

PART 5 Dunlavin Specific Objectives

5.1 Context

Dunlavin is located in west Wicklow, almost equidistant between the larger settlements of Blessington and Baltinglass, which are c. 18km north and south of the town respectively. The town is located c. 6km west of the N81, close to the border with Kildare. The town services a relatively large rural hinterland.

The town was established in the 17th century as a planned estate town, laid out in a T-shape, with wide streets, grand buildings and a prominent Market House located in the middle of 'Market Square'. The centre of the town still retains its original form, many of the original buildings and is predominantly characterised by one and two-storey terraced properties.

The town contains a significant amount of natural, archaeological and built heritage. The entire town core is designated as an area of 'archaeological potential or significance' and as an 'Architectural Conservation Area', while the disused rail line is an important man made landscape feature of cultural and amenity value, with features such as granite bridges, railway mounds and cuttings, and the former station and platform remaining. These rich and historic heritage features make a significant contribution to the town's distinct character.

Outside of this core area, the town changed very little until the second half of the 20th century, when housing began to develop principally along Church Road and to the south of Stephen Street. Newer housing development has mainly occurred along Sparrow Road to the east of the old town. In a number of locations, these new housing areas are not contiguous to the original town and as a result, there are significant gaps in the built form of the town.

5.2 Overall Vision and Development Strategy

A key aim of a Town Plan is to set out the vision and overall strategy for the future development of a settlement and from this vision, all policies and objectives can be developed and implemented with the overall aim of achieving this vision.

The vision for Dunlavin is:

- To improve the quality of life for existing residents by identifying deficiencies in services and infrastructure in the town and making provision through zoning and development objectives to address these issues.
- To provide a framework for the moderate growth of the town, in order to provide housing for current and future generations, to revitalise the economy of the town and to allow for the development of new social and cultural facilities.
- Sustain a revitalised town core with residential, commercial and community developments centred around the main thoroughfares and squares.
- Promote and foster economic development and linkages to surrounding larger settlements within and outside the County.
- Develop the tourism potential of the area as a visitor/tourist destination in itself and its role as a 'gateway' linking Kildare to the west of the County and the Wicklow Mountains.
- Protect the built and natural heritage of the area.
- Facilitate a transition to a low carbon settlement.

This will be achieved by:

- Planning for and encouraging the provision of high quality housing and employment, social and community facilities, and a range of recreational options, in a quality environment.
- Facilitating the provision of new and improved infrastructure to meet the demands of the existing population and future residents.
- Reinforcing and improving the visual appearance of the central area of the town and encouraging development that will enhance the town's vitality and vibrancy.
- Improving linkages between the town core and peripheral housing areas.
- Ensuring the protection and enhancement of natural habitats, cultural heritage, ecological resources and biodiversity.

5.3 Residential Development

Having regard to the aggregate population target for the Level 5 plans, sufficient land is zoned for residential development to meet housing targets.

Residential Development Objectives

DUN1 New residential development shall comply with the principles, objectives and standards set out in the Wicklow County Development Plan.

DUN2 The design and layout of all new housing developments in Dunlavin shall take due cognisance of the location of the site and its surroundings, with a particular emphasis on maintaining and enhancing the historic core of Dunlavin and its surroundings.

5.4 Economic Development & Employment

The strategy of this plan is to take advantage of the existing economic assets in order to stimulate employment within the area. The key assets the plan area has to offer are:

- A large hinterland population offering a market for goods and services and a wide variety of skills;
- An attractive and accessible town centre, with numerous properties suitable for retail and commercial uses;
- A strong community drive to enhancing employment in the town, as evidenced by the establishment by them, without state support, of a new co-working space in the town;
- The natural and built assets and the strategic location to become a major tourism hub in the west of the County;
- Local Authority owned lands earmarked for employment and enterprise;
- A strong agricultural sector; and
- Accessibility to National Primary (M/N9) and National Secondary (N81) road networks.

Given the town's location, situated to the extreme west of the County and the limited local employment opportunities, it is unlikely that the town can act as an attractor for a large employer to locate over the lifetime of the plan. Therefore it is considered likely that most new employment creation will be generated by smaller and medium sized local enterprises/service providers. Opportunities particularly exist to develop 'product-based'¹ intensive industries given the town's proximity to the national primary and secondary routes while the proximity of the town to settlements in Co. Kildare (such as Newbridge (c. 20km) and Naas (20km)) offer

¹ The development of this type of industry by reason of the product based nature of the traded commodity, is dependent on ease of access to the main transportation networks

further opportunities to foster employment linkages and spin-off industries from these large employment centres.

