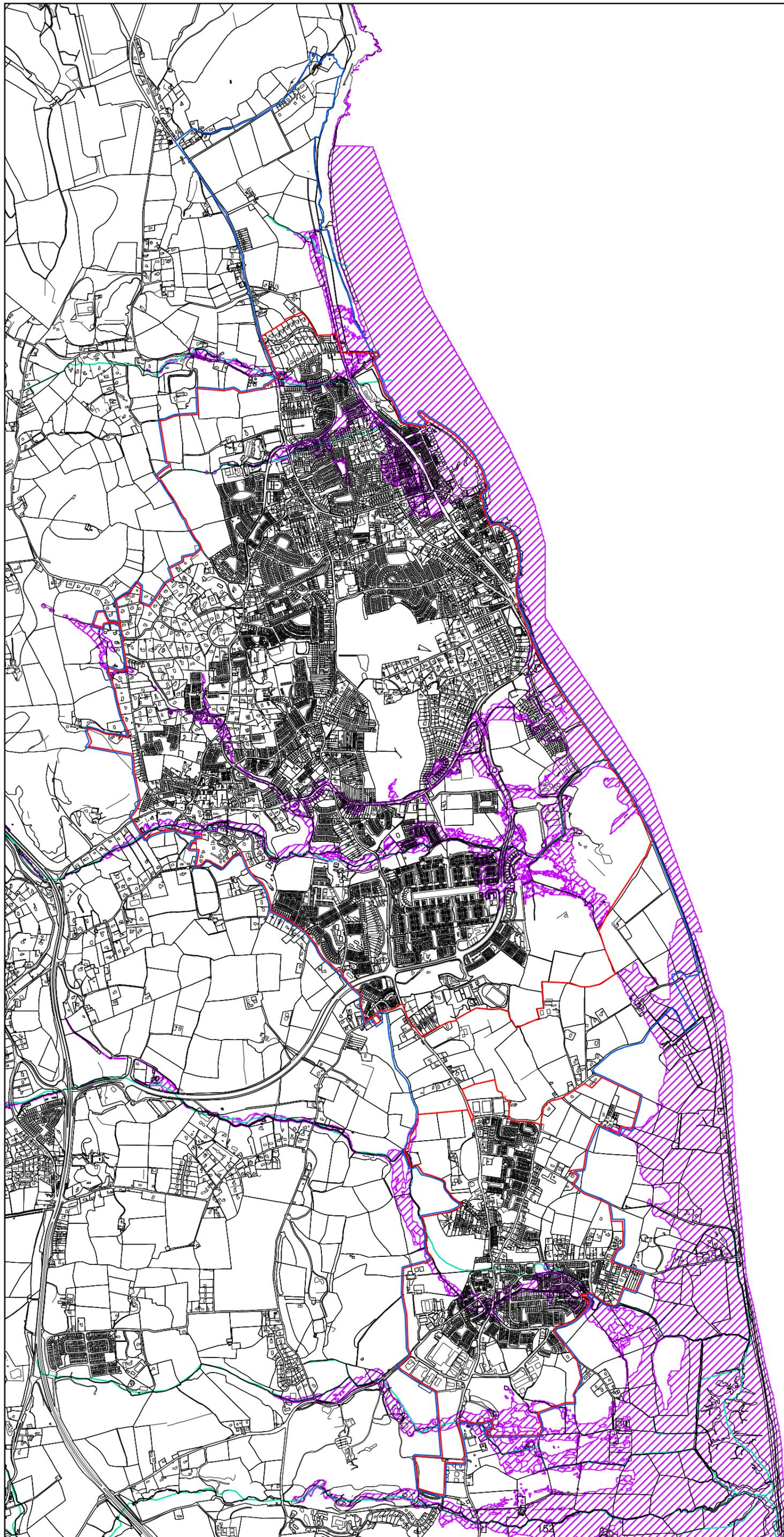
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**Map No. 4D
Flood Risk - Potential Future
Scenario & Land Use Zoning
Objectives**



