NEWTOWNMOUNTKENNEDY

TOWN CENTRE FIRST PLAN

Lár Bailte ar dTús
Town Centre First

WICKLOW
ENDLESS OPPORTUNITIES

ACT

Project Statement

The Newtownmountkennedy Town Centre First (TCF) Plan sets out a clear and ambitious pathway for the sustainable regeneration of one of Ireland's fastest-growing towns. Developed through extensive background research and shaped by a comprehensive co-design process with the local community, the plan reflects the lived experience, aspirations and collective vision of residents, stakeholders and partner organisations. This inclusive and iterative engagement has ensured that the priorities within the plan are grounded in local realities while also aligned with national policy and best-practice placemaking.

At the heart of the plan are five interconnected themes — Mobility, Public Realm, Nature Assets and Green Spaces, Community Services, and Employment and Commerce. Each theme plays a vital role in shaping a town that is vibrant, resilient and future-ready.

- Mobility emphasises safe, accessible and low-carbon movement. Improved walking and cycling links, better public transport connections and a more permeable town centre will help people move more easily and independently, reducing car dependency and creating a healthier environment.

- Public Realm focuses on creating welcoming, high-quality streets and civic spaces that encourage people to spend time in the town centre. Enhancing the identity, character and usability of Main Street and its surrounding areas is essential to restoring vibrancy and supporting local business activity.

- Nature Assets and Green Spaces celebrate Newtownmountkennedy's unique woodland and river landscape. Strengthening these networks through parks, trails and habitat enhancement will boost biodiversity, contribute to climate resilience and cement the town's emerging identity as a "forest town".

- Community Services ensure that the town grows in a balanced, people-centred way. By planning for new civic facilities, inclusive play spaces and a stronger social infrastructure, the town can better support its growing population and foster a sense of belonging.

- Employment and Commerce address the need to diversify local enterprise, expand job opportunities and build a more self-sustaining economy. Strengthening the town centre's commercial offer and unlocking new employment lands will reduce commuter pressures and stimulate year-round activity.

Together, these themes form a coherent strategy for delivering positive change. In the short term, the plan provides a roadmap for targeted interventions that will improve safety, accessibility and the quality of everyday life — from enhanced paths and crossings to activated public spaces and early wins in biodiversity enhancement. In the long term, the ambition is transformative: a connected, climate-ready town with a thriving centre, strong local employment, rich natural assets and a clear identity rooted in place.

The Newtownmountkennedy TCF Plan is therefore more than a plan; it is a shared community vision for a resilient, compact and inclusive town. Through collaboration, creativity and considered investment, it charts a practical and optimistic route towards a greener, more vibrant Newtownmountkennedy for current and future generations.

Acknowledgements

The development of the Newtownmountkennedy Town Centre First Plan would not have been possible without the generosity, insight and commitment of the local community and all those who contributed to the co-design process.

We extend our sincere thanks to the Newtownmountkennedy Town Team, whose dedication, local knowledge and continuous support were central to shaping the vision, themes and priorities of this plan. Their leadership and collaboration played a vital role in guiding the process from the earliest stages through to completion.

We also express our appreciation to the staff of Wicklow County Council, whose expertise, guidance and engagement ensured that the plan aligns with wider policy, strategic objectives and long-term sustainability goals for the town and county.

Gratitude is owed to Elected Representatives for their constructive input, advocacy and commitment to the future of Newtownmountkennedy. Their participation helped ensure the plan reflects the aspirations and needs of the community they serve.

Most importantly, we thank all the residents, community groups, business owners and young people who participated in workshops, surveys and conversations throughout the co-design process. Your stories, ideas and lived experience have directly shaped the vision and projects set out in this plan. The openness, creativity and willingness of the community to engage made this a truly collaborative and hopeful process.

To everyone who contributed — whether by attending a workshop, completing a survey, sharing a perspective or offering local knowledge — thank you. This plan belongs to the community, and its strength comes from your involvement, insight and belief in Newtownmountkennedy's future.

Produced on behalf of

Newtownmountkennedy
Town Team

WICKLOW
ENDLESS OPPORTUNITIES

Lár Bailte ar dTús
Town Centre First

Produced by

ACT

Accelerating Change Together CLG (ACT) is a Social Enterprise of architects, urbanists and policy specialists that was set up to help build a sustainable future. ACT works at accelerating the Green Transition and implementing sustainable development in the natural and built environment. Our goal is to help realise a beautiful and inspiring future for us all.

MFA
CONSULTING ENGINEERS

James Grieve Architects

Contents

Introduction 1

Background 2
Study Area 2
Town Centre First Policy Alignment 4
Structure Of The Plan 5
Project Process 6
Engagment And Co-Design Process 8

Understanding Newtown Mount Kennedy 13

Context Analysis 15
Location 15
History 17
Newtownmountkennedy's Image 18
The Approaches 19
Nature Assets 21
Coillte Hq 22
Recent Growth And Urban Form 23
Town Amenities, Services And Work Spaces 24
Town Centre Experience 26
Town Centre Experience - Current Image Analysis 28
Socio-Demographic Profile 30
Population 30
Local Town Perception 32
Transport And Mobility 34
Community Takeaways 38
Workshop 01 Comment Map 42
Scot Analysis 44

Defining Newtown Mount Kennedy 47

Future Trends 48
National Trends 48
Local Trends 49
Legislation & Policies Context 50
Idea Translation Framework 52
Future Image and Role 54
Plan Zones And Area Aims 56

Enabling Newtown Mount Kennedy 59

Projects & Community Aspirations 60
Mobility Projects & Community Aspirations 62
M1 Project: Safe Routes To School 64
M2 Project: School St- Glenbrook Access 68
M3 Project: Increased Permeability 70
M4 Project: Main St Improvement 72
M5 Project: Bus Route Network 78
M6 Project: Connected Cycleway Network 80
M7 Project: Active Travel Connections 82
M8 Community Aspiration: Bus Connections 84
Public Realm Projects 86
Pr1 Project: Town Branding 88
Pr2 Project: Enhanced Streetscape 90
Pr3 Project: Heritage Trail 92
Pr4 Project: Public Realm Improvements 94
The Park Square 96
St. Joseph's Church Surroundings 97
Civic Square 98

1798 Memorial 99
St. Matthew's Churchyard 100
Town Approach 101
Green Space Projects & Community Aspirations 104
GS1 Project: Green Spaces Activation 106
GS2 Project: Linear Park 108
GS3 Project: Valle Pacis Heritage Park 112
GS4 Project: Mill Ruin Reuse 116
GS5 Community Aspiration: Amphitheatre 118
GS6 Community Aspiration: Connected Woods 120
Community Amenity Projects & Community Aspirations 124
CA1 Project: Civic Centre / Library 126
CA2 Community Aspiration: Forest School 128
CA3 Aspiration: Community Grounds 130
Employment And Commerce Projects & Community Aspirations 134
Ec1 Project: Town Centre Densification 136
Ec2 Project: Mixed Use Development 138
Ec3 Community Aspiration: Gateway Centre 140

Impact And Implementation 145

Mobility 146
Public Realm 148
Green Space 150
Community Amenities 152
Employment & Commerce 154
SDG Assessment 156
Local Enterprise Office Supports 162
Notes 163
Appendices 166

DUNNES STORES
PREMIUM
UNLEADED
DUNNES
NANNY KELLY'S

INTRODUCTION

Introduction

Background

Newtownmountkennedy is located in County Wicklow, nestled between the mountains and the sea. It is home to Coillte, Ireland's semi-state forestry company, and is surrounded by native woodland. According to the 2022 Census, the town has a population of 3,539 people and continues to grow. More and more people choose Newtownmountkennedy for its proximity to Dublin (around 30 minutes by car) and Wicklow, as well as for its quiet, green setting.

With this growing population comes increasing pressure on existing social infrastructure and traffic. Historically a small settlement centred around what is now Main Street, the town has expanded to west and continuous growth is placing more strain on its future development.

How can Newtown ensure sustainable growth without losing its unique charm? How can it protect and enhance its green spaces while connecting residents more closely with its natural and built heritage? This is where the Town Centre First Plan comes in.

Study Area

The Town Centre First policy emphasizes enhancing town centres, so the primary focus of this study is Newtownmountkennedy's town centre, as defined under the Town Plan 2022-2028 Land Use Zonings for Town Centre Activities. During early consultation it became clear that certin topics such as mobility and access to green spaces, while encompasing an area beyond the town centre are interdependant with it and closely linked to its sucess. As such proposals to improve these aspects of the town have been included. The area considered for the study is highlighted on the accompanying map.

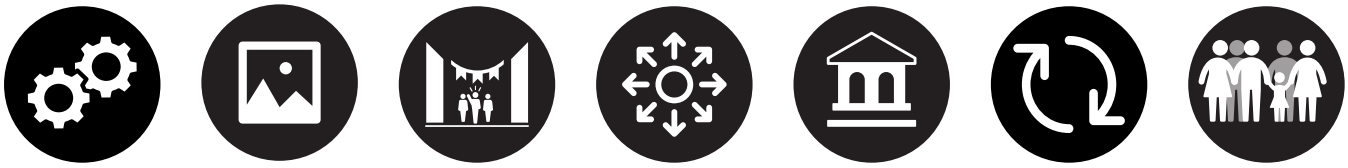
The Town Centre First policy recognises that every town is unique and that meaningful regeneration must be driven by local knowledge. It provides a framework for each town to develop its own plan that reflects its individual strengths, challenges and opportunities.

For Newtownmountkennedy, the Town Centre First Plan is a way to translate local knowledge and community aspirations into a shared vision for the future. The plan is guided by a Town Team made up of local residents, businesses, and stakeholders, supported by the Town Regeneration Officer and the technical expertise of the Local Authority. Through this collaborative approach, the plan aims to shape a resilient, connected, and vibrant town centre. Implementation will be supported by national funding streams such as the Urban Regeneration and Development Fund and the Rural Regeneration and Development Fund, ensuring that the community's vision can be turned into real, lasting change.

water bodies
woodland zone
green area
town boundary
town centre zone
study area

Town Centre First Policy Alignment

The TCF Policy sets out objectives that help refine the plan and shape the main themes for development. These include:



Role | **Image** | **Vibrancy and Vitality** | **Growth** | **Heritage and Culture** | **Sustainability** | **Social Inclusion**

The projects and recommendations in this plan have been developed with these objectives as a priority. Acknowledging the elements that make the town successful, the plan has been designed to ensure that each proposed action contributes to the broader vision for Newtownmountkennedy's future.

The Town Centre First policy recognises that successful places:

- Are characterised by an attractive public realm (streets, spaces and parks) that is designed to invite people to meet, mingle and dwell;
- Contain a variety of services/shops that provide employment opportunities, enable people to shop locally and meet the needs of the local community;
- Provide a range of cultural, recreational and community spaces (that includes scope for periodic events and festivals) that bring together community members and attract visitors/tourists;
- Contain a well maintained building stock that creates visual interest and animates streets and spaces;
- Conserve, adapt and highlight historical buildings and streetscapes that provide the town with a unique identity;
- Are attractive vibrant places for enterprises to grow and develop;
- Are well connected and accessible to sustainable modes of transport, enabling a high proportion of journeys to be made by foot and/or bicycle from the immediate hinterland (e.g. the '10 minute town' concept);
- Manage traffic within central areas so that streets prioritise vulnerable users (pedestrians and cyclists), enabling them to move about safely and in comfort;
- Provide a mix of housing typologies and tenures to cater for diverse communities in terms of age, income and mobility;
- Utilise digital technology to enhance the experience of living and working in towns, enabling greater choices in terms of location and lifestyle;
- Provide opportunities for the amenity, health and well-being of residents, workers and visitors.

Source: Town Centre First Policy

Structure of the Plan

In the TCF Policy, a suggested structure for the document is outlined, and this plan follows that framework. The sections include:

Introduction (including Collaboration and Communication). This section provides information about the study area and introduces the project process, explaining how it integrates public consultation and incorporates community feedback.

Understanding the Place (Analysis and Appraisal). This consists of the findings of a desktop study, including geographic context analysis, mobility, amenities, green spaces, a historical overview and a socio-demographic profile of the town. It also integrates community feedback and the "InPLACE: Investigating Planning, Place-Making and Commuting" report, carried out in 2024, and translates these inputs into a Strengths, Challenges, Opportunities, and Threats (SCOT) analysis of the town.

Defining the Place (Objectives and Actions). This chapter outlines future global and local trends influencing the area, explains how the plan fits within the wider policy context and demonstrates how this, together with the previous analysis and appraisal, translates into project themes, objectives and corresponding actions. Based on this work, the main projects and a vision for the town's future role and identity are defined.

Enabling the Place. This section compiles projects and community aspirations into themed bundles, assessing the predefined challenges and opportunities. Each project is described in terms of impact, community response, recommendations and supporting graphic material and case studies where relevant.