With respect to tourism, the proximity of Dunlavin to the western ends of both the Sally Gap and Wicklow Gap roads and Kilcullen – Naas - Newbridge and the M9 to the west mean that Dunlavin could provide a tourism 'gateway' role between the Wicklow Mountains and visitors coming from / going to Kildare / the west of Ireland (for example visitors to the national stud and Japanese gardens in Kildare which are less than 20km from Dunlavin). Dunlavin is also the nearest town to the nationally renowned Rathsallagh Country House and Golf Club, and there is significant overspill benefits resulting from this proximity, including use of the local Church, public houses and restaurants, and guesthouses / B&Bs.

This plan will therefore make provision for lands to be reserved which will be capable of accommodating both local service employment in the form of light industry / small start up units and heavier industry types / a large stand alone employment development alongside the provision of a number of specific employment/tourism objectives aimed at maximising the potential of this industry in Dunlavin. Section 5.5 to follow addresses the development strategy for the town centre and retail.

Economic Development & Employment Objectives

- DUN3** To facilitate and support the growth of the town centre of Dunlavin in accordance with the provisions of this town plan as the priority location for new employment generating activities and to encourage the development of new retail / retail services, business support services (such as solicitors, accountants, architects etc) and start-ups / smaller operations within the TC zone.
- DUN4** To promote the development of the undeveloped zoned employment lands at Dunlavin Lower in the following manner:
- Lands zoned 'E (Employment) – Area 1' shall be reserved for heavier industry types or alternatively as a location for a large stand alone employment development.
 - Access to and within these lands shall be subject to an initial overall design proposal and shall facilitate a through access road in accordance with objective DUN9.
- DUN5** To support and facilitate community driven enterprise, including but not limited to small scale ventures and start-ups, climate action and low carbon enterprises and innovative working formats including co-working hubs and the services to support same.
- DUN6** To facilitate and support the development of the tourism industry in Dunlavin and maximise the town's location as a gateway between the tourism assets within Co. Wicklow and Co. Kildare.
- DUN7** To support and facilitate in co-operation with relevant bodies and landowners, the provision of amenity routes around the town including the development of the Railway Walk along the old railway line² and the Dunlavin Historic Trail.
- DUN8** To improve, as funding allows, the principal access routes and junctions linking Dunlavin town centre to surrounding tourist attractions and strategic transport corridors.

² The development of this small length of the former railway line as a walking / cycling route may be a catalyst to the further development of this route as a 'greenway' all the way to Baltinglass, taking in the historic village of Grangecon.

5.5 Town Centre & Retail

The town centre of Dunlavin is principally made up of two streets - Kilcullen Street / Main Street and Stephen Street, where residential, commercial and community functions take place side by side. These two streets provide for a traditional, generally 2-storey, town centre and include a number of protected structures, with the core area designated as an architectural conservation area (ACA) and a zone of archaeological potential.

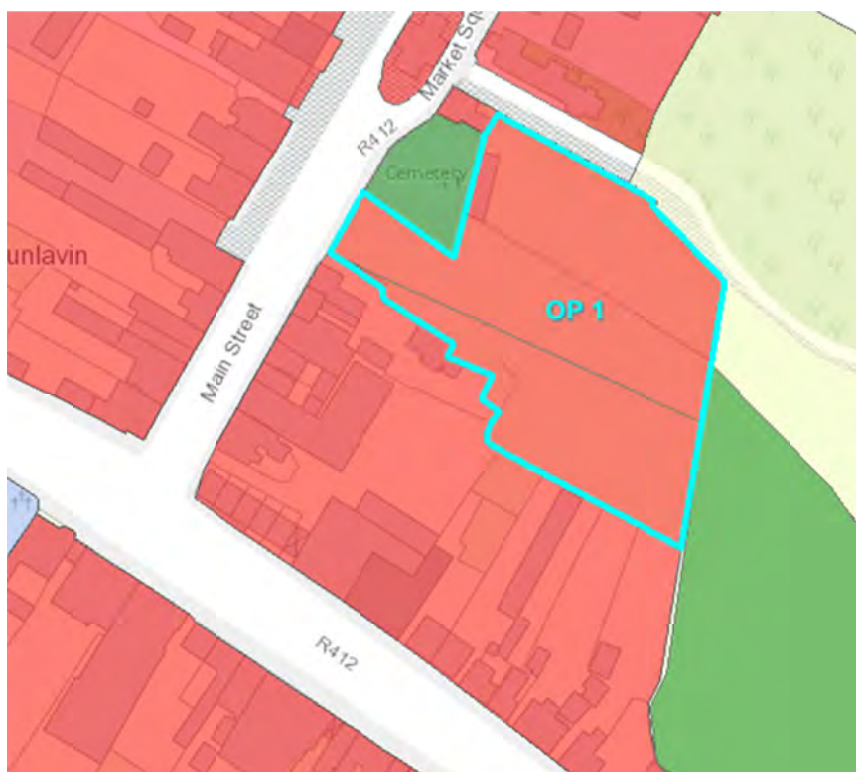
The existing retailing and commercial services within the town currently fall below what is envisaged by the County Plan for an area of Dunlavin's size, with the majority of buildings within the town centre in residential use. The plan puts in place a framework that allows for the shortfall to be addressed and be capable of facilitating the retailing, employment and services needs of the population.

