



Wicklow Town - Rathnew LAP Submission - Report

Who are you:	Agent
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Reference:	WRLAP-144723
Submission Made	September 28, 2023 3:52 PM

Topic

Compact Growth - Housing - Population Growth

Submission

See attached letter.

Topic

Economic Opportunity - Tourism - Shops & Services - Community Facilities

Submission

See attached letter.

Topic

Infrastructure - Sustainable Movement - Transportation

Submission

See attached letter

File

Draft LAP Sub 28.09.2023.pdf, 1.28MB

28th September 2023

Wicklow Town-Rathnew LAP
Administrative Officer
Planning Department
Wicklow County Council
Station Road
Wicklow

RE: Pre-DRAFT LAP Submission

Dear Sir or Madam,

This is a submission in respect of the Pre-Draft Wicklow Town-Rathnew Local Area Plan on behalf of **Knockrobbin Developments Ltd., Mill House, Ballyclough, Limerick, V94 W5YE.**

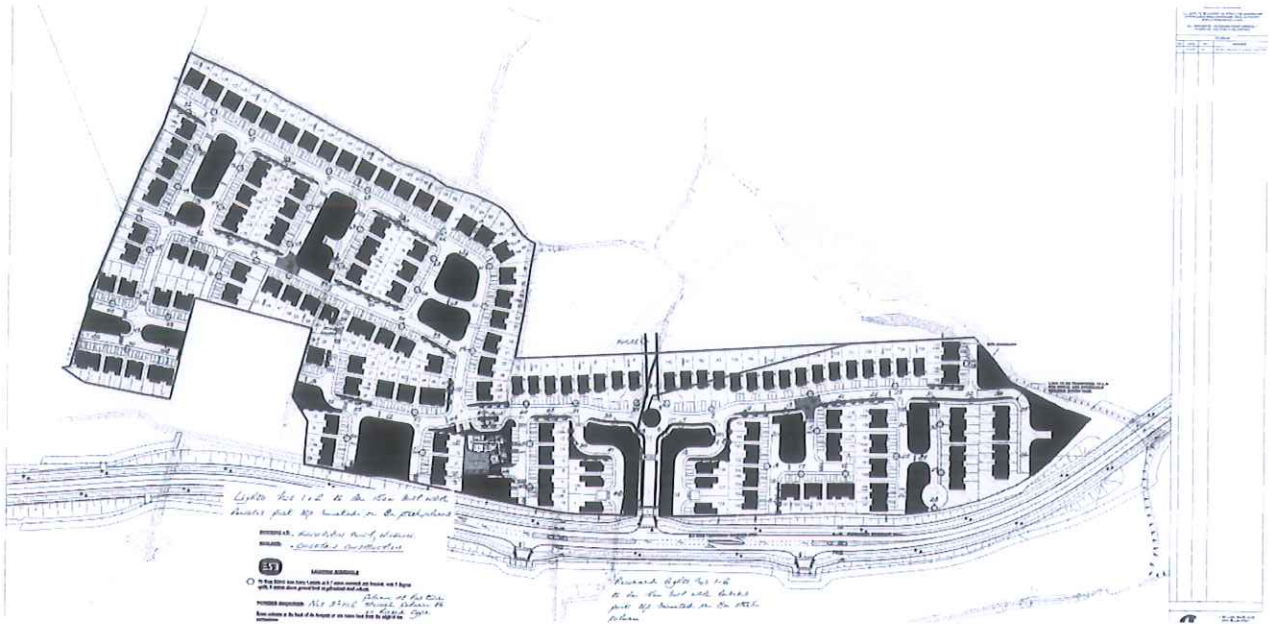
Our client owns c 6.47 hectares of land at Bollarney North, Wicklow, which is outlined red on the attached aerial image (see also Folio WW32872F). Save a small plot to the south of the road, the land is situated to the north of the R999 Drumkay Road (also known as the Port Access Road) with c. 45 metres frontage to Drumkay Road. The land is fully serviced with all municipal services available, Wicklow Train Station is less than 300 metres away as 'the crow flies' and c. 1 km on foot via a pathway from the R999 over the railway line and along the eastern boundary of Bollarney Woods and the R750¹ (see dashed orange line and arrow on the attached aerial image). Wicklow Town Centre is within 650 metres of the site, and the Port Access Road provides excellent connectivity for pedestrians, cyclists (two-way cycle routes on both sides of the road) and vehicles.