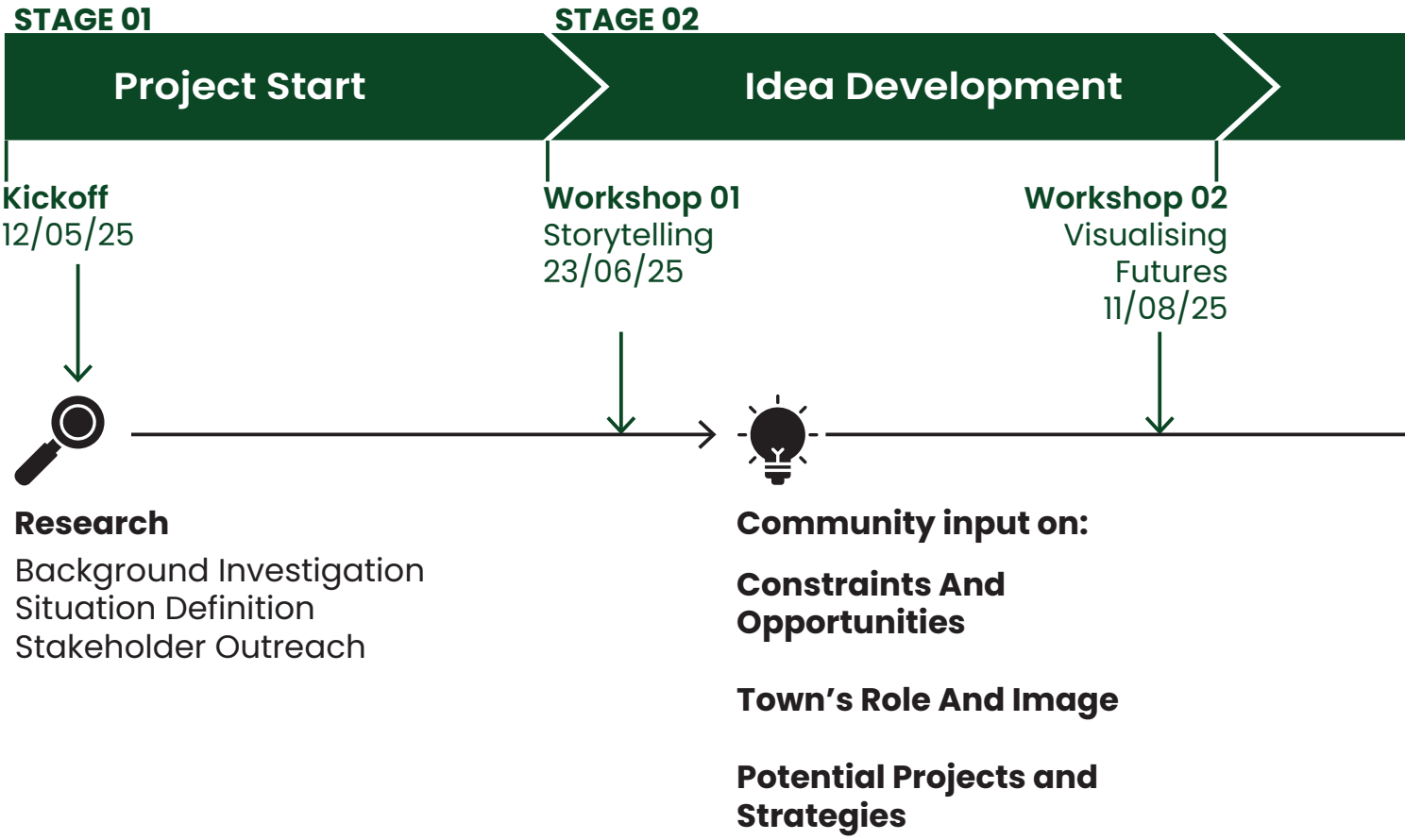
Impact and Implementation. This final chapter sets out the next steps for project delivery, identifies key enablers, provides estimated timeframes and suggests potential funding sources while demonstrating alignment with policy objectives. A Sustainable Development Goals (SDGs) assessment then outlines the broader-scale impact of the plan.

Project Process

As the TCF Policy workflow closely aligns with ACT's standard co-design project methodology, it was possible to integrate these holistically. A comprehensive plan for project development is outlined in the diagram below.

Stage 1 begins with a kick-off meeting to establish goals and strategies and to gather insights from the Town Team regarding the most critical issues to analyse. This stage informs subsequent recommendations and design decisions. Following this, Workshop **01 – Storytelling** consolidates information from multiple sources to provide a holistic understanding of the town, its constraints and its opportunities from those who know the place most, the local community. This forms the core of the Understanding the Place part of the plan.

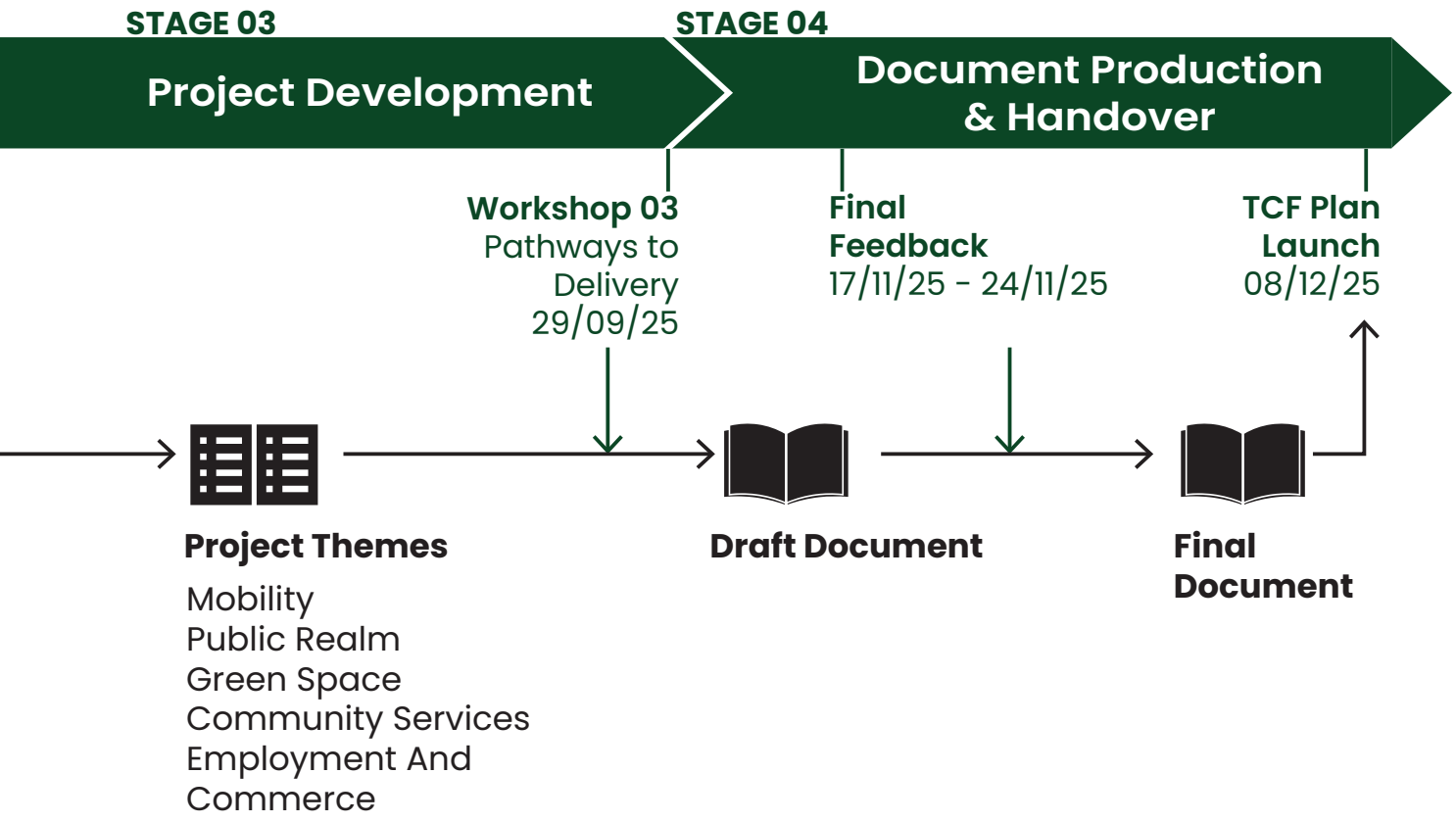
Stage 2 focuses on idea development, during which the main objectives and potential actions are defined to shape a coherent vision for the town. Here ideas from the first workshop are combined with insights from the Design Team. This stage concludes with **Workshop 02 – Visualizing Futures**, where proposed actions are discussed, refined and evaluated with input from the community. Variety is central to this stage, allowing for the exploration of a wide range of ideas to determine which are most beneficial. This stage establishes the Defining the Place part of the plan and lays the groundwork for the next stage.



Stage 3 is the programme development phase, where ambitions established earlier are confirmed and proposals are refined based on feedback from the community, public bodies, and specialists. This culminates in **Workshop 03 – Pathways to Delivery**, where shaped proposals are reviewed in terms of implementation, viability, and next steps. This phase represents the Enabling the Place part of the plan.

Stage 4 integrates all of the above into the final TCF Plan.

Together, these stages form a comprehensive framework that integrates diverse perspectives and maximizes the potential for well-informed, effective outcomes for Newtownmountkennedy.



Engagment and Co-Design Process

In developing a co-designed and shared vision for this Town Centre First Plan, public engagement was critical.

Over the course of three workshops, complemented by online surveys launched between them, feedback was gathered on all aspects as the plan developed from local challenges and opportunities, to aspirations for the town's role and identity, to final project proposals.

The process actively involved the public in the design of projects. Draft ideas were shared through visually engaging and easy to understand presentations, allowing community feedback to directly inform and shape the proposed outcomes. Recognising that local groups hold valuable knowledge of the town's finer details, their insights helped develop a plan that is reflective of their needs and unique to the town.

A community-informed perspective also guided the identification of relevant stakeholders and potential constraints to implementation. Throughout the process, ArcGIS StoryMaps was used as the primary online platform for sharing updates, hosting surveys, and presenting project materials, ensuring that the public could follow progress and stay informed at each stage.

Engagements where advertised locally throughout the town as well as online and through national media with the aim of gaining a broad and diverse range of insights, making the plan truly reflective of the hopes of the Newtownmountkennedy community.

Over the whole process there was over 120 in-person workshop attendances and 100 survey responses.

STAGE 01 **Project Start**

STAGE 02 **Idea Development**

Signage

Workshop Timelines
Poster on information board

Workshop 02
Poster in town

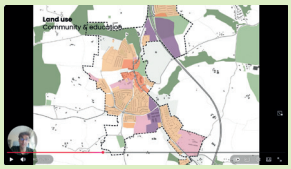
Public Events

Workshop 01
Storytelling
23/06/25

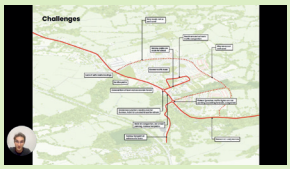
Workshop 02
Visualising Futures
11/08/25