In accordance with the above, this plan identifies one key opportunity site, which alongside the objectives for town centres as set out in the 'Introduction to Level 5 Plans' and in the County Plan, shall facilitate the overall strategy for the development of Dunlavin town centre.

Opportunity Site

OP1 Lands to the east of Market Square and north of Stephen Street

This site measures c. 0.7ha and is the largest backland site in the town centre with a sufficiently wide access that would allow for a larger scale infill development and therefore has good potential to deliver a mixed use scheme enhancing both town centre commercial and residential floor space.





OP 1 Objectives

- The main access to the site shall be provided by a new vehicular access roadway from Market Square with accompanying cycle and pedestrian paths. The overall layout shall facilitate the potential development of backland sites along the southern boundary of the opportunity site.
- In order to achieve the best use of land, development standards with respect to car parking and open space may be relaxed subject to the highest quality of design and residential amenity being maintained.
- Any development proposals shall have regard to the setting and curtilage of structures and sites of heritage value, in particular the graveyard, and habitats of biodiversity value and appropriate buffer zone / mitigating measures shall be provided as required.

5.6 Social & Community Development

In order to meet the needs of the existing and future residents of Dunlavin and its hinterland, there is a need to enhance community facilities in the town. In particular, this plan must make provision for the growth of existing schools and sports / recreational facilities and also to provide for more indoor community space.

In this regard, the plan makes the following zoning provisions:

Table 5.1 Zoning for Community and Recreation

| Use Group | Specific use | Zoning | Location | Area |
|-------------------|----------------------|--------------|-------------------------------|------|
| Education | Primary Education | CE | Scoil Nicolas Naofa | 1.4 |
| | Secondary Education | CE | St. Kevin's Community College | 3.2 |
| | | CE | South of existing schools | 2.9 |
| Open space | Active Open Space | AOS | Dunlavin GAA | 4.6 |
| | | AOS | Dunlavin upper | 5.2 |
| | | AOS | Dunlavin AFC | 1.2 |
| | | AOS | East of Church Road | 3.1 |
| | Equipped Play Spaces | CE | Lands south of Fair Green | 0.34 |
| | Casual Play Space | OS | Former Dunlavin Rail Line | 3.5 |
| | | OS | Fair Green | 0.6 |
| | | OS | Market Square Town Park | 0.08 |
| | OS | Sparrow Road | 0.8 | |

5.7 Service Infrastructure

To ensure that Dunlavin can fulfil its role within the Wicklow Core Strategy, the adequate provision of services infrastructure is essential in order for the town to grow.

Water Services

Wastewater: The existing wastewater treatment plant at capacity has a population equivalent (pe) of 2,400 (although it is of a modular design for eventual expansion up to 3,600) and a current loading of c. 1,400pe. This plant will be capable of meeting the requirements of the planned population up to 2031.

Water Supply: The plan area is currently deficient in water supply with the existing supply sourced from a well to the south of the town centre operating at capacity, with limited headroom to accommodate future development. Issues also arise with regard to access to the source and water storage. Improvements to this supply are required, and funding has been sought for same under Irish Water's Small Town and Villages Growth programme, part of IW's investment programme 2020-2024. No new development shall be permitted unless there is adequate capacity in the water supply system.

Transportation and Movement

Public transport: Given Dunlavin's small size and rural location, there are limited public transport facilities within the town. The closest Bus Eireann services run along the N81 to the east of the town and from the town of Kilcullen to the west. There are 'local link' services which link Dunlavin to Baltinglass and a number of small towns in the area and another linking Dunlavin to Newbridge but these services would not be suitable for those trying to access these locations quickly, or for work/school.

Walking and cycling: While the majority of the main routes in the town have footpaths, these are in need of enhancement to the width and overall quality. A number of peripheral locations do not have a complete footpath route to the town centre. The vast majority of the town's roads are dedicated to the needs of motorists, in terms of width dedicated to the road carriageway and car parking. Therefore there is scope to carry out footpath widening and to provide cycleways in some locations. There are no pedestrian or cycle links to the closest public transport location, that is, Annalecky Cross on the N81.

Vehicular movement: The roads in Dunlavin are generally of good quality and reasonably wide, with no significant 'bottlenecks', thereby allowing vehicular traffic to move easily through the town. Speeds are generally low in the town centre due to road alignments but measures to further reduce speeds in the core area to make the area more attractive to pedestrians and cyclists will be promoted.

The main issue with respect to vehicular movement is the connectivity of the town to the national primary and secondary road network with existing links to the east (to the N81) and to the west (to the N9) generally being poor in width and alignment.

