

	<h1>Greystones-Delgany &amp; Kilcoole LPF Variation No.4</h1>
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<b>Reference:</b>	GDKLPF-140002
<b>Submission Made</b>	June 19, 2025 8:53 PM

Choose one or more categories for your submission. Please also select which settlement you wish to make a submission / observation about.

- Proposed Changes to Volume 2 of the Wicklow County Development Plan 2022-2028

## Local Planning Framework PART A Strategy

- A.2 County Development Plan strategy for Greystones – Delgany & Kilcoole
- A.3 Factors influencing future development options

## Local Planning Framework PART B Settlement Specific Objectives.

- B.7 Infrastructure, including transport and flooding
- B.8 Land Use Map and Zoning

## Please select which town you want to comment on:

Greystones/Delgany

## Observation relevant to the settlement:

My submission is mostly a repeat of the cogent Submission and observations made by Colin Acton under reference GDKLPF-213209

### A2 Strategy

The focus during the period of this LPF needs to be on the provision of 'catch up' infrastructure to service the residential growth that has already occurred between 2016- 2025. The roads are inadequate; the footpaths are in poor condition; the cycle facilities are inadequate; far too many schools are 'temporary' and new permanent school buildings are needed. There should be no more residential development except small (ie less than 20) infill development.

### A3.1 Sustainable Transport

The Bus Connects programme has already been rolled out - there is no more to come. The bus services from Delgany are very poor. They only run every 30 mins and only go to Bray via Greystones. WCC need to push the NTA to do more.

### A3.2 & A3.3 Settlement

The approach of concentrating development within the 2.5km radius is a good one. The rationale for the proposed changes is explained clearly.

B1.2 Delgany Village Centre. It's good to see mention of the Delgany Public Realm Enhancement Plan. This sets out a vision for the village and appropriate conditions in grants of Planning Permission could help to deliver it. Objective GDK4 is very good; the objective of enhancing the public realm and facilities for pedestrians and cyclists along Convent Road. It is great to see that Map 5 Transport Strategy shows GDK60 highlighted (Improved Pedestrian Cyclist Infrastructure) for the full length of Convent Road from the Wicklow Arms to Lidl. However, Map 5 has omitted the planned, and necessary, pedestrian and cyclist improvements along the R762 from the Wicklow Arms to the Killincarrig double roundabouts. This scheme needs to be added back in.

### B7.1 Sustainable Transportation Objective GDK61 –

A couple of items should be added. The NTA's proposed bus-based park and ride

facility at N11 Junction 11 should have dedicated feeder bus links from from G-D-K. There should also be feeder bus and active travel links to the BusEirean stops at Junction 9 (Glenview) - the 133 is very good alternative to the Dart or the X1 and X2 services but it is difficult to access it from G-D-K.

#### App 6 Infrastructure Implementation

There is no footpath or cycleway maps shown for Delgany - this needs to be considered. There needs to be a plan to improve permeability for pedestrians and cyclists across the settlement. This does not appear to have been considered. It is a barrier to sustainable travel currently. Notwithstanding the fact that for many years Delgany has been carrying the burden of extensive development and associated construction traffic which must have generated significant income in the way of levies etc for the local authority there has been no maintenance of footways in Delgany for years, let alone improvement. The Delgany Village Accessibility Scheme along the R762 is not listed and this NTA funded scheme should be implemented immediately. Similarly, it is disappointing to see the Convent Road Phase as 'Medium Term'. The road and footpaths in the village centre are in very poor condition. Traffic will increase massively once the road improvements to Blacklion is completed. Over 90% of peak hour traffic on Convent Road in the village centre is through traffic and the roads strategy should be that this through traffic uses the Delgany Bypass NOT the village centre, this will allow Delgany Public Realm Enhancement Plan.

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Greystones/Delgany

Observation relevant to the settlement:

It is important to protect Delgany's identity and character and distinguish it from 'Greystones'. Relevant conditions in grants of planning permission could help to achieve this. It is important to state in the LPF that the Delgany Village Accessibility Scheme (Convent Road Phase) MUST align with the planned Delgany Public Realm Enhancement Plan as a single scheme. There needs to be a holistic approach in the immediate term for Delgany village centre.

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