Online Engagement

Workshop 01
Online Summary & Survey
16/07/25



Workshop 02
Online Summary & Survey
14/08/25



Media Engagement

Storymaps website setup
12/06/25

Irish Independent
27/06/25

Irish Independent
18/08/25

STAGE 03

Project Development

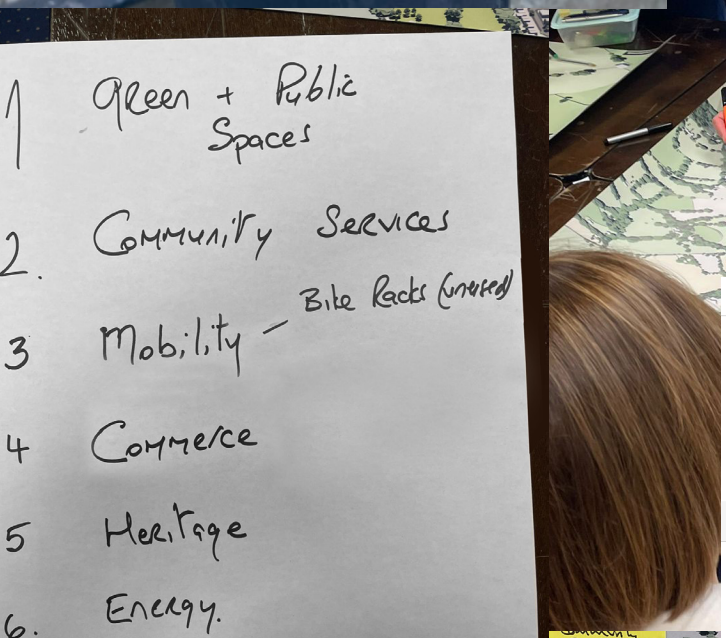
STAGE 04

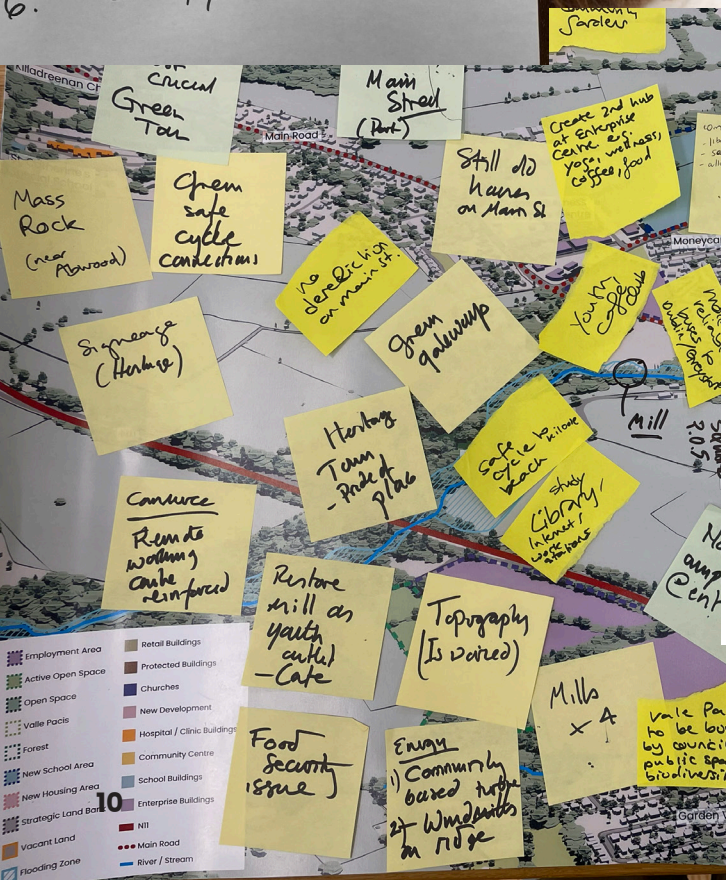
Document Production & Handover

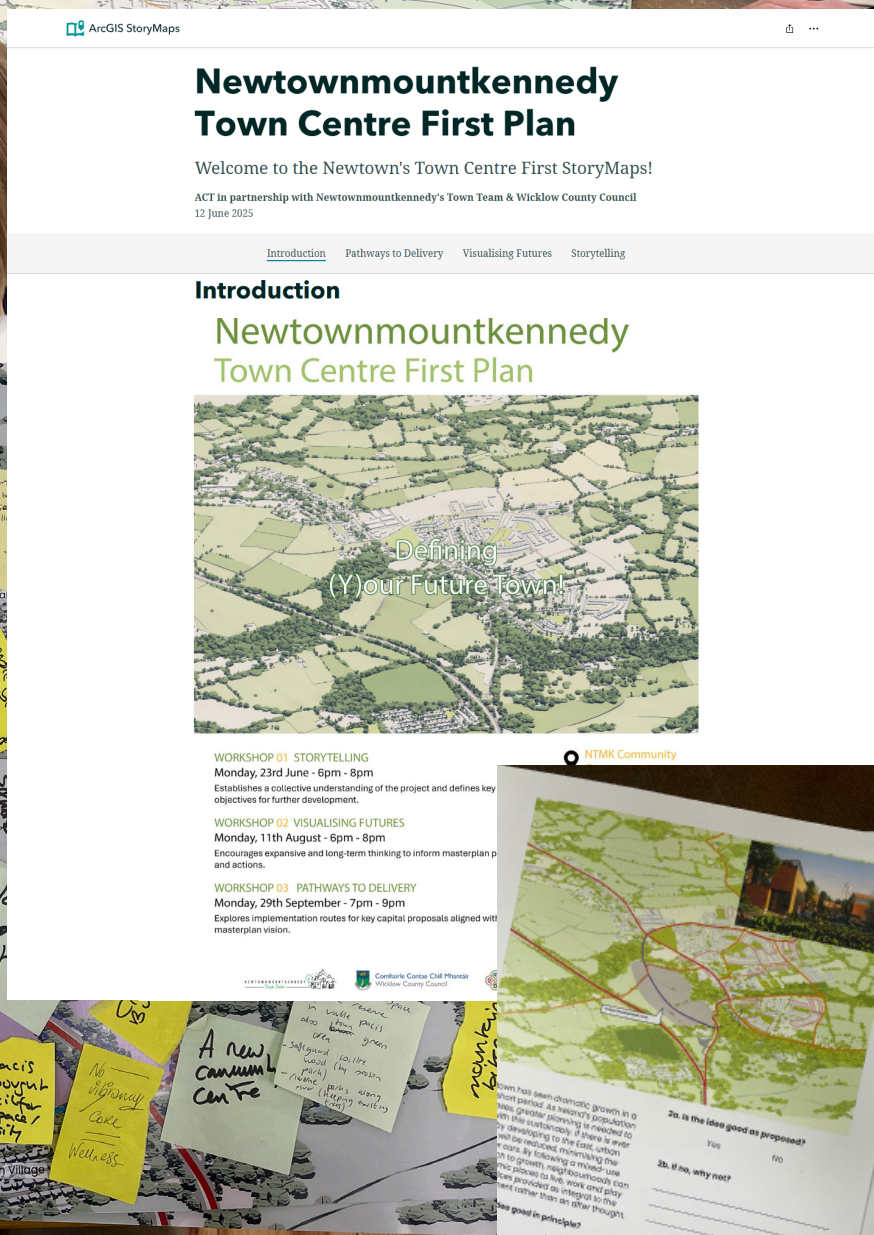
Workshop 03
Pathways to Delivery
29/09/25

Document Launch
Pathways to Delivery
08/12/25

Have Your Say!
Public Meeting
On Monday 11th August 6pm-8pm
In the Community Centre
Newtownmountkennedy
Town Centre First Plan


1 Green + Public Spaces
2. Community Services
3 Mobility - Bike Racks (unused)
4 Commerce
5 Heritage
6. Energy.


Main Road
Mass Rock (near Abwood)
Green safe cycle connections
Still old houses on Main St
Create 2nd hub at Enterprise Centre e.g. yoga, wellness, coffee, food
no dereliction on main st.
Signeage (Heritage)
Green gateway
Mill
Heritage Town - Pride of place
Commerce
Remote working centre reinforced
Restore mill as youth outlet - Cafe
Topography (Is varied)
Mills x 4
Vale Pacis to be bought by council for public space / biodiversity
Energy
1) Community based turbine
2) Windmills on ridge
Food Security issue
A new community Centre
Garden Village
Employment Area
Active Open Space
Open Space
Valle Pacis
Forest
New School Area
New Housing Area
Strategic Land Bank
Vacant Land
Flooding Zone
Retail Buildings
Protected Buildings
Churches
New Development
Hospital / Clinic Buildings
Community Centre
School Buildings
Enterprise Buildings
N11
Main Road
River / Stream


ArcGIS StoryMaps
Newtownmountkennedy Town Centre First Plan
Welcome to the Newtown's Town Centre First StoryMaps!
ACT in partnership with Newtownmountkennedy's Town Team & Wicklow County Council
12 June 2025
Introduction
Pathways to Delivery
Visualising Futures
Storytelling
Introduction
Newtownmountkennedy
Town Centre First Plan
Defining
(Y)our Future Town!
WORKSHOP 01 STORYTELLING
Monday, 23rd June - 6pm - 8pm
Establishes a collective understanding of the project and defines key objectives for further development.
WORKSHOP 02 VISUALISING FUTURES
Monday, 11th August - 6pm - 8pm
Encourages expansive and long-term thinking to inform masterplan p and actions.
WORKSHOP 03 PATHWAYS TO DELIVERY
Monday, 29th September - 7pm - 9pm
Explores implementation routes for key capital proposals aligned wit masterplan vision.
NTMK Community
Comhairle Contae Chill Mhantáir
Wicklow County Council
2a. Is the idea good as proposed?
Yes
No
2b. If no, why not?

Newtownmountkennedy
Town Centre First Plan
Defining
(Y)our Future Town!
eteren
and
py
online + in
wtownmountkennedy

on any proposed sites, please include below?
seperate point
Link us to
Kilpeddar
half road already
there new
rate in
simple to
do.

HB
Kenco

ANALYSIS AND APPRAISAL

UNDERSTANDING NEWTOWN MOUNT KENNEDY

Existing Trails
Proposed Routes
Urban Area
Dublin
Dublin Airport
1 h55mins
44mins
N11
M50
Wicklow Way
Bray
Wicklow Mountain National Park
Greystones
15km
7.5km
Kilpedder
Newtownmountkennedy
Roundwood
N11
Avonmore Way
Wicklow
Wicklow Railway Station
36mins
18mins

Context Analysis

Location

Newtownmountkennedy, located in County Wicklow, lies just 30 minutes (off peak) from Dublin City, making it an accessible commuter town. Other towns such as Greystones, Wicklow and Bray can be easily accessed as well. Known as the 'Gardens of Ireland,' Wicklow is known for its rich biodiversity. Newtownmountkennedy is no exception, nestled between the mountains and the sea and buffered by woodland areas that enhance the town's natural character.

The town benefits from proximity to a number of existing and proposed trails, supporting active travel and connections to the wider region. The proposed "Mountains to the Sea" route, which is planned to pass through Newtownmountkennedy, has the potential to strengthen the town's role as a gateway to Wicklow's natural assets while enhancing recreational and tourism opportunities.

Mount Kennedy House
Woodstock House
Seasonpark House
Saint Matthew's Church
Old School House
Valle Pacis
Main St. Streetscape
Saint Joseph's Catholic
Kilmurry Church Ruins
Kiladreenan Church Ruins
Heritage buildings
Demesne area
Town Boundary

History

Newtownmountkennedy occupies a pivotal position at the intersection of upland and coastal landscapes in north County Wicklow. While today it is best known as a rapidly expanding commuter town, its heritage significance lies in the deep time of human settlement and in the distinctive palimpsest of archaeology, planned demesne landscapes, and 19th-century civic fabric concentrated along the main street. The town's layered history, from its medieval origins and 18th-century "big house" culture to its Victorian town planning, creates a heritage resource of local, regional, and national importance.

The architecture of Newtownmountkennedy is both diverse and expressive, reflecting shifts in patronage, religion, and economy over time. The Mount Kennedy Estate, from which the town takes its name, marked the beginning of its formal settlement. Historically, Newtownmountkennedy served as a coach stop along the main route south from Dublin and supported a milling industry centred on the Altidore River.

The town's 19th-century growth was shaped by religious, educational, and commercial institutions that continue to define its community identity today. The historic core remains the symbolic heart of the town, offering a sense of continuity amid contemporary expansion. St Joseph's RC Church retains strong social and cultural value, while former schools, constabulary buildings, and mills embody the story of civic life, public service, and community evolution.

Historic view on St. Joseph's Church

Modern view on St. Joseph's Church

Historic view on Main St.

Modern view on Main St.

Historic view on Church Rd.

Modern view on Church Rd.

Newtownmountkennedy's Image

Online perception of Newtownmountkennedy

While not a scientific approach, an internet image search can be a good way of gauging impressions of a place. When searching for "Newtownmountkennedy" online, the images largely fall into one of three categories, historic, green character and housing.

These areas reflect themes that also emerged during community engagements. The town, historically a single main street, buffered by woodland areas and not a hub of rapid housing growth.

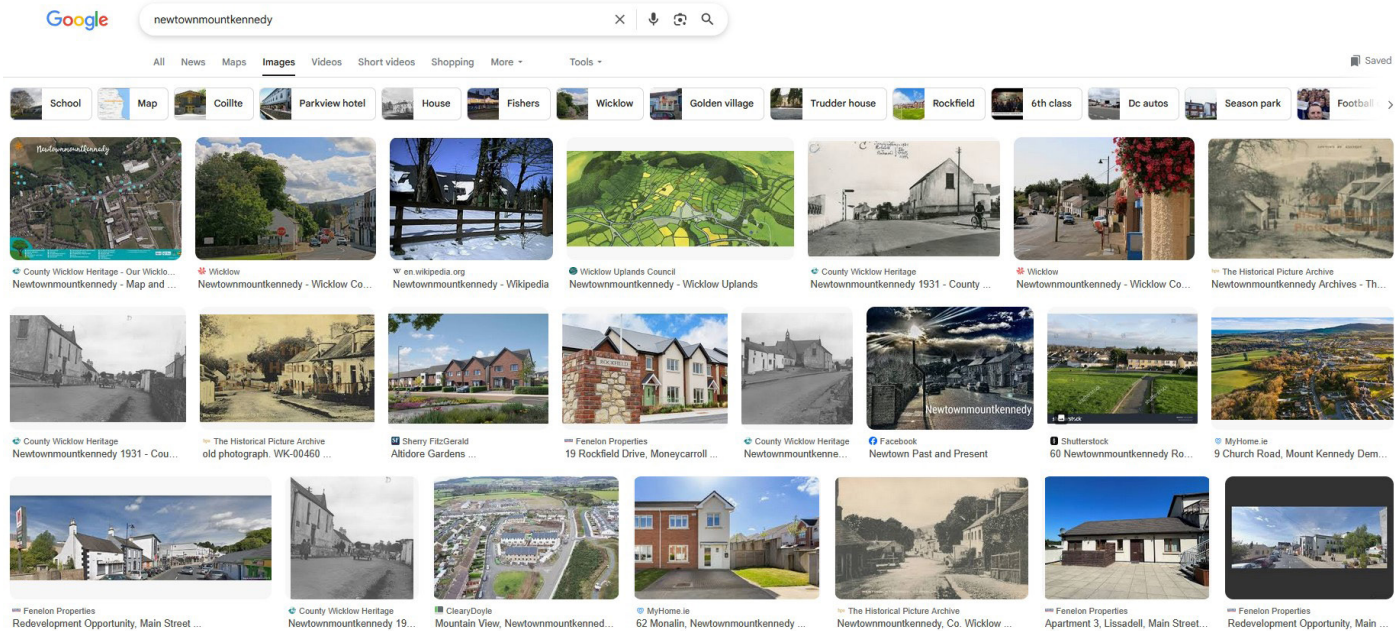


Image search engine results for query "Newtownmountkennedy"

The Approaches

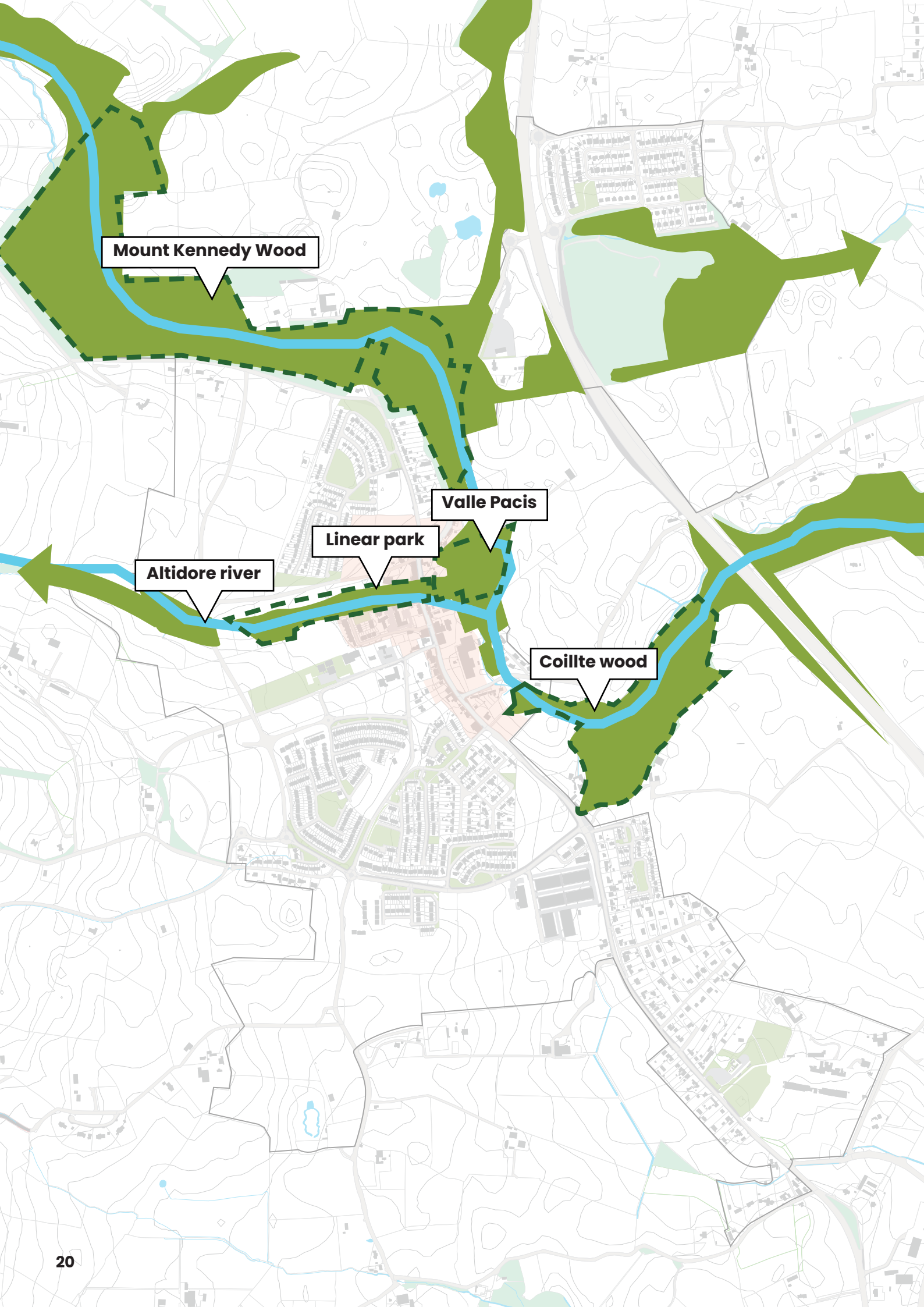
When approaching Newtownmountkennedy the first impressions are of greenery, woodland, and the backdrop of the Wicklow Mountains. This framing presents the town as a green, nature-connected place, emphasizing its strong links to the surrounding landscape. These qualities are also reflective of the local perception of the town and provide an opportunity to build from.