The land is currently zoned part residential (R2) and part E&E Warehousing (E2) in the Wicklow Town-Rathnew Development Plan 2013-2019. The E&E Warehousing zoning forms part of a larger E&E block of zoned land either side of the Port Access Road that also includes a site designated for a Park and Ride facility between the R999 and Wicklow Train Station. Our client's land and the adjoining E&E lands were previously all zoned for residential development in Wicklow Town Environs/Rathnew Plan 2008-2014 and formed part of a larger strategic block of residential zoned land including residential (high density) at Bollarney North, Wicklow Town.

When the residential zoning was in place, planning permissions were previously granted for coordinated residential development of lands at Bollarney North. Between Refs. 05/3608, 05/3609 and 05/622971, permission was granted by Wicklow County Council and Wicklow Town Council for a scheme comprising 315 no. residential units. A second coordinated residential development comprising 198 no. dwellings and a 3.1 acre site for Part V housing was approved by the respective planning authorities per planning refs. 07/2093,

¹ This direct pedestrian route from Bollarney North to the R750, Wicklow Town Centre, and Wicklow Train Station was to be enhanced for the anticipated greater residential use following construction of large scale residential development at Bollarney North.

07/2094, and 07/623213. An extension of duration of application, ref. 13/8082, extended planning permission Ref. 07/2094 up to 28th May 2018 but that has since lapsed and neither of the other two permissions were implemented. The following image shows the approved coordinated residential housing layout from the 2007 applications with access at the then proposed Port Access Road:



Source: Public Lighting Compliance Drawing No. 0823/100/06 from Ref. 072094

We have reviewed the Council's "Have Your Say" paper that was published as part of the pre-draft stage of the Wicklow Town-Rathnew Local Area Plan and invite the Council to consider the following comments in respect of three of the Topics in the Have Your Say paper:

Housing-Population-Compact Growth

Consistent with the National Planning Framework and the Draft Consultation Guidelines for Sustainable and Compact Settlements, the LAP should prioritise future housing and population on serviced land within the existing built up areas to counter further urban sprawl in Wicklow Town and to reduce or avoid the need for travel by car. According to the Core Strategy in the Wicklow County Development Plan 2022-2028, the housing target up to 2031 for Wicklow Town-Rathnew is 1,742 housing units.

Our client's land at Bollorney North plus those to the east and south of Drumkay Road should all be identified for residential development based on their proximity to Wicklow town centre (the Tesco Superstore is within 750 metres), the proximity to Wicklow Train Station that is formally planned to be added to the DART network², and the provision of all municipal services and pedestrian and cycling infrastructure on the Port Access Road. The planning history of the area including permissions from 2005 and 2007/8 confirm the suitability of these lands for residential use.

The forthcoming LAP should direct residential zoning and development to undeveloped, serviced and accessible urban lands closest to Wicklow Town centre and Wicklow Station with the remote residential

² See the National Transport Authority's Greater Dublin Area Transport Strategy 2022-2042.

zonings per the 2013 Plan being replaced or 'down-zoned' to strategic land bank, employment, agricultural or other suitable land uses. A review of the undeveloped lands in Wicklow Town will confirm that the lands at Bollarney North are some of the closest undeveloped lands to the north of the town centre and to the Train Station (see attached Google Earth aerial image and the Land Use Zoning Map from the 2013-2019 Development Plan). In addition, higher densities as set out in the County Development Plan and section 3.2.2.2 of the Draft Consultation Sustainable and Compact Settlements Guidelines should be promoted at Bollarney North, which is c. 1 km walking distance from the train station.