LEGEND

-  Settlement Boundaries
-  Local Planning Framework (LPF) Boundary
-  Specific Local Objectives
-  Area of Potential Future Flood Risk
-  Watercourses
-  RN(1): New Residential - Priority 1
-  RN(2): New Residential - Priority 2
-  RE: Existing Residential
-  RS: Special Residential
-  RA: Special Residential A
-  RB: Special Residential B
-  TC: Town Centre
-  VC: Village Centre
-  LSS: Local Shops & Services
-  NC: Neighbourhood Centre
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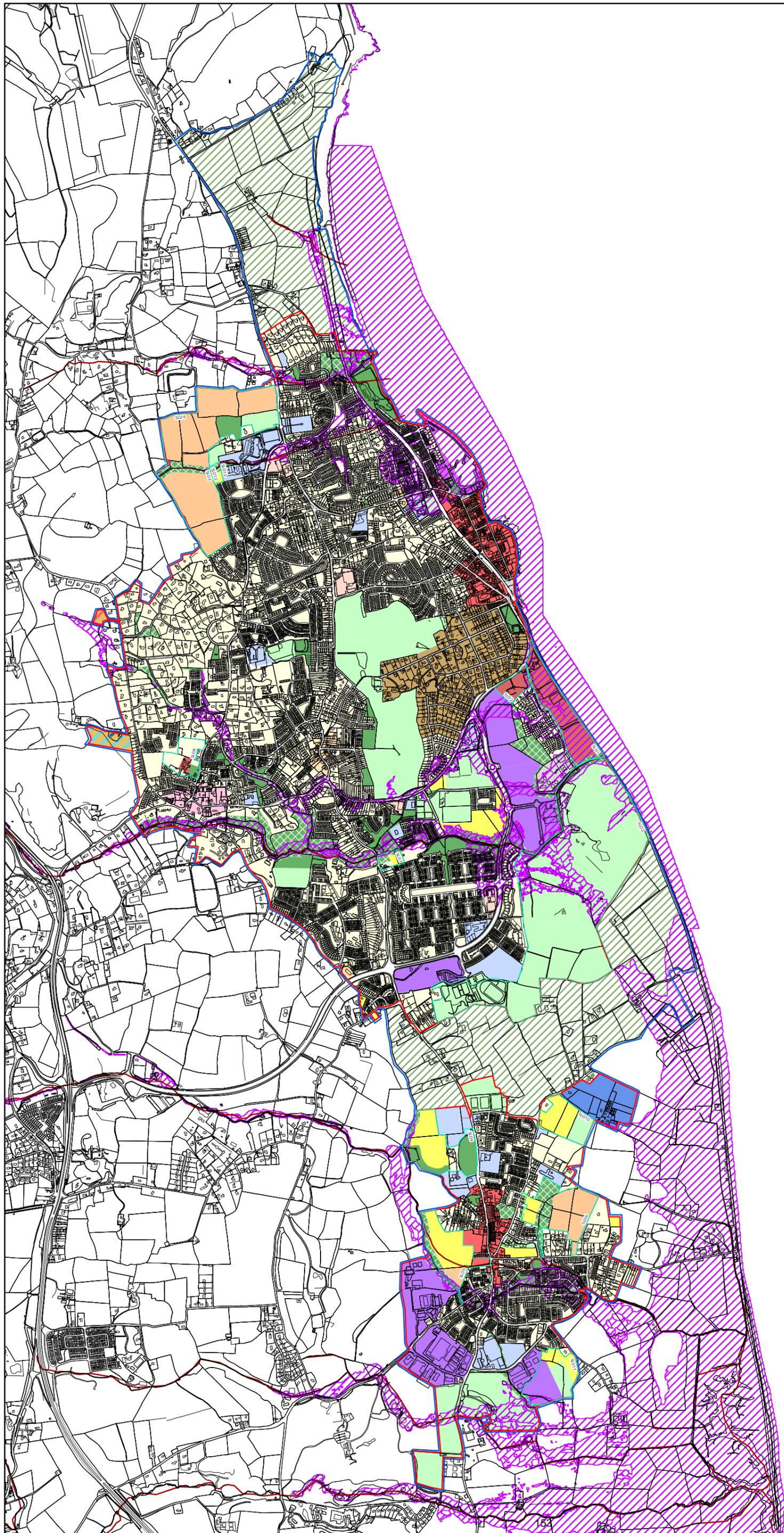