Approach from Dublin Rd

Approach from Wicklow

Approach from Kilcoole

Approach from Roundwood


Mount Kennedy Wood
Valle Pacis
Linear park
Altidore river
Coillte wood

Nature Assets

Newtownmountkennedy is home to significant areas of forest coverage that are rich in biodiversity. These woodland areas (particularly those that were formally of the Mount Kennedy Estate) are full of native species. There are also a limited number of walks through these areas with the potential for others to be established. The Altidore River, which flows from West to East through the town joins together with a smaller stream meandering through the woods at Valle Pacis, presenting a unique opportunity to establish an accessible natural zone at the heart of the town that links to the surrounds and reinforces the town as a hub to access nature.

View from 'Sledge Hill' towards town centre

Native woodland area

Valle Pacis grounds

Altidore River

Coillte HQ

Established in 1989, Coillte is Ireland's largest forest manager and a leading provider of outdoor recreation spaces, responsible for approximately 440,000 hectares, around 7% of Ireland's total land area. Headquartered on Dublin Road in Newtownmountkennedy, the company plays an important role in shaping the town's identity and economy.

As a major semi-state organisation, Coillte is central to preserving and maintaining woodland recreational areas while promoting sustainable forestry and timber production. The company is committed to being a driving force in Ireland's Green Transition.

Beyond forestry, Coillte is active in green energy development, panel board production, and large-scale nature conservation projects, reflecting its mission to deliver multiple benefits from land and forests, for climate, nature, wood, and people.

Within Ireland's wider forestry sector, which covers 11% of the national land area, it supports approximately 12,000 jobs, and contributes around €2.3 billion annually to the economy, Coillte provides significant local employment. Around 90 staff are based in Newtownmountkennedy, with over 800 employees nationwide.

The company's headquarters building is a pioneer of sustainable, low-carbon timber construction, further reinforcing Newtownmountkennedy's identity as a town deeply connected to its woodlands.

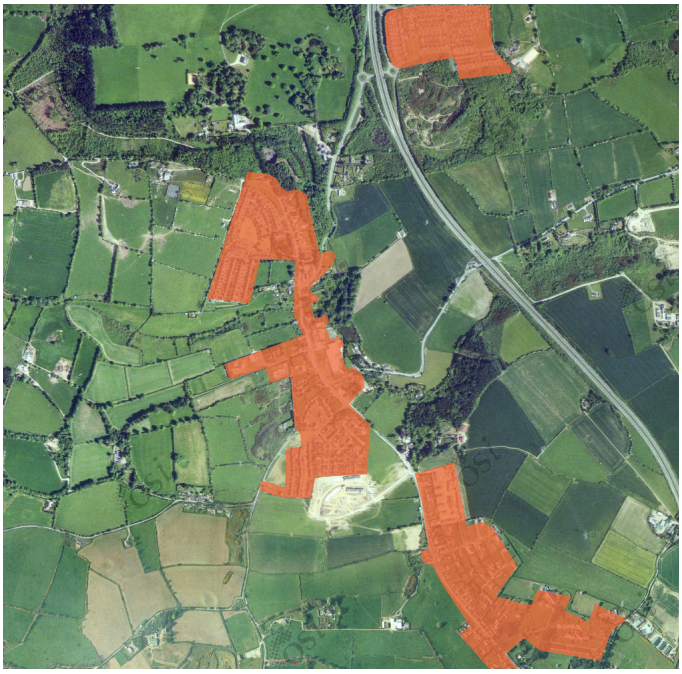
Coillte Headquarters

Recent Growth and Urban Form

Newtownmountkennedy has undergone significant growth in both size and population over the past decade, with new residential developments continuing to expand the town's footprint. What began as a linear settlement along the Main Street has rapidly extended westward. During this period, the town's area has increased by approximately 62%, with the vast majority of growth consisting of new housing estates placing increasing pressure on existing commercial, educational, and community services.

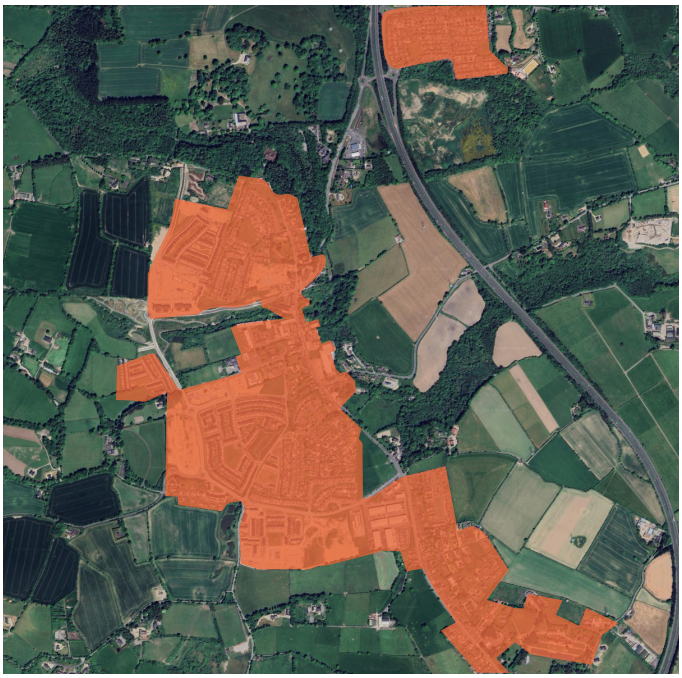
Across the N11, the Garden Village area constructed in the late 1970's and 1980's as a residential enclave remains poorly connected to the main town. As a result, the overall town boundary now lacks clear definition. The historic core, once the focal point of settlement, continues to serve as the perceived town centre but faces the challenge of balancing its heritage character with the demands of modern expansion.

1829-1842



2001

2013



2025

Town Amenities, Services and Work Spaces

Newtownmountkennedy's town centre currently provides a limited range of amenities for its growing population. While essential services such as cafés, a pharmacy, a medical centre, and a small number of convenience stores are available, there remains a noticeable shortage of grocery options and retail variety. The absence of diverse retail outlets, and everyday services such as banks or a post office reduces the town's self-sufficiency and increases reliance on nearby centres such as Greystones and Wicklow for basic shopping needs. This limited retail offer also diminishes street activity and footfall throughout the day, contributing to periods of inactivity and reducing overall town centre vitality.

During consultation, residents also highlighted concerns about the lack of community and civic amenities. Despite a population of over 3,500 and growing, the town has no secondary school, resulting in dependency on schools in Kilcoole and Greystones. The absence of a civic centre or public library further limits opportunities for community interaction and shared activities.

Employment opportunities within the town are also limited. The buisnesses working from the town centre are few, and while the Enterprise and Business Park at the southern end of the town is operating at full capacity, there are few alternative employment sites available.

As a result, Newtownmountkennedy remains highly dependent on neighbouring settlements to meet daily needs, a pattern that reinforces travel dependency and limits opportunities for local economic and social resilience.

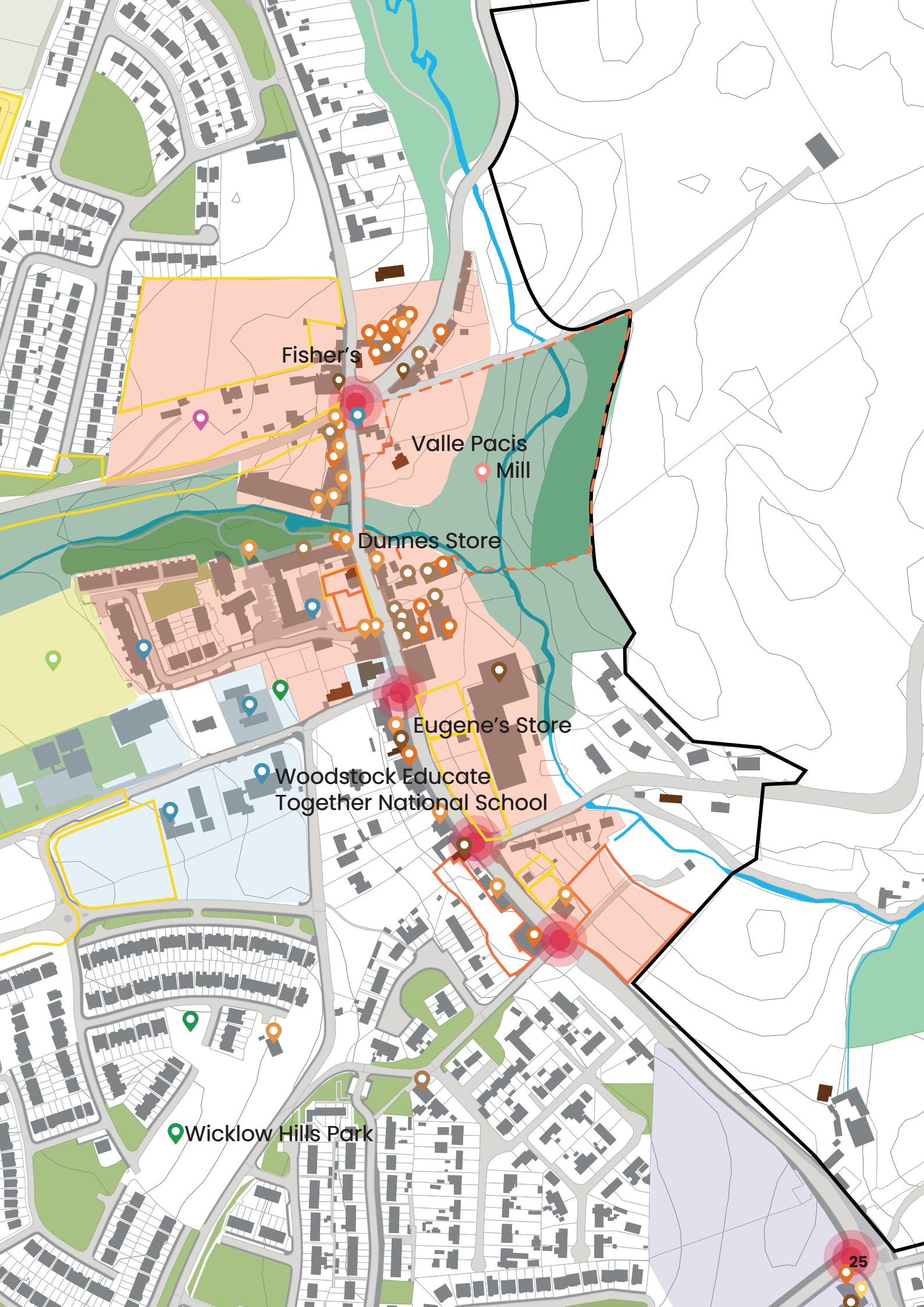
Access to Dunnes Stores

Fisher's Outlet

Enterprise and business park

Medical Centre

- Education
- Sports
- Lerisure
- Retail
- Services
- Financial & business
- Co-working hub
- Heritage sites
- Park, playground
- Potential Aldi
- Congestion point
- River, stream
- Woods
- Residential in development
- Future residential
- Active open space
- Open space
- Employment
- Community & education
- Strategic land bank
- Town centre
- Mixed use
- Preserved buildings
- Green space
- New developments
- Vacant lots


Fisher's
Valle Pacis
Mill
Dunnes Store
Eugene's Store
Woodstock Educate
Together National School
Wicklow Hills Park
25

Town Centre Experience

Newtownmountkennedy has retained its linear town centre structure along Main Street since its early formation. This continuity underscores the town's distinctive heritage character and identity but also places growing pressure on traffic, as Main Street continues to accommodate most of the town's services, shops, and local businesses.

When the town had a smaller population, this single main street adequately met local needs. However, with rapid population growth in recent years, a clear gap has emerged between the level of provision in the town core and that typically found in towns of comparable size.

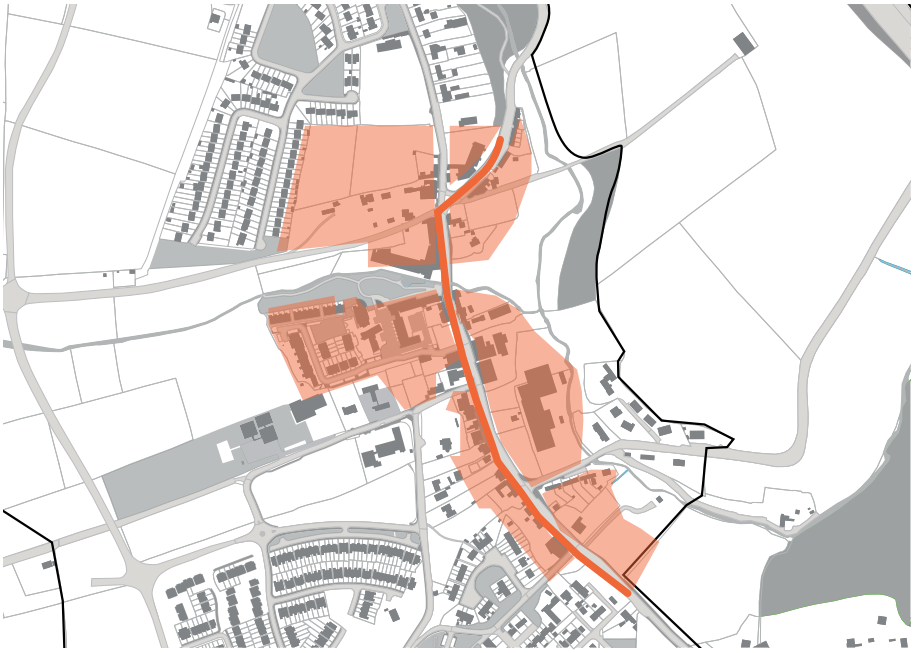
For a settlement of its scale, Newtownmountkennedy exhibits a notable lack of active street frontage, as illustrated in the accompanying diagrams. The proportion of active frontage is relatively low compared to the average for Irish towns of similar population, such as Claremorris, County Mayo which has more than three times with only a slightly bigger population.