Service Infrastructure Objectives

DUN9 To facilitate the realignment of the Milltown Road and provide for a new link road to the L-4309 through the employment lands at Tornant Lower while ensuring that the design of any road accommodates the development of the 'Railway Walk'.

DUN10 To provide a continuous footpath from the town centre to the GAA club grounds along Sparrow Road and to restrict parking along this road in close proximity to the church grounds.

DUN11 To improve/provide new footpaths, cycleways and traffic calming on existing roads where required and to require the provision of new link roads, footpaths and cycleways as specified in this plan.

5.8 Built & Natural Heritage

The town of Dunlavin is of historical and archaeological interest. The 17th and 18th century building stock of the town centre is identified as an 'Architectural Conservation Area' (ACA) (see Section 4.10 of this Town Plan), while the ancient historic town core is identified as an 'Area of Archaeological Interest' and protected under the provisions of the National Monuments Acts. The disused Great Southern and Western Railway line, constructed in 1883 and officially closed in 1959, played a significant role in the development of the town. The reservation for the line and the former station house and associated built features are of historical interest and contribute greatly to the character of the local area.

With respect to natural heritage, there are limited areas of European or national importance in terms of habitat and species in and around Dunlavin (such as SACs, SPAs, NHAs etc), with the Dunlavin Marshes being the only such site (a pNHA) in proximity to the town (outside the town boundaries to the north-west).

In formulating additional policies for the protection of natural heritage in the Dunlavin plan area, the Council will be required to give consideration to the potential impacts of development on all such sites, and the plan is accompanied by the required environmental assessments as separate documents.

The protection and enhancement of heritage assets through the plan will help to safeguard the local character and distinctiveness of Dunlavin and its surroundings, providing local economic, social and environmental benefits.

Heritage Objectives

DUN12 The Council shall seek to protect and enhance, where opportunities arise, the former Great Southern and Western Railway line and its related structures i.e. bridges, mounds, cuttings, old platforms and station buildings and the development of the former railway line in accordance with Objective DUN7.

DUN13 In order to preserve the character of the Architectural Conservation Area (ACA) in accordance with the details set out at Section 5.9 of this plan, all development proposals within the designated ACA, including any change of use to existing buildings, will be controlled. The repair and refurbishment of existing buildings within the ACA will be favoured over demolition/new build in so far as practicable.

5.9 Dunlavin Architectural Conservation Area (ACA)

Dunlavin was designed as an estate town, laid out by the Tynte family in the 17th century in a distinctive and spacious T shaped plan. The impressive stone domed Market house, designed by Richard Cassels dominates the centre of the town and marks the juncture of Kilcullen Street and Main Street. There is a widening of the street at this area which was the original Market Square. The cross piece of the T is formed by Stephen Street running roughly in an east-west alignment, with the Roman Catholic and the Church of Ireland churches situated at either end.

The form of the town centre architectural conservation area is compact and well contained. This is defined by the Fair Green at one end of Stephens street and a two-storey house on the corner at the other end, and to the north approach of the town at the junction of the R412 and R756.

The buildings in the ACA represent an eclectic mixture of styles, sizes and uses which greatly add to the town's architectural heritage interest, as do historic features such as granite kerbstones and water hydrants.

Generally, there are single storey houses at the edges of the ACA and terraces of two-storey houses in between, with some three-storey buildings at the corner of Main Street. The character of the town is strengthened by its strong plan form and adherence to a uniform building line.




The presence of mature street trees, in particular along Kilcullen Street, contributes positively to the local character. Open spaces of note include the 'Bun Ditch', a small landscaped area which forms a gateway on the northern approach to the town, the town park which is the site of a former graveyard across from the Market House, and the Fair Green in front of St. Nicholas of Myra RC church. This latter site is of high local heritage significance as the site of a massacre of 36 people in 1798. The restored village pump at the centre of Stephen Street adds historical interest.







The condition of the built heritage fabric is generally good with some fine examples of 18th and 19th century houses surviving with many original features intact. In particular, there are many fine examples of 19th century doorways and fanlights. The replacement of traditional timber sash windows and cast iron rainwater goods with modern uPVC where it has occurred detracts from the streetscape, as does the removal of traditional lime render from the front exteriors.

The ACA is characterised by:

- Spacious T shaped layout with road fronted houses;
- Single and two-storey terraced houses with traditional rendered finishes, timber sash windows and slate roofs;
- Timber panelled doorways, some with decorative fanlights and sidelights.