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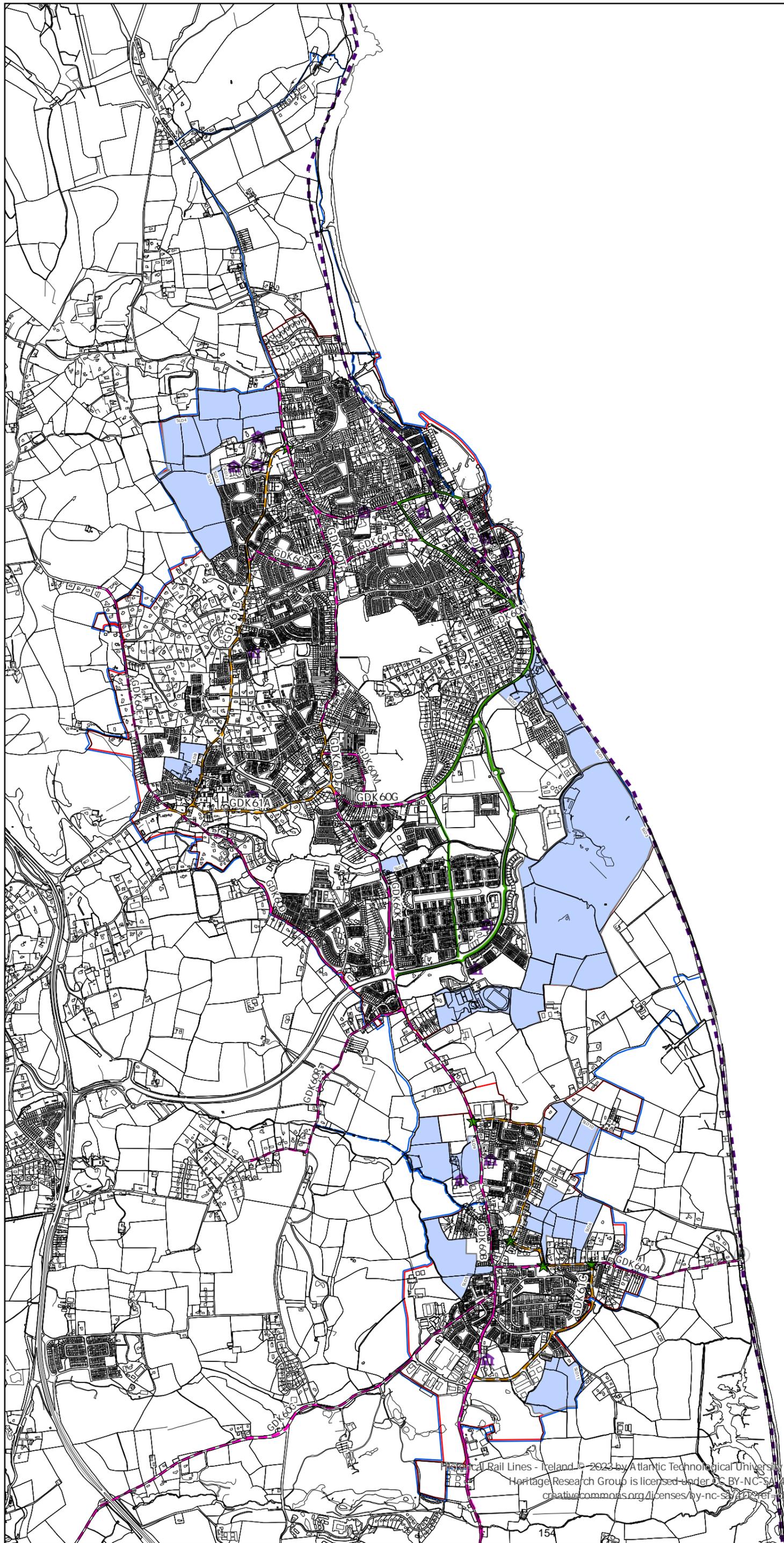
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**Map No. 5
Transport Strategy**



LEGEND

-  Settlement Boundaries
-  Local Planning Framework (LPF) Boundary
-  Specific Local Objectives
-  Pathfinder Scheme
-  Improved Pedestrian Cyclist Infrastructure (Objective GDK60)
-  Public Rights of Way
-  Irish Rail Route
-  Improved Pedestrian Cyclist Infrastructure (Objective GDK61)
-  Junction Improvement
-  Train Station
-  Schools



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