The limited presence of mixed-use development around the town centre reduces vitality outside of business hours. Many commercial units suffer from upper-floor vacancy, while residential buildings often lack active ground-floor uses. This results in diminished street-level vibrancy and weaker visual engagement for pedestrians. Similarly, the scarcity of high-quality or consistent shopfront design reduces the town's sense of place and weakens the visual appeal of the public realm.

Several new developments are planned or underway, offering opportunities to infill parts of the existing town core. These projects represent a chance to reintroduce activity, enhance permeability, and strengthen the relationship between the built fabric and public spaces, provided they deliver an adequate mix of uses and prioritise quality design.

At present, Newtownmountkennedy lacks a defined civic or gathering space, as there is no central plaza or square. However, spaces surrounding key amenities could evolve into stronger focal points through targeted public realm improvements, enhanced pedestrian connectivity, and the integration of greenery and street life to encourage increased footfall and social interaction.

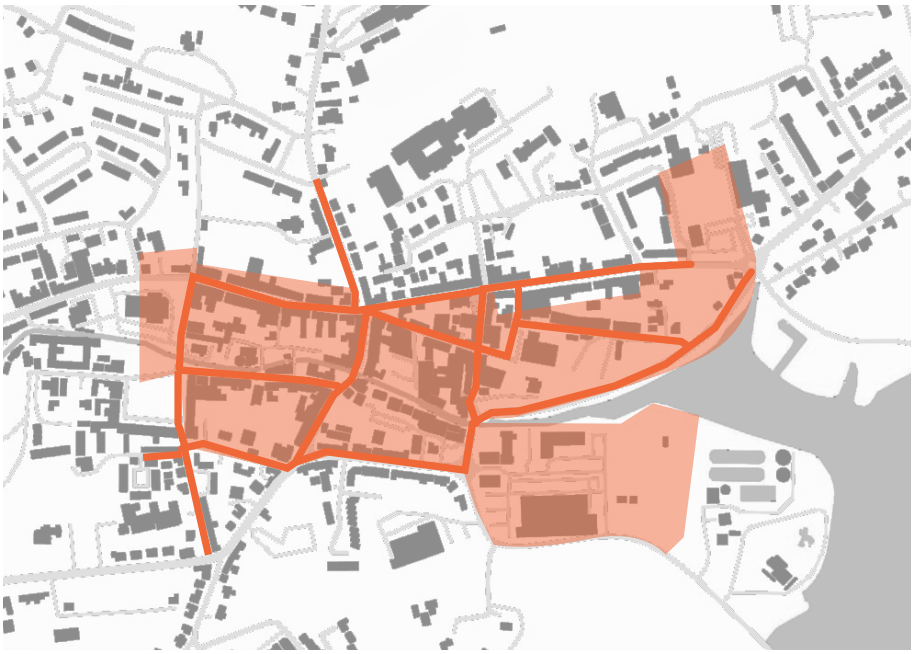
Public Realm in Clonakilty, co. Cork



public realm
town centre zoning

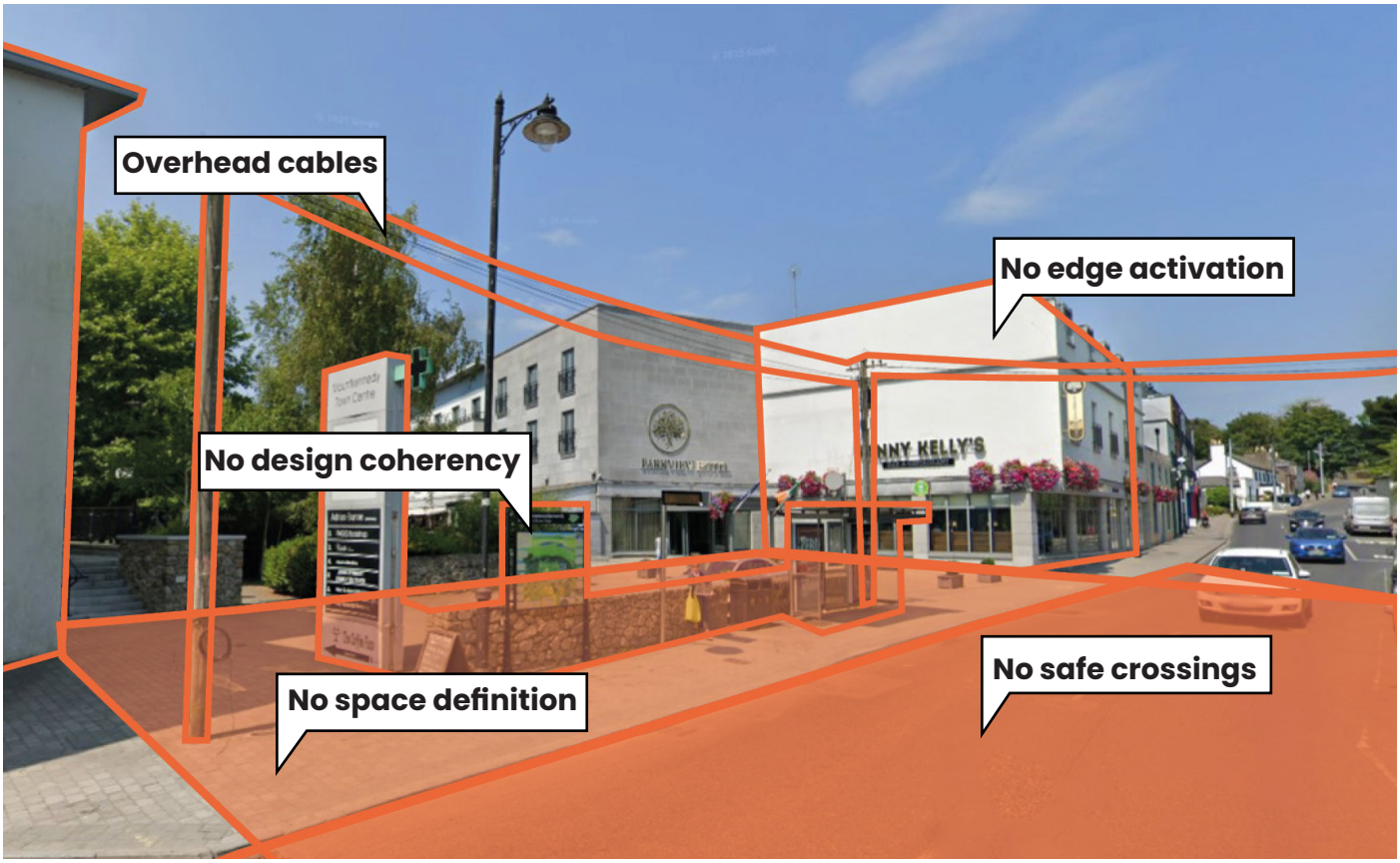
Newtownmountkennedy
pop. 3,539
length of street frontage 520 m

Claremorris, co. Mayo
pop. 3,857
length of street frontage 1600 m

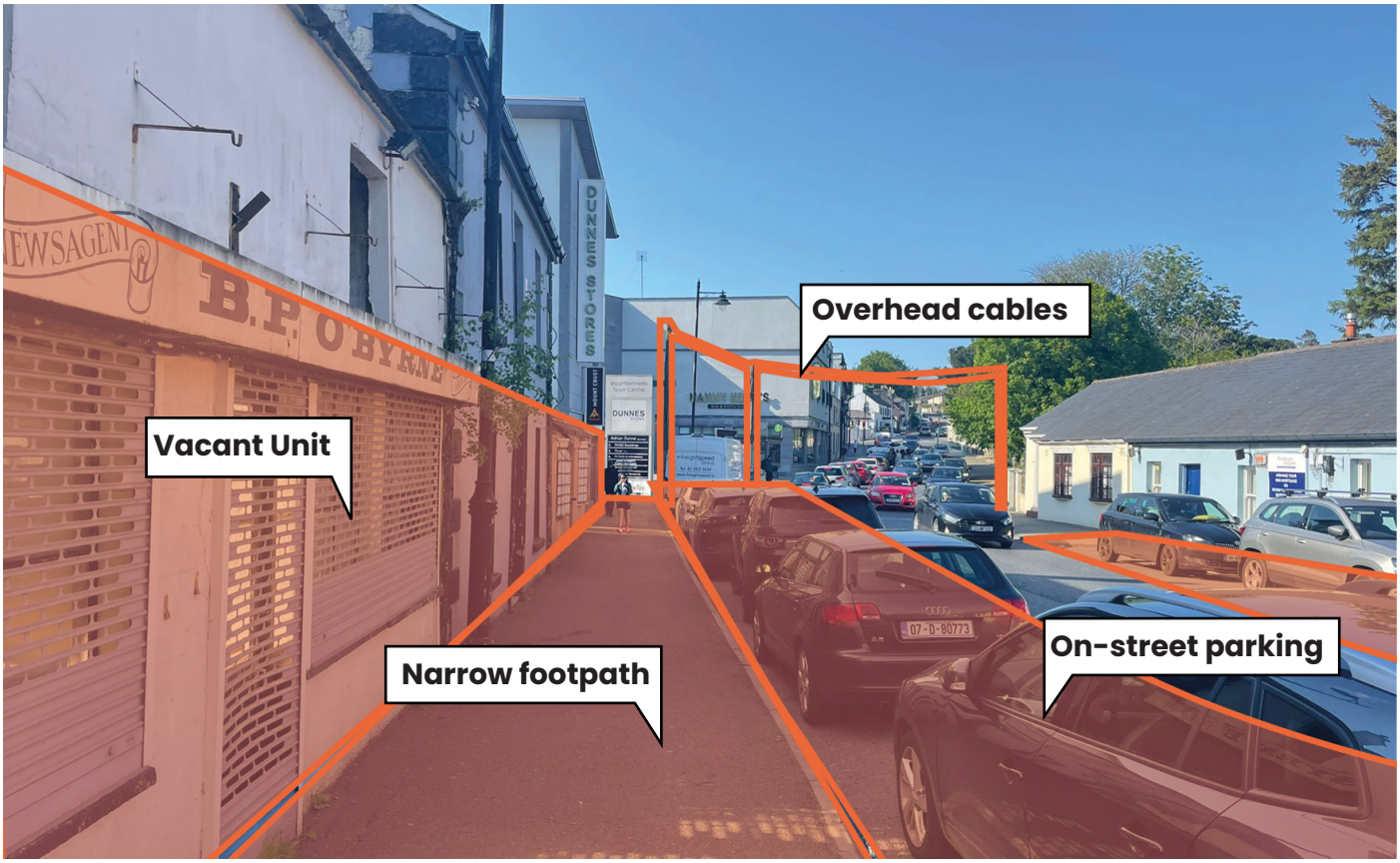


Clonakilty, co. Cork
pop. 5,112
length of street frontage 1800 m

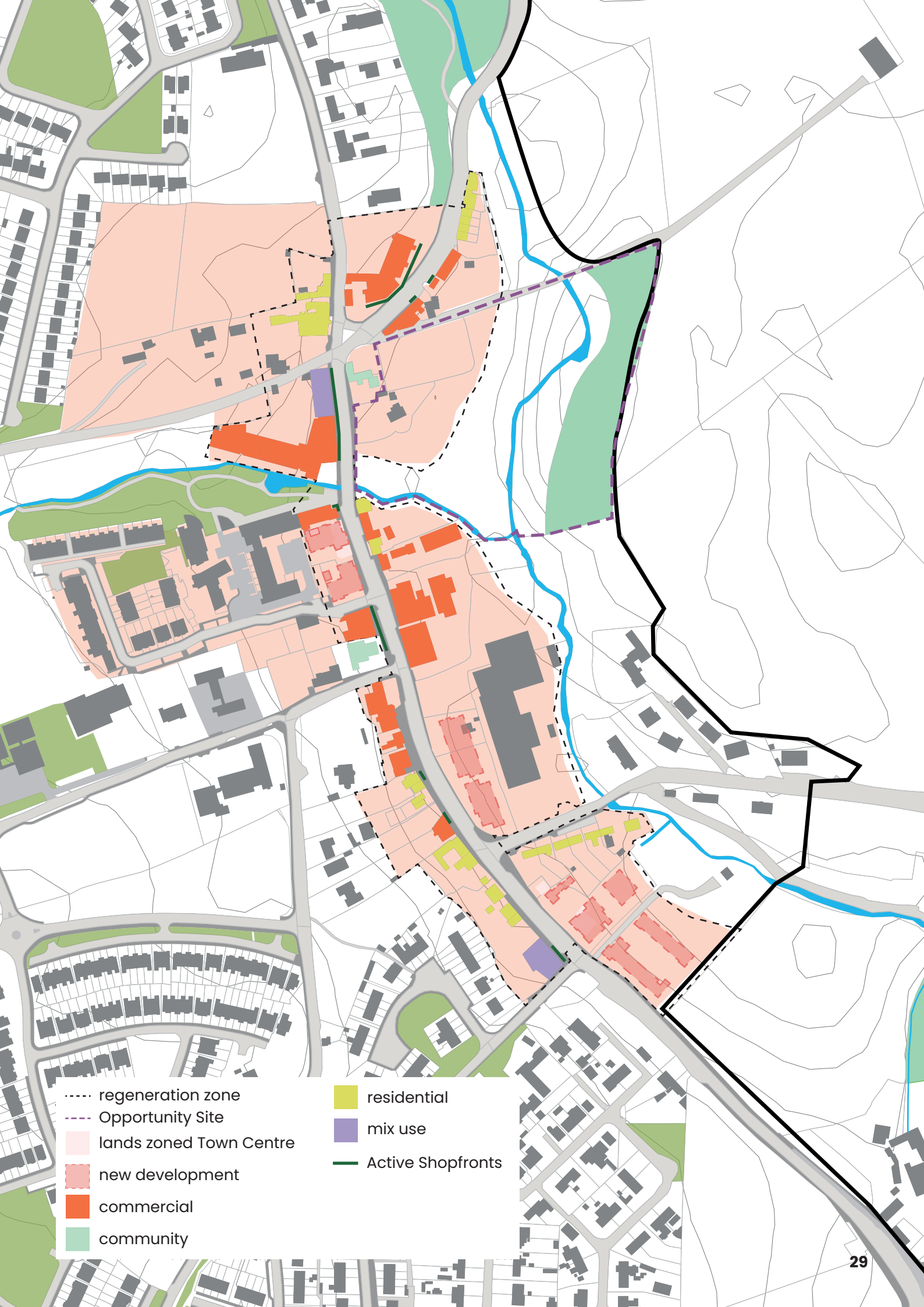
Town Centre Experience - Current image analysis



Dunnes Store - Parkview hotel area analysis



Main St analysis


regeneration zone
Opportunity Site
lands zoned Town Centre
new development
commercial
community
residential
mix use
Active Shopfronts

Socio-Demographic Profile

Population

Analysis of the CSO data was carried out, and the outcomes are as follows.