Protected Structures: There are 9 protected structures included in the Architectural Conservation Area.

| | | | | | | |
|-------|----|---|---------------------|-------------|--|---|
| 15-06 | 15 | Dunlavin Shopfront Teac de Gras | House and Shopfront | Dunlavin Td | Simple shopfront on a four-bay, two-storey, mid-19 th Century house of coursed-rubble stone with brick dressings and an elliptical-headed doorcase. |  |
| 15-08 | 15 | Dunlavin St. Nicholas' Church of Ireland Church | Church | Dunlavin Td | First Fruits Church with three-stage, west tower with crenellations and pinnacles. The church is built of coursed-rubble stone with pointed window. |  |
| 15-10 | 15 | Dunlavin Former Rectory | Dwelling House | Dunlavin Td | Mid-19 th Century, three-bay, two-storey house with full-height, half-octagon bows, tall, square-headed doorcase under a bracketed cornice. |  |

| | | | | | | |
|-------|----|---|----------------|-------------------|--|---|
| 15-11 | 15 | Dunlavin, Stephen's Street, Allied Irish Bank | Bank | Dunlavin Td | Georgian revival bank of circa 1910 with rough-cast walls, four bays and two storeys with a wide, half-octagon bow with limestone mullions on the ground floor, slate-hung between the ground and first-floor windows, sash windows, bracketed doorcase with Queen Anne revival canopy, bracketed eaves and Westmoreland slates on the roof. |  |
| 15-12 | 15 | Dunlavin, Court House | Court House | Dunlavin Td | Early-18 th Century, combined market house and court house. This is one of the most enigmatic buildings in Ireland having a complex ensemble of colonnades, arches, gables and rusticated walls building up to a tower with an extraordinary, fluted, granite dome. This baroque jewel is possibly by Richard Castle. |  |
| 15-13 | 15 | Dunlavin, Kilcullen Street, Cottage | Dwelling House | Dunlavin Td | Four-bay, single-storey cottage with rendered walls, drip-labels over a simple door and drip-labels over small windows with sashes containing tiny panes of glass. The roof has natural slates. |  |
| 15-14 | 15 | Dunlavin, Former Bank Building, Market Square | Bank | Dunlavin Td | Large, four-bay, two-storey, gable-ended, commercial building of circa 1890 with painted, rendered walls, arched, ground-floor windows and doorcase, a band for the name and sash windows on the first floor, bracketed eaves with steep-pitched roof and two dormer windows. On the left-hand side is a crenellated wall with carriage arch |  |
| 15-15 | 15 | Dunlavin, Kilcullen Road House | House | Dunlavin Td | Three-bay, two-storey, gable-ended, semi-detached house dating from the early 19 th Century with lime-rendered walls, small windows on the first floor (ground floor windows covered up) and natural slates on the roof. |  |
| 15-17 | 15 | Dunlavin | Hydrant | Dunlavin Upper Td | Hydrant on Kilcullen Street. |  |