Economic Opportunity-Tourism-Shops & Services-Community Facilities

The current residential and E&E warehousing zoning objectives that apply to our client's land and the adjoining E&E zoned lands should be revised to residential as part of the preparation of the draft LAP. We believe that the LAP would benefit from all the E&E zoned land at Bollarney North being replaced and the residential zoning (medium density 50 uph) reinstated. Any displaced employment zoned land may be better suited to the Mixed Use opportunity site at The Murrough with any warehouse employment directed to land close to the M11 interchange. The proposed Park and Ride facility should be retained and prioritised.

In the event the EE zoning is maintained at Bollarney North, it is recommended that the Council consider additional EE uses that would be compatible with the residential zoning including but not limited to Hotel, Creche, Medical Centre, Nursing Home, Garden centre, Take-Away--Restaurant, and Retail Warehousing.

Infrastructure-Sustainable Movement-Transportation

Wicklow town is served by Irish Rail and there are plans within the NTA's Greater Dublin Area Transport Strategy 2022-2042 to extend the DART services to Wicklow town. The planned delivery of high quality, high frequency public transport would significantly enhance the public transport services at Wicklow Station. However, the Council needs to also address the very limited connectivity to the station. At present, the station is effectively at the end of a cul-de-sac with poor connectivity to the immediate and wider area. This is largely due to the very poor promotion of the existing pedestrian or cycling routes to the station e.g. the pathway from the R999 over the railway line and along the eastern boundary of Bollarney Woods, and the R750 or the River Walk and Nature Trail path that goes along the station car park.

Connectivity to the train station must be enhanced and additional provisions put into the LAP including a proposal for direct connectivity from the planned residential and employment development areas at Bollarney North to Wicklow Train Station. A dedicated pedestrian and cycle link from the R999 to the Train Station (see double yellow arrow on the attached aerial image) should be prioritised as part of the early delivery of the previously planned Park and Ride facility at Bollarney North between the R999 and the Train Station. Such a route would also significantly enhance pedestrian and cycling connectivity to Wicklow Town as a direct route via Station Road reducing walking distance to the town centre/Tesco to c. 550 metres.

Summary and Recommendation

The lands at Bollarney North are zoned and fully serviced with public drainage, water supply, excellent access at the Port Access Road, and it's close to public transport at Wicklow Train Station. It is incumbent on the Council to plan for compact and connected urban areas in their Plan making. In the Wicklow Town-Rathnew LAP, this can be achieved by promoting residential development at serviced accessible urban locations in the

town such as Bollarney North in conjunction with clear policies and objectives to deliver pedestrian and cycling connectivity to Wicklow Train (future DART) Station and Wicklow town centre. The provision of medium density (50 uph) residential development at Bollarney North utilising the existing direct pedestrian connectivity to the train station, Station Road, and Wicklow Town, would reduce or avoid the need for travel by private car, and it would aid a shift to more environmentally friendly modes of transport. Further, the development by the Council of the planned Park and Ride in advance of the line upgrade to DART services is vital to increasing access to sustainable transport and it would provide direct access to the northern side of the train station.

We invite the Council to implement these proposals as part of its preparation of a draft Wicklow Town-Rathnew LAP in order to create a more sustainable and vibrant Wicklow Town for people to live, work and visit.

Please acknowledge receipt of this submission.

