

 <p>W I C K L O W E N D L E S S O P P O R T U N I T I E S</p>	<h1>Greystones-Delgany &amp; Kilcoole LPF Variation No.4</h1>
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<b>Reference:</b>	GDKLPF-213209
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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

## Write your observations here:

### A2 Strategy

I fully agree that the growth in housing that has already occurred between 2016-2025 meets the housing targets and that the focus during the period of this LPF needs to be on the provision of 'catch up' infrastructure to match this significant residential growth. 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 BusConnects 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 containing development within the 2.5km radius is a good one. For Delgany, it is really good to see that zoning is to be removed from four locations (a to d on page 32). Well done! The rationale for this has been explained clearly and it is without question the right thing to do. This is a very good example of planning-led development. (Far too often in the last 20 years the development of Greystones-Delgany has been develop-led or influenced.) In particular, location (d) Blackberry Lane (south of Three Trouts River) is wholly unsuitable for development, as confirmed by ABP upholding WCC's refusal of permission for residential development. No doubt the landowners will lobby for retention of the zoning but they cannot argue with the LPF rationale or ABP's grounds for refusal.

### B1.2 Delgany Village Centre

It's great to see that the Delgany Public Realm Enhancement Plan is mentioned. This was a really great piece of work setting a vision for the village. Objective GDK4 is very good - in particular the objective of enhancing the public realm and facilities for pedestrians and cyclists along Convent Road. In relation to this 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 - I think there are a couple of items missing here that 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.

A major omission is also the lack of consideration of the legacy cul-de-sac arrangement of many of the housing developments. 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. In terms of delivery, there has been no maintenance of footways in Delgany for years, let alone improvement, while lots continues to happen in Greystones. 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'. This is desperately needed given the shocking state of the road and footpaths in the village centre. 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.

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

Greystones/Delgany

### Observation relevant to the settlement:

The importance of Delgany retaining a unique identity within the 'Greystones/Delgany' is really important.

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.

[Upload a File \(optional\)](#)