Dunlavin Town Plan

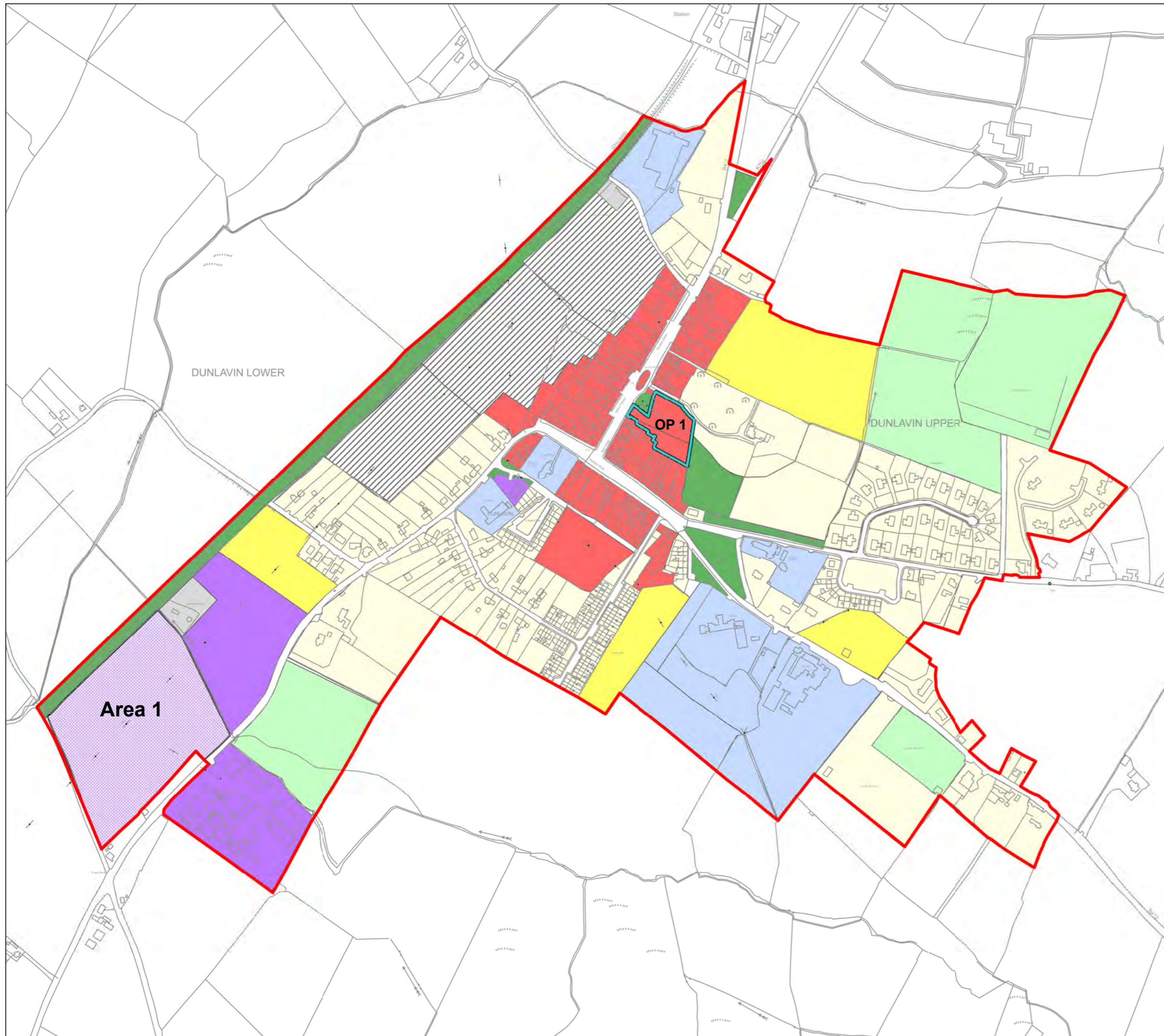
Map No. 1

Land Use Zoning Objectives



Legend

-  Settlement Boundary
-  RN-New Residential
-  RE-Existing Residential
-  CE-Community & Education
-  E-Employment
-  E - Area 1
-  TC-Town Centre
-  PU-Public Utility
-  SLB-Strategic Land Bank
-  OS1-Open Space
-  AOS-Active Open Space
-  OP-Opportunity Sites