Newtownmountkennedy has undergone significant population growth in recent years, increasing by 46% between 2011 and 2022. Attracted by available housing and its proximity to Dublin, the town has developed into a key commuter settlement within north County Wicklow. According to the Wicklow County Development Plan, the population is targeted to rise by another 46% by 2028, reaching approximately 5,179 residents. This would mean more than a doubling between 2011 and 2028, a period of just 17 years.

The town's demographic profile is notably young. Children aged 0–14 make up 25.6% of the population, compared to 19.66% nationally, while only 10.17% of residents are over 65, compared to the national average of 15.08%. Alongside this, there is a notable

Irish Independent News Opinion Business Sport Life Style Enterta

News Sport Business Lifestyle Wicklow & District Arklow Bray West Wicklow

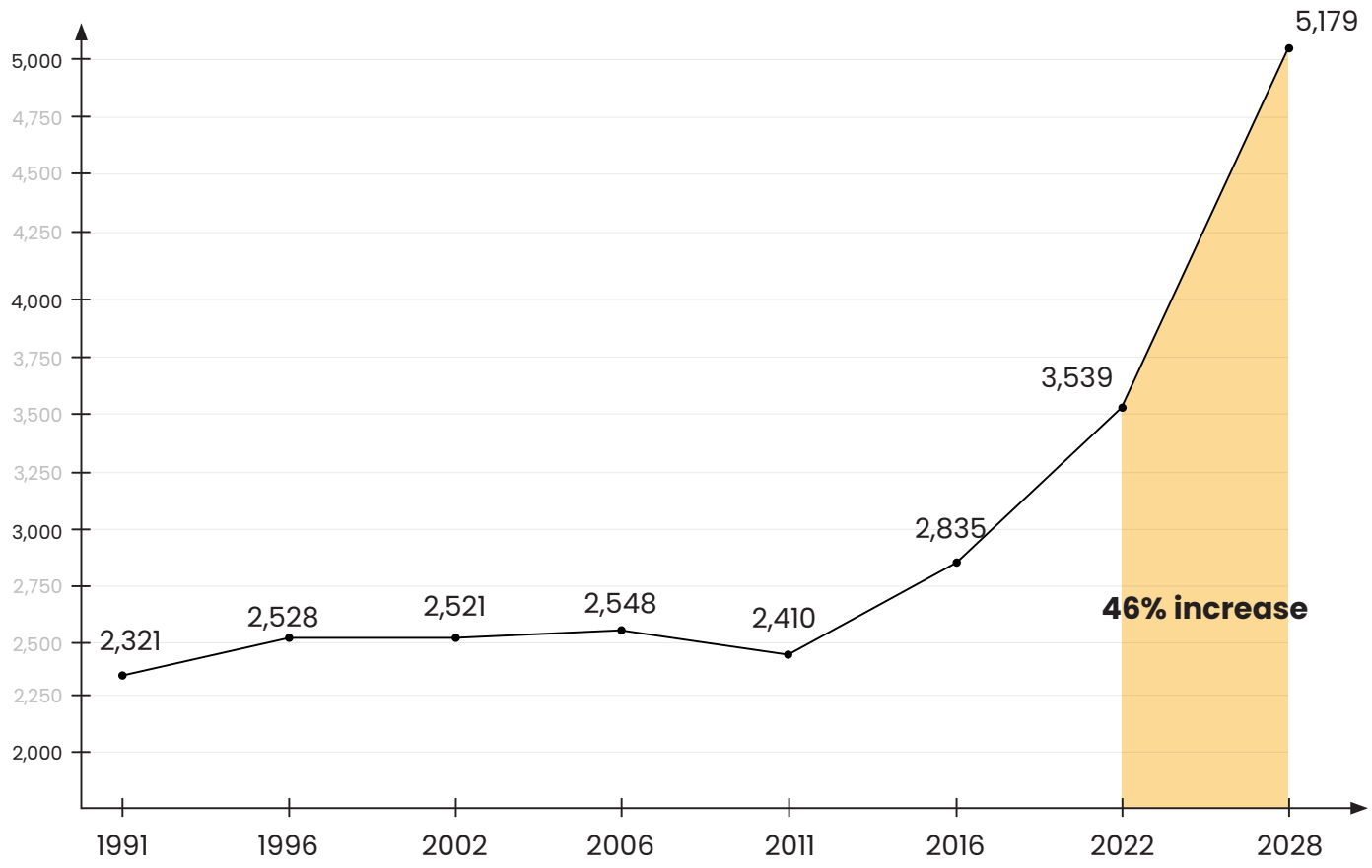
Newtown is fastest-growing town

Sixty-five per cent of population living in urban areas

Newtownmountkennedy saw its population grow by 17.6 per cent in five years.

Bray People
Sat 20 May 2017 at 00:00

Sixty-five per cent of County Wicklow's population live in urban areas, according to the latest figures released from Census 2016.



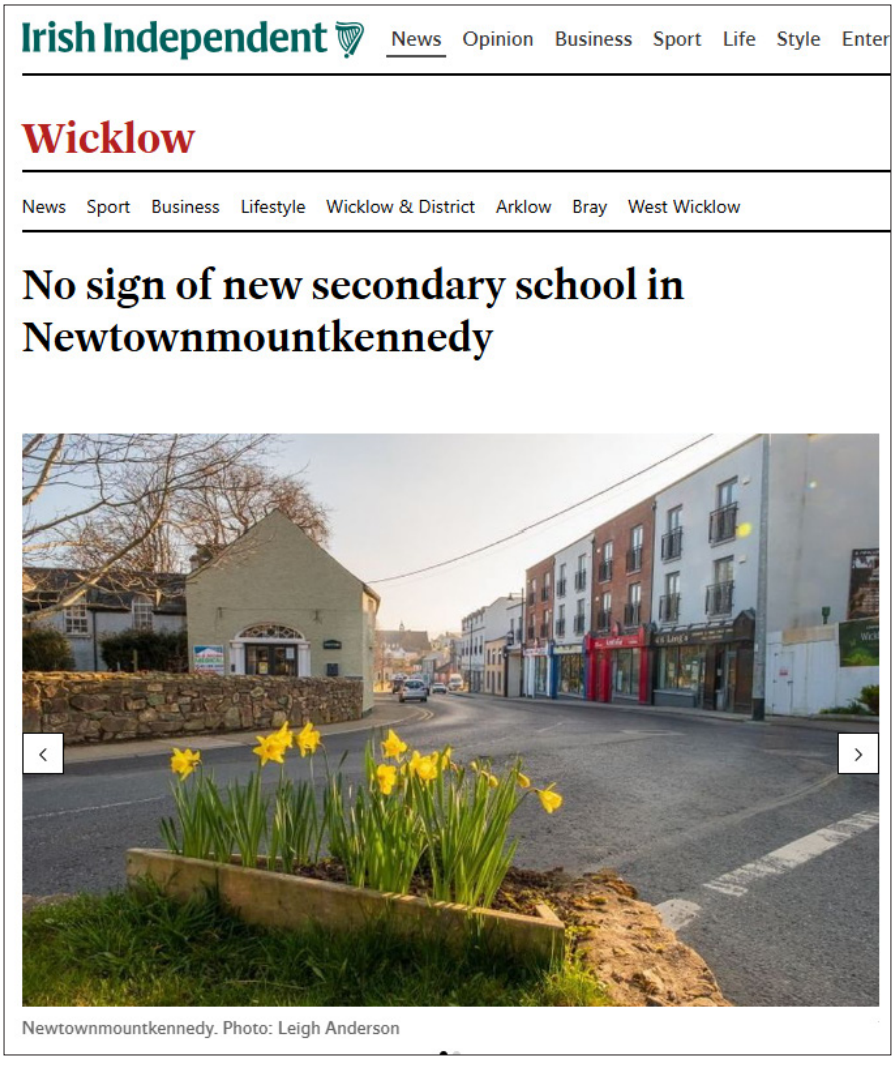
Graphic illustrating population growth since 1991 and projected 2028 growth

source:CSO

lack of evening and nighttime activities in the town, particularly for the younger age group.

More than 60% of households are families with children, which highlights existing pressures on local education. The town currently lacks a secondary school. This shortfall is expected to become more pronounced as the population continues to grow. Housing supply remains family-oriented, with only 9% of proposed new units planned as apartments, the rest being detached, semi-detached or terraced houses.

Employment data show that most residents work in commerce and trade (29.06%) or professional services (26.14%). However, the majority commute outside the town for work as only 22.27% of residents are employed locally, compared to the national average of 56.28% working in their place of residence.



Irish Independent News Opinion Business Sport Life Style Enter

Wicklow

News Sport Business Lifestyle Wicklow & District Arklow Bray West Wicklow

No sign of new secondary school in Newtownmountkennedy

Newtownmountkennedy. Photo: Leigh Anderson

Local Town Perception

In 2024, Newtownmountkennedy was included in the InPlace Report study (Investigating Planning, Place-Making and Commuting) conducted by the ICLRD. The research found that housing availability (53.85%) and family connections (14.29%) were the main reasons people chose to move to the town. Respondents noted housing growth, better upkeep and a growing sense of community as positive aspects of change in the last 5 years. However, concerns were raised about parking and traffic congestion, a shortage of public and social spaces and limited opportunities for local participation.

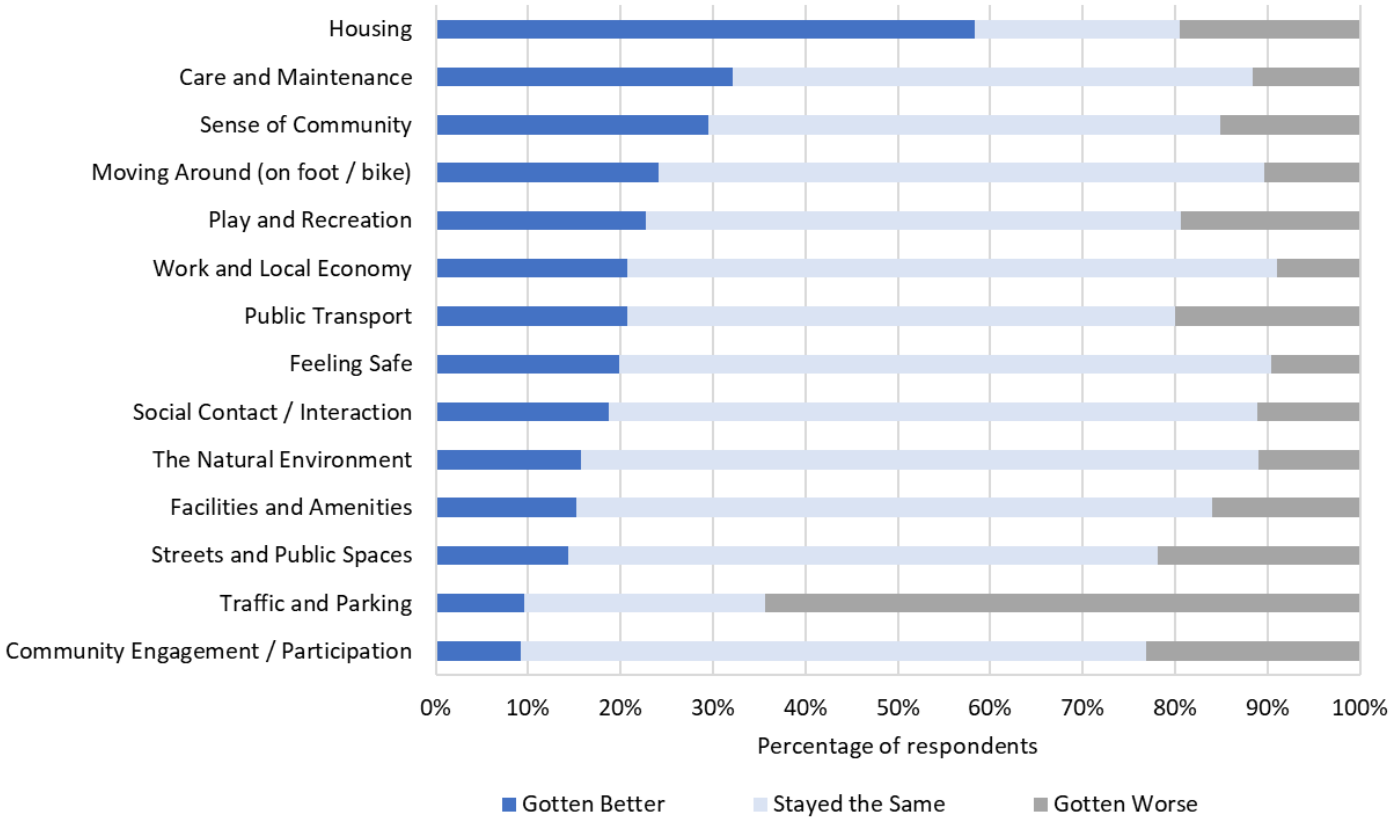
Overall, residents described Newtownmountkennedy as a friendly, natural, and promising place to live, yet one that also feels increasingly busy, overcrowded and built-up. This tension between growth and community character continues to shape the town's evolving identity.