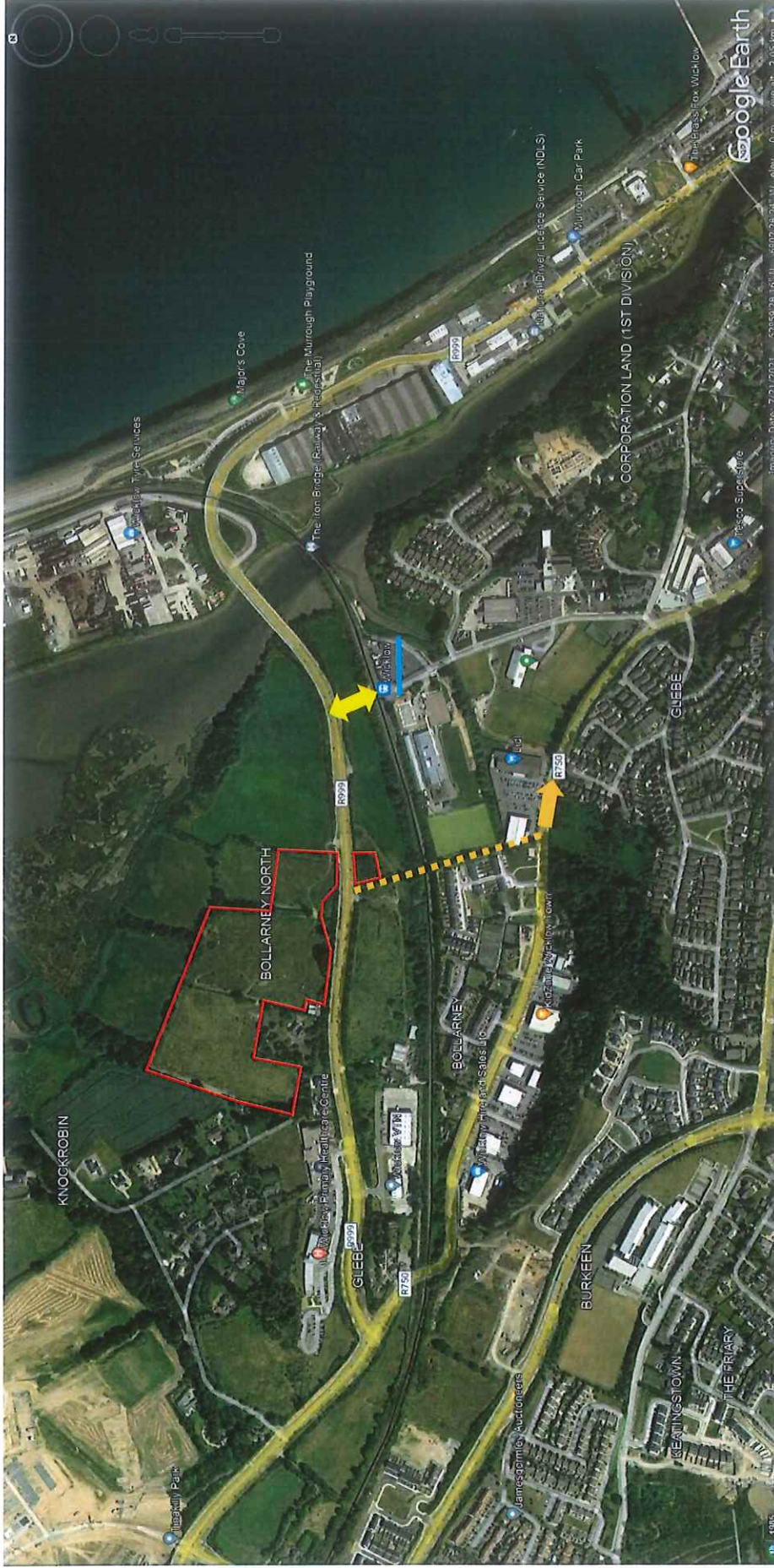
Regards,



Raymond O'Malley