WICKLOW COUNTY DEVELOPMENT PLAN 2022-2028

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Dunlavin Town Plan

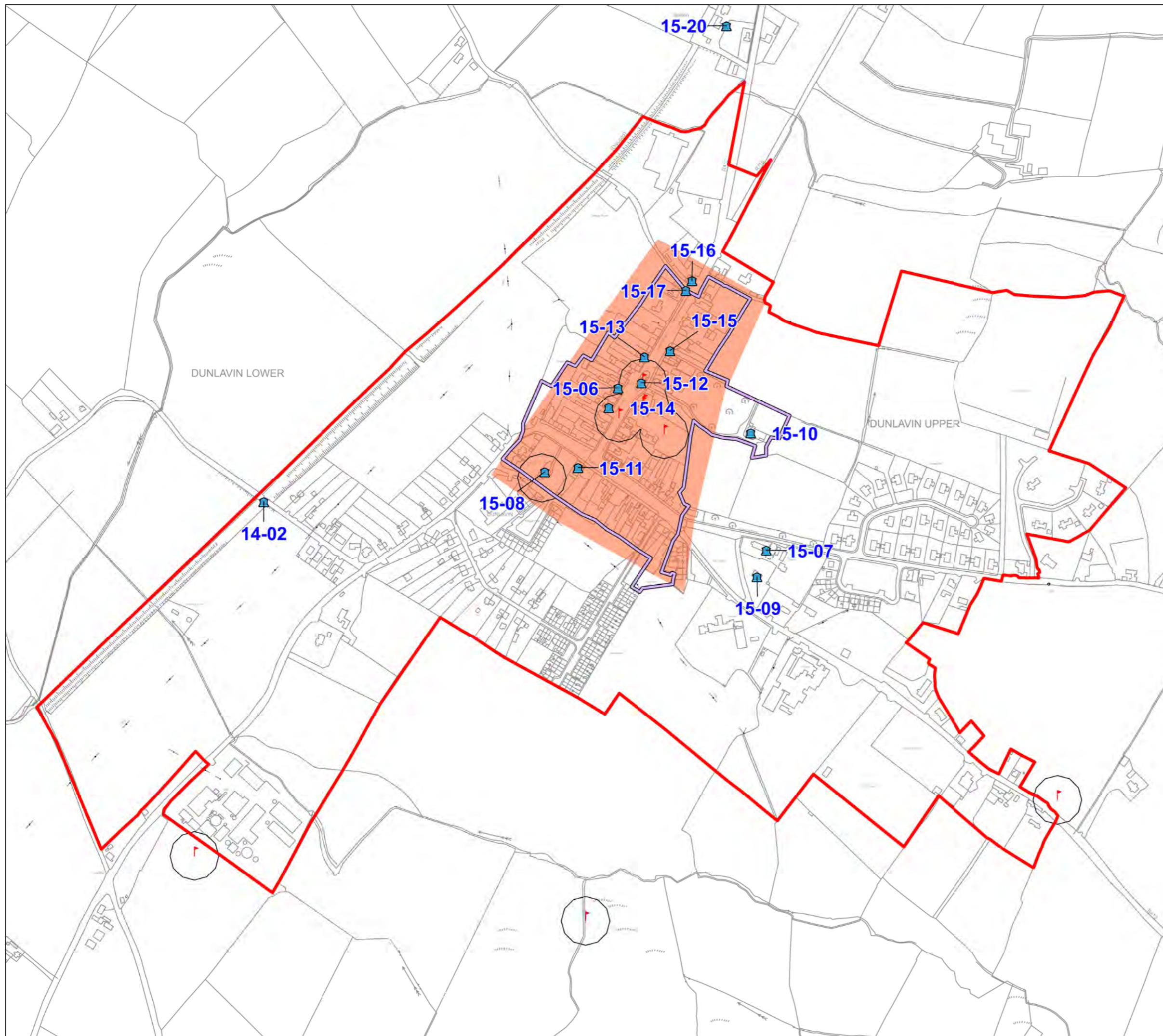
Map No. 2

Heritage Objectives



Legend

- Settlement Boundary
- Protected Structure
- National Monuments
- Areas of Archaeological Potential & Significance
- Architectural Conservation Area



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Dunlavin Town Plan


Map No. 3

Indicative Flood Zones




Legend

 Settlement Boundary

 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 year and 0.5% or 1 in 200 for coastal flooding)

Disclaimer

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

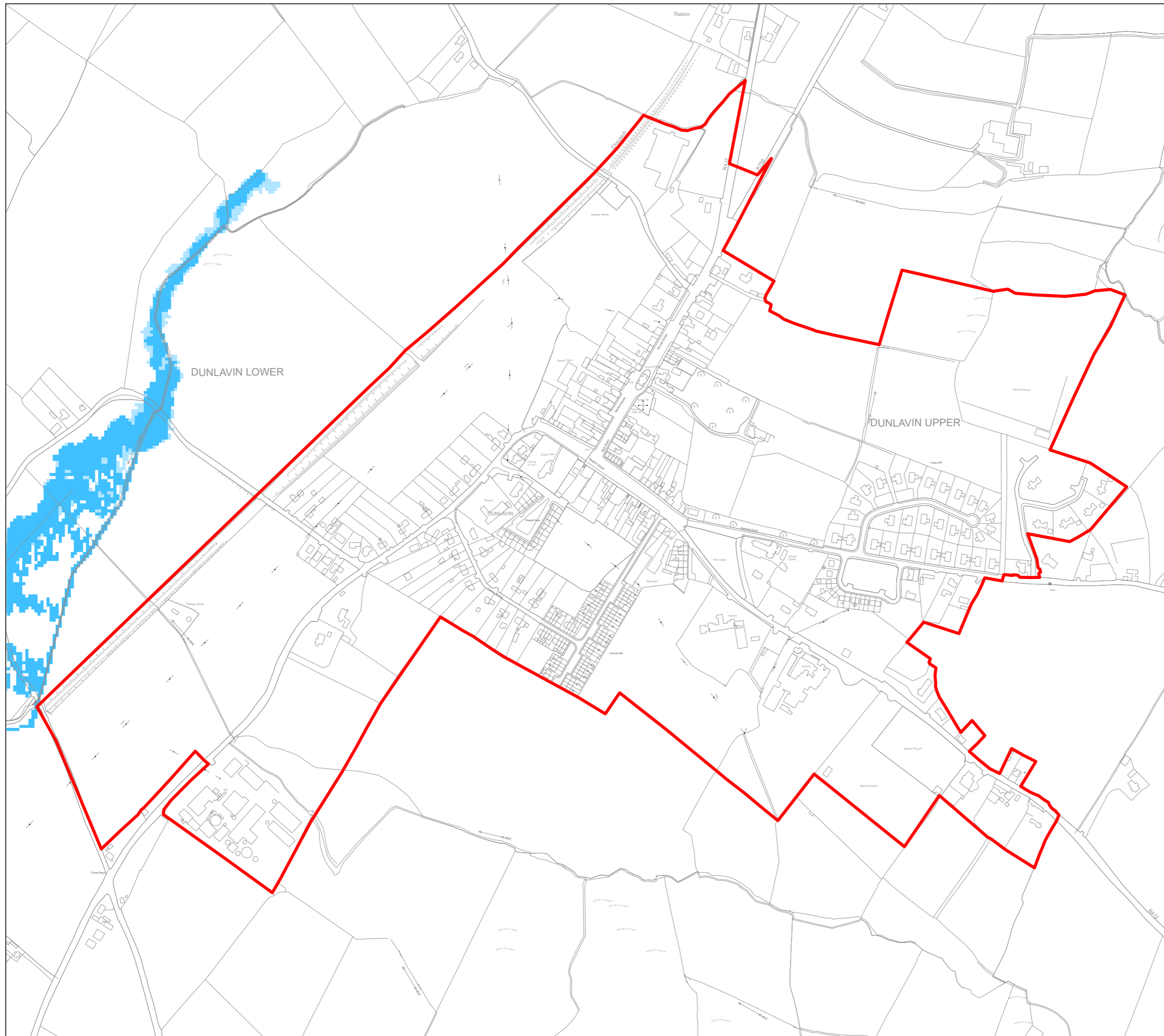
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