How residents of Newtownmountkennedy describe where they live
source: InPLACE report

Reason for moving	Newtown-mountkennedy
Housing	53.85%
Family	14.29%
Environment	3.30%
Employment	4.40%
Location	4.40%
Quality of Life	1.10%
Housing and Environment	4.40%
Amenities	1.10%
Family and Environment	2.20%
Family and Housing	3.30%
Family and Employment	1.10%
Housing and Location	2.20%
Location and Environment	1.10%
Housing and Quality of Life	1.10%
Environment and Amenities	1.10%
Other	1.10%
Total	**100.00%**

Reasons of moving to Newtownmountkennedy

source: InPLACE report



Percieved changes in Newtownmountkennedy over the preceding five years

source: InPLACE report

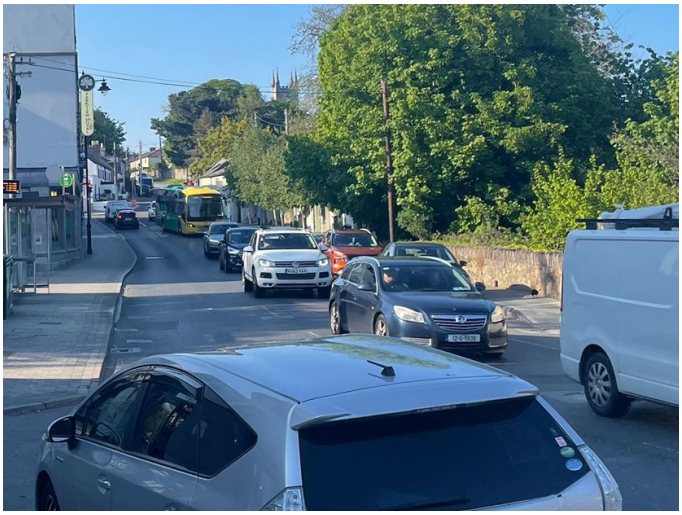
Transport and Mobility

Newtownmountkennedy's role as a commuter town is reflected in both its image and the transport choices of its residents. Nearly 65% of people commute by car, significantly higher than the already high national average of 52%. At the same time, the number of people using active travel in Newtownmountkennedy is significantly lower than the national average with over twice fewer commuters walking and more than five times fewer cycling (source: CSO). Considering that even the national figures for active travel remain low, Newtownmountkennedy stands out as a highly car-dependent town, highlighting the need for better infrastructure and initiatives to encourage sustainable mobility.

More than half of the population faces a commute of over 30 minutes, with a quarter commuting for 45 minutes or longer (source:CSO). Studies referenced in the InPLACE report highlight that commutes exceeding 45 minutes are associated with lower social participation and a reduced sense of pride in place.

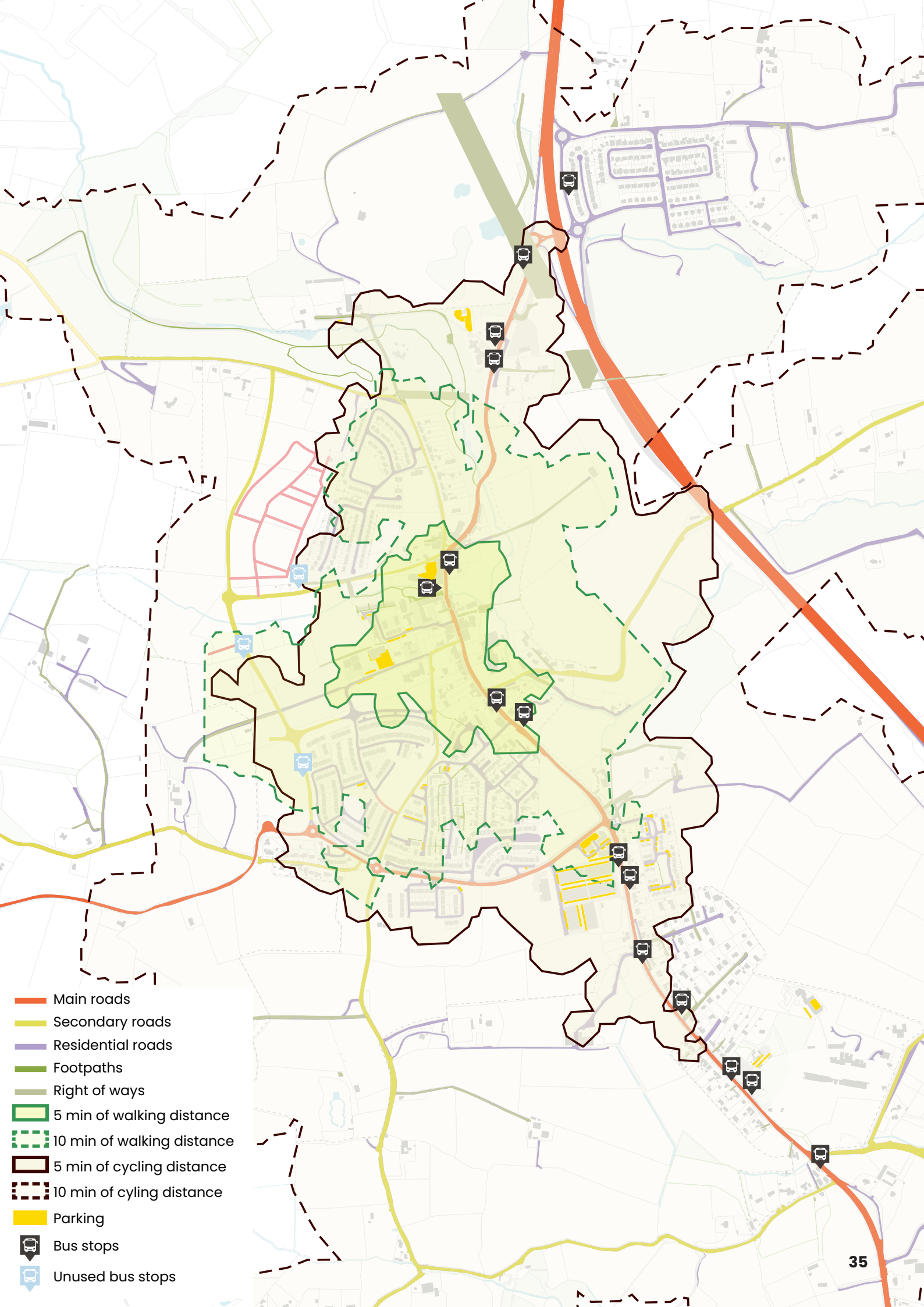
As part of the feasibility study for the Mountains to the Sea route, surveys were conducted to assess the use of off-road trails and patterns of walking and cycling. Almost 80% of responses stated an interest in shifting to active travel if there was adequate infrastructure provision. This demonstrates a willingness to shift to more sustainable modes of mobility that can have wider positive impacts of town centre vibrancy and vitality if options are provided.

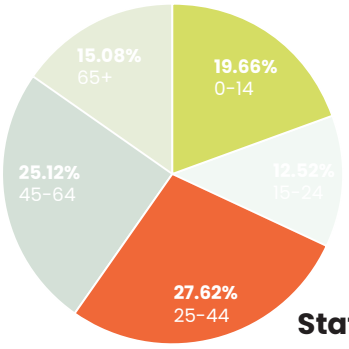
Some new dedicated cycleways have been constructed in recent years along the new orbital road but these are not connected throughout the town and their use is limited. Similarly, the orbital road appears to be currently underused though this is likely to change as residents become used to the new



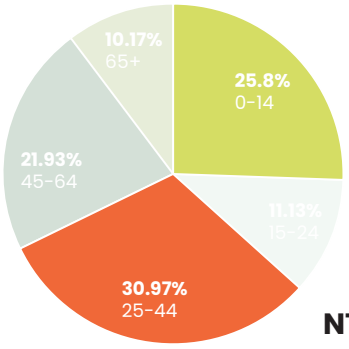
Main St congestion

New orbital road


Main roads
Secondary roads
Residential roads
Footpaths
Right of ways
5 min of walking distance
10 min of walking distance
5 min of cycling distance
10 min of cyling distance
Parking
Bus stops
Unused bus stops



State



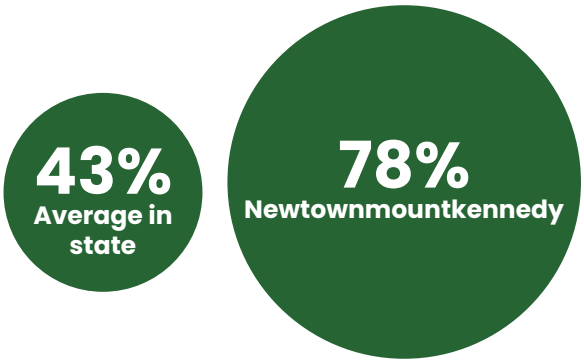
NTMK

Child population in town is bigger that average in state, as well as working age population

source:CSO

Almost 4/5 of the population is working out of town

source:CSO



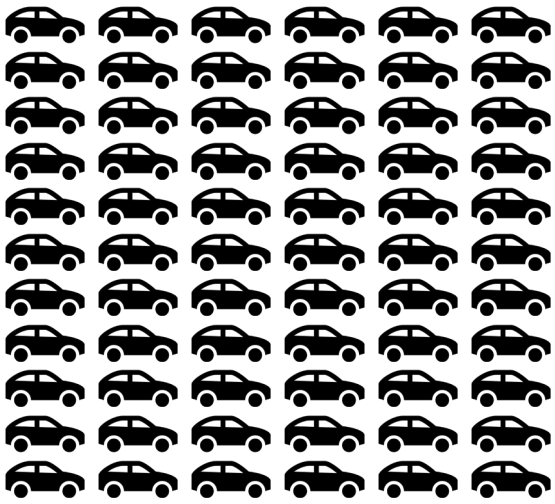
Negative changes in last 5 years are...

Positive changes in last 5 years are...

source: InPLACE Report

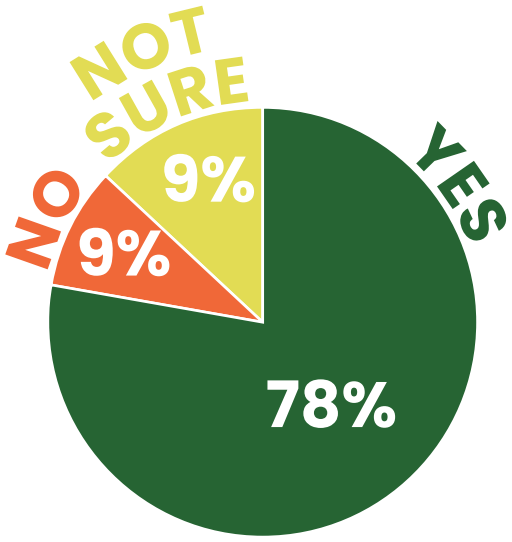
of households in town are married or cohabiting couple with children

source:CSO



active travel & public transport commuters **12%** **vs** **71%** **car commuters**

source:CSO



Would you use cars less, by making more trips on off-road trails and tracks?

source: The Mountains to the Sea Green-Way Feasibility Study

Community Takeaways

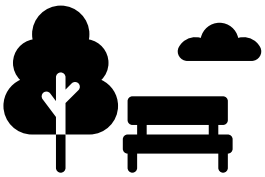
This chapter presents combined results of the in-person and online questionnaire conducted during the first, Storytelling, workshop as well as the subsequent online survey. The findings highlight Newtownmountkennedy's current role and image, along with key opportunities and constraints.

The below diagram is a list of priorities provided by workshop participants in order of importance, beginning with the most important

About **39%** of respondents highlighted that the town's existing heritage is **difficult to access and poorly signposted**, leading to a **lack of awareness and knowledge about it**.

As traffic congestion is a significant issue in the town, **55%** of respondents highlighted the importance of **improving walking and cycling infrastructure**, while another **30%** emphasized the need for **better public transport**.

Regarding green and public spaces, survey respondents highlighted a **lack of connectivity, limited accessibility and insufficient variety**, specifically noting the **woodland areas, Linear Park and the space between Dunnes Stores and Parkview** Hotel as key areas of opportunity.



The most frequently highlighted issue regarding community services is the **absence of a secondary school** in the town. However, respondents also emphasized the need for a public **library**, improved youth facilities, better **health services** and more **cultural and sports amenities**.

57% of respondents highlighted the **lack of retail and business variety**, particularly the need for an additional **grocery** shopping option. They attributed the current situation to a **shortage of available commercial space, poor accessibility within the town centre** and **economic leakage** caused by residents spending elsewhere.

What is your image of Newtownmountkennedy today?

What image could Newtownmountkennedy have in 2050?