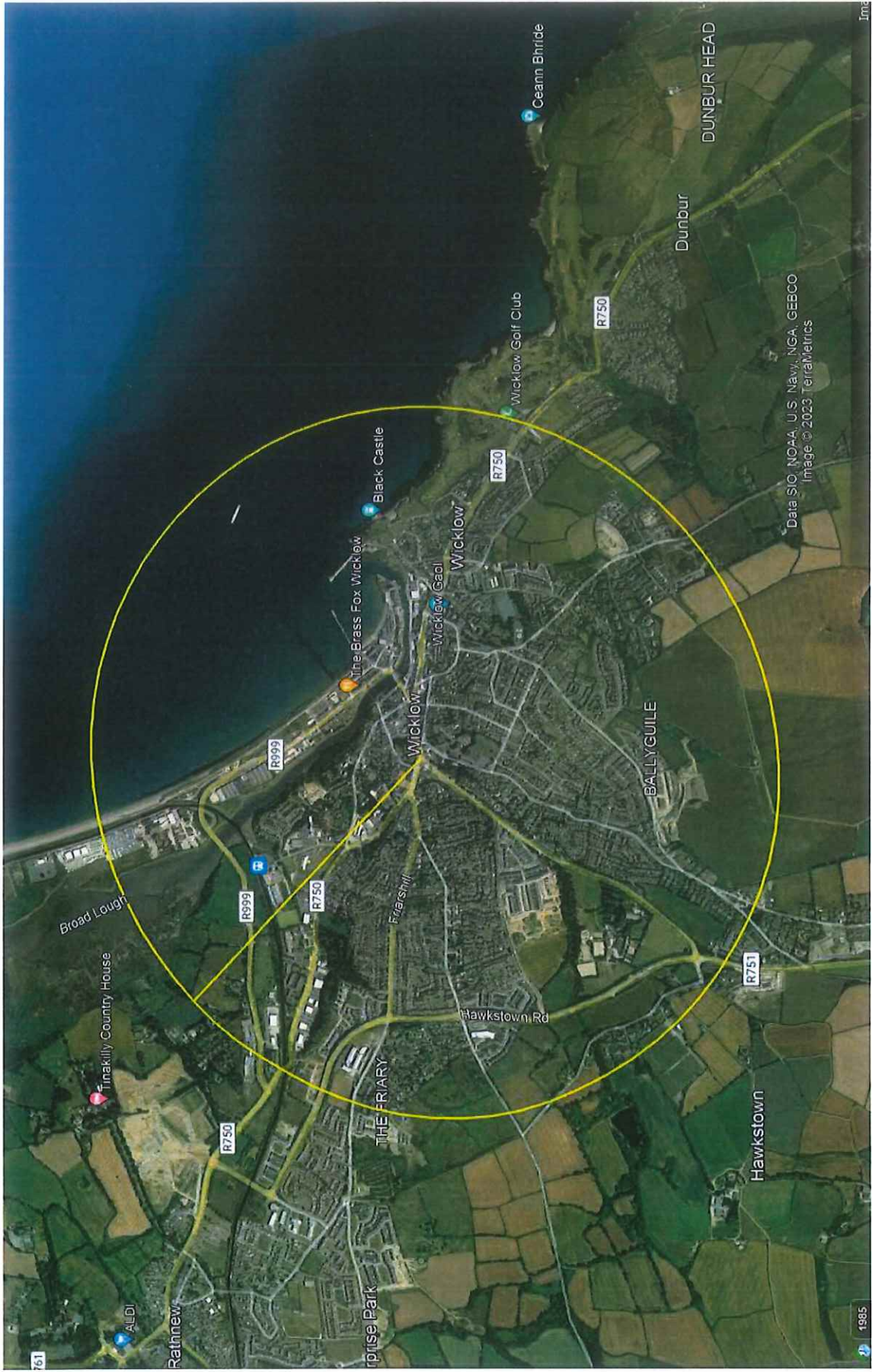
Kieran O'Malley & Co. Ltd.