Dunlavin Town Plan

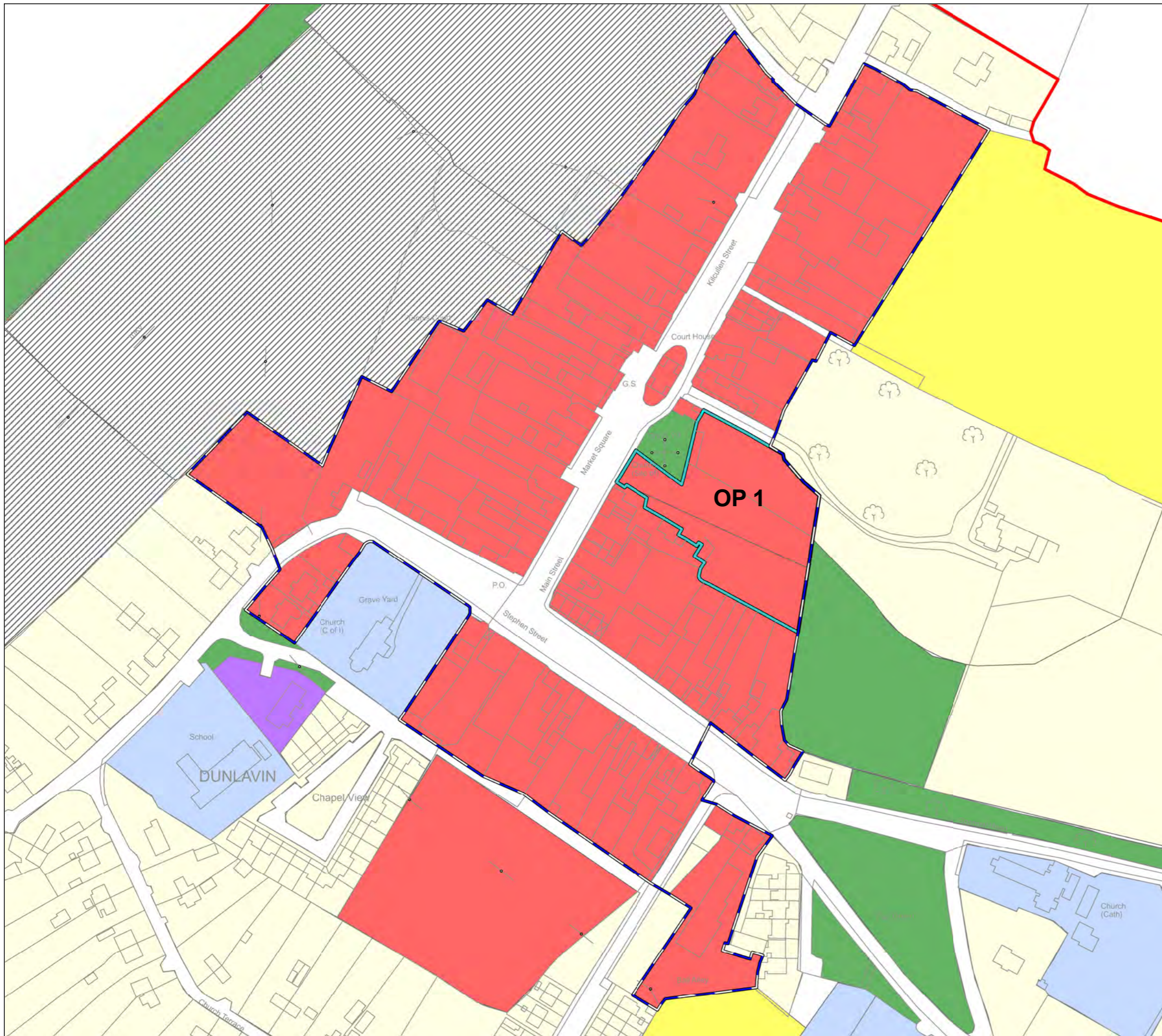
Map No. 4

Regeneration & Renewal Area



Legend

-  Settlement Boundary
-  Regeneration Boundary
-  RN-New Residential
-  RE-Existing Residential
-  CE-Community & Education
-  E-Employment
-  TC-Town Centre
-  PU-Public Utility
-  SLB-Strategic Land Bank
-  OS1-Open Space
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