"Its so important to build a secondary school/permanent building for the primary school and parks to keep families in Newtownmountkennedy"

"What I would also like to see is a place where older people can live in a community with services but still independently"

"We need better roads, facilities here"

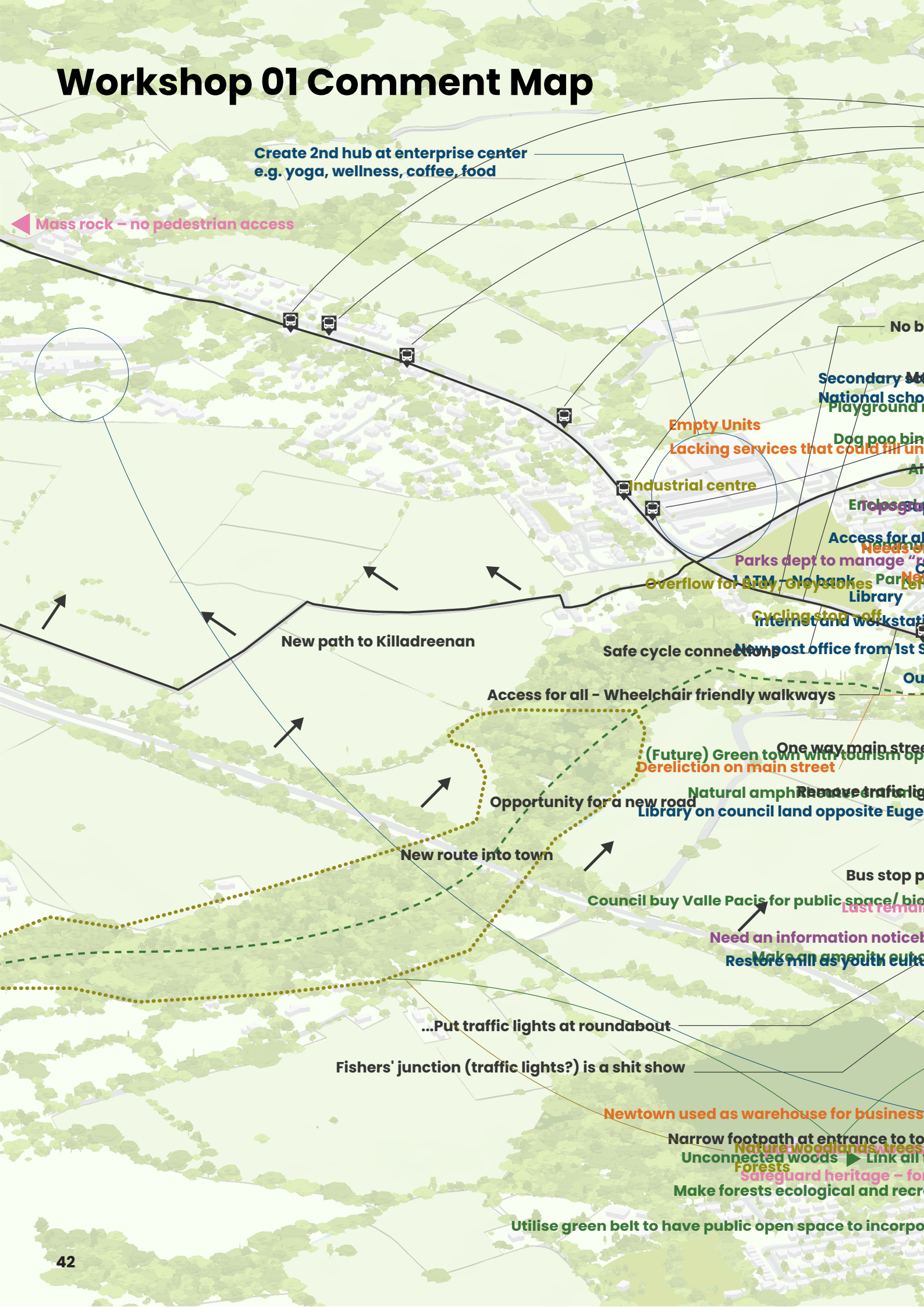
"Newtownmountkennedy can be amazing if the planning and building is reviewed properly"

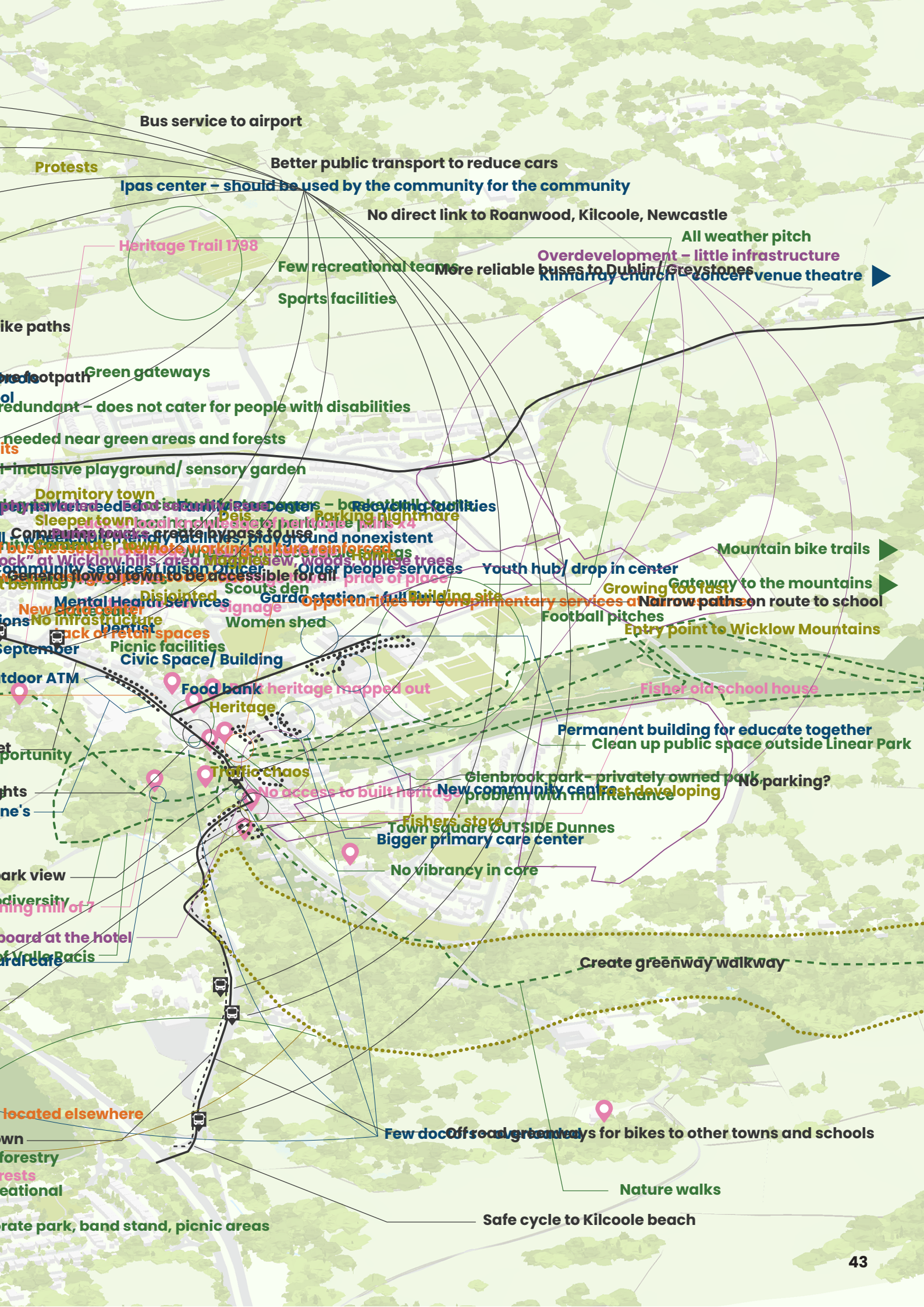
"we NEED more outdoor spaces and facilities"

" I believe the forest and existing trees and hedgerows are a huge asset to the town"

"We badly need more open public space, real public space, not just sports pitches"

Workshop 01 Comment Map




Bus service to airport
Protests
Better public transport to reduce cars
Ipas center – should be used by the community for the community
No direct link to Roanwood, Kilcoole, Newcastle
All weather pitch
Heritage Trail 1798
Overdevelopment – little infrastructure
Few recreational teams
More reliable buses to Dublin/ Greystones
Kilmurray church – concert venue theatre
Sports facilities
Green gateways
redundant – does not cater for people with disabilities
needed near green areas and forests
inclusive playground/ sensory garden
Dormitory town
Recycling facilities
Sleeper town
Parking nightmare
Mountain bike trails
Youth hub/ drop in center
Gateway to the mountains
Growing too fast
Narrow paths on route to school
Football pitches
Entry point to Wicklow Mountains
Mental Health Services
Disjointed
Scouts den
Signage
Women shed
Dentist
Picnic facilities
Civic Space/ Building
Food bank
Heritage
Fisher old school house
Permanent building for educate together
Clean up public space outside Linear Park
Traffic chaos
Glenbrook park- privately owned park
No parking?
New community centre
Fast developing
Town square OUTSIDE Dunnes
Bigger primary care center
No vibrancy in core
Create greenway walkway
Nature walks
Safe cycle to Kilcoole beach

SCOT Analysis

The following SCOT analysis was generated following a review of baseline data and input from participants of the initial 'Storytelling' workshop.

Strengths

- The town has a distinct character supported by its built and natural heritage, including traditional estates, heritage mills and native woodlands.
- All key facilities are located within the town centre and are within walking and cycling distance, which creates a compact urban structure.
- The town benefits from a strong green and biodiversity network, with parks and woodland areas running through the town, further strengthened by the presence of Coillte headquarters.
- There is available land to accommodate future growth and development.
- Several new developments in the town centre are already planned, which can help reinforce the town core and improve local services.

Opportunities

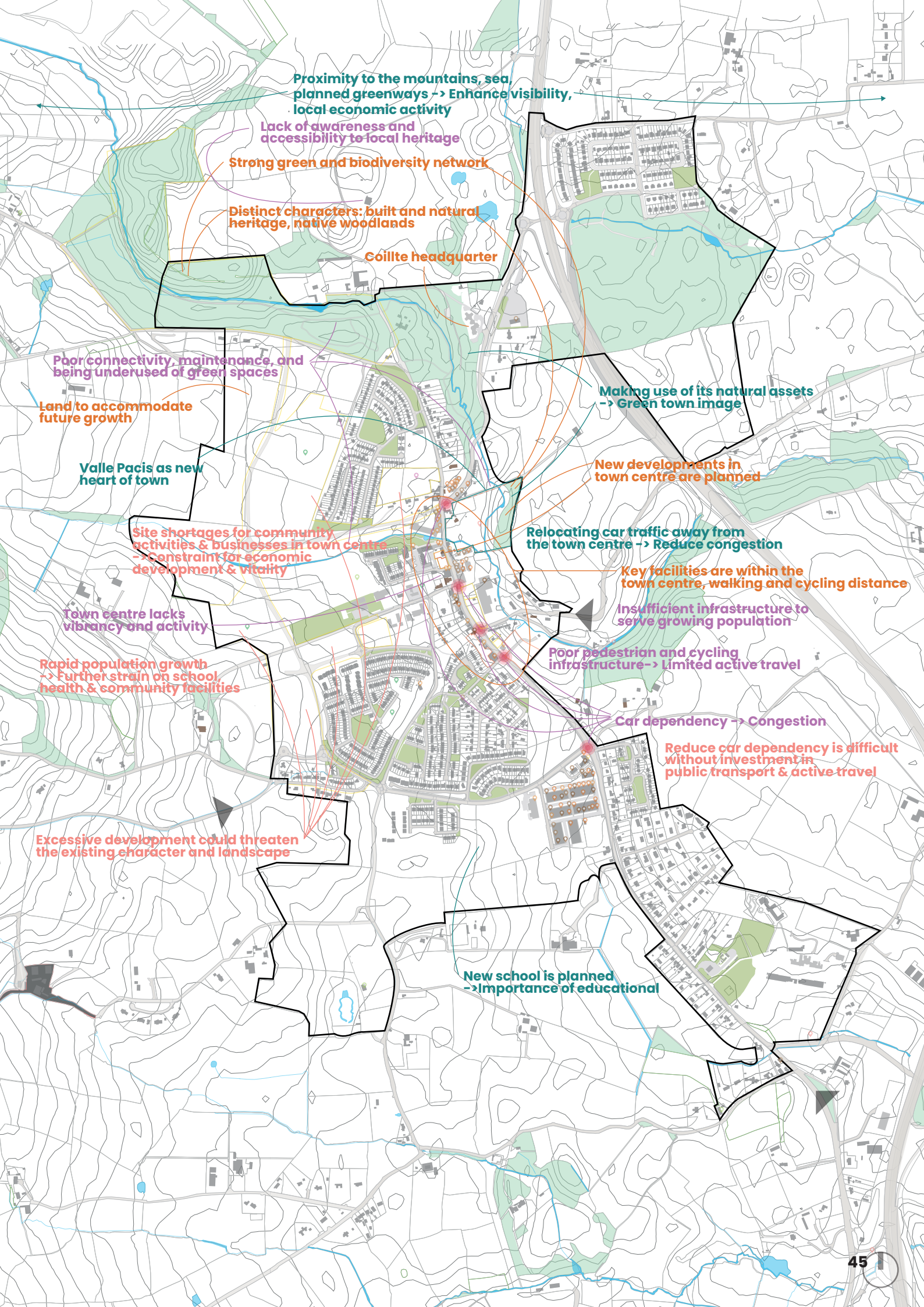
- The town's proximity to the mountains and the sea provides strong potential to attract visitors, enhance visibility and support local economic activity.
- Relocating car traffic away from the town centre could help solve congestion issues, especially since new road infrastructure is already in place to redirect traffic.
- There is an opportunity for Newtownmountkennedy to develop an image as a "forest town" by making full use of its natural assets.
- The Vale Pacis area, identified in the Town Plan 2022-2028 as an opportunity site, has the potential to become a new focal point of the town.
- Plans for a new primary school highlight the importance of educational infrastructure and the opportunity to better integrate such facilities into the town's layout.
- The designated employment zone provides scope for new business development, helping to create local jobs and support economic self-sufficiency.

Challenges

- There is a lack of awareness and accessibility to local heritage among residents.
- Active travel is not widely adopted due to limited and poorly connected pedestrian and cycling infrastructure.
- Car dependency is high, leading to frequent traffic congestion.
- Existing green spaces face issues of connectivity, maintenance and underuse, which reduces their potential as community and green assets.
- The town centre currently lacks vibrancy and activity, with few social, cultural or commercial destinations attracting people throughout the day.
- Infrastructure provision, especially in education, health and civic facilities, remains insufficient to meet the needs of a growing population.

Threats

- With a growing commuter population, shifting away from car dependency will be difficult without significant investment in public transport and active travel infrastructure.
- A shortage of available sites within the town centre for new businesses or community activities could slow economic development and weaken the town's core vitality.
- Rapid population growth may place additional strain on existing schools, health services and community facilities if future needs are not carefully planned for.
- Unmanaged or excessive development could threaten the existing character and landscape setting of the town, diminishing its unique identity and sense of place.


Proximity to the mountains, sea planned greenways -> Enhance visibility, local economic activity
Lack of awareness and accessibility to local heritage
Strong green and biodiversity network
Distinct characters: built and natural heritage, native woodlands
Coillte headquarter
Poor connectivity, maintenance, and being underused of green spaces
Land to accommodate future growth
Valle Pacis as new heart of town
Site shortages for community activities & businesses in town centre -> Constraint for economic development & vitality
Town centre lacks vibrancy and activity
Rapid population growth -> Further strain on school, health & community facilities
Excessive development could threaten the existing character and landscape
Making use of its natural assets -> Green town image
New developments in town centre are planned
Relocating car traffic away from the town centre -> Reduce congestion
Key facilities are within the town centre, walking and cycling distance
Insufficient infrastructure to serve growing population
Poor pedestrian and cycling infrastructure-> Limited active travel
Car dependency -> Congestion
Reduce car dependency is difficult without investment in public transport & active travel
New school is planned ->Importance of educational

OBJECTIVES AND ACTIONS

DEFINING NEWTOWN MOUNT KENNEDY

Future Trends