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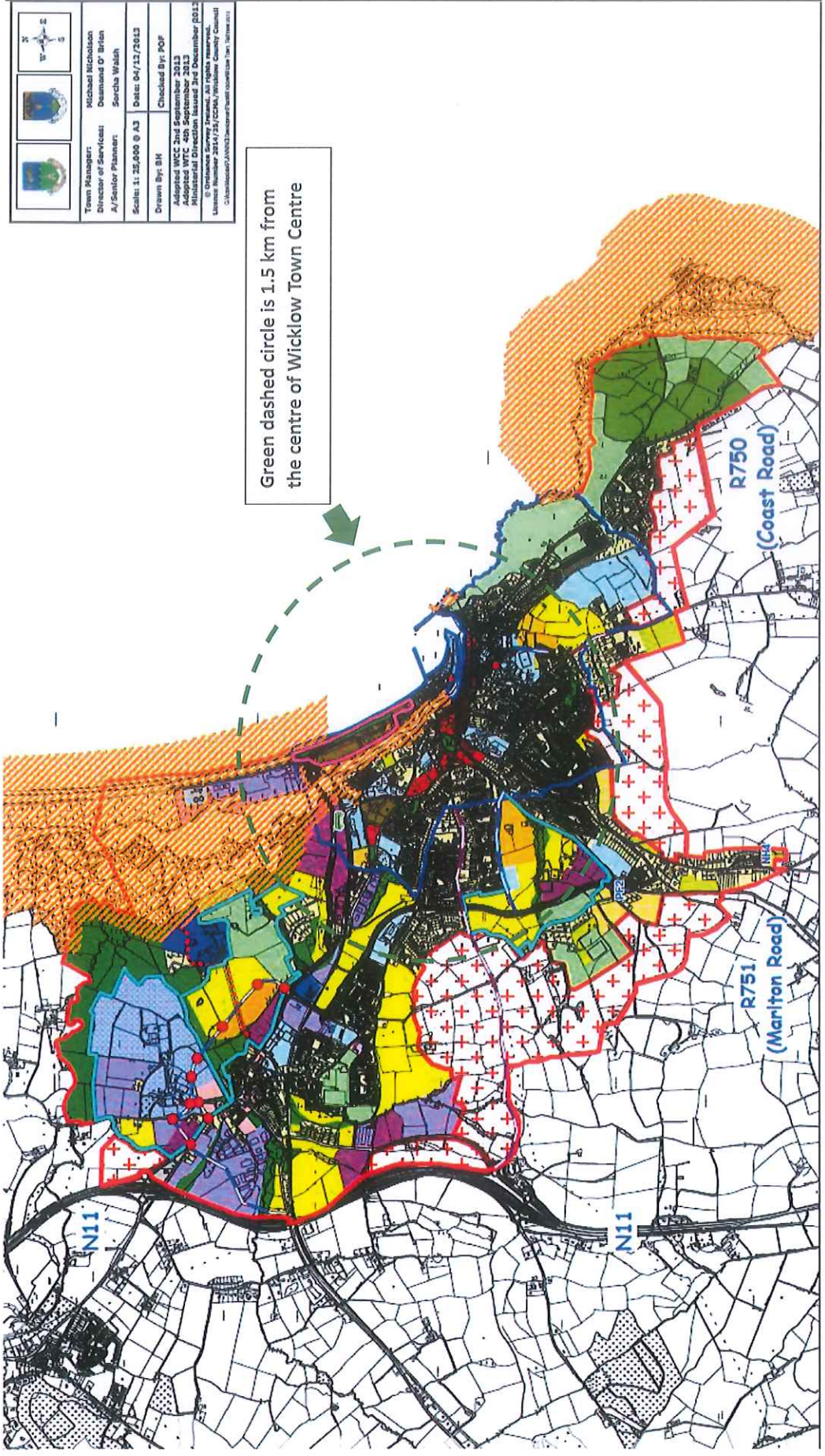


Source: Google Earth (imagery dated 21st July 2021)

- Knockrobin Development Ltd. land is outlined red
- Wicklow Train Station is underlined in light blue
- Existing pedestrian access is denoted by an orange dashed line and arrow at the R750
- Recommended pedestrian and cycling line is denoted by a double headed yellow arrow



Source: Google Earth Imagery with c. 1.5 km radius from Wicklow Town centre added.



Source: Land Use Zoning Map from Wicklow Town-Rathnew Development Plan 2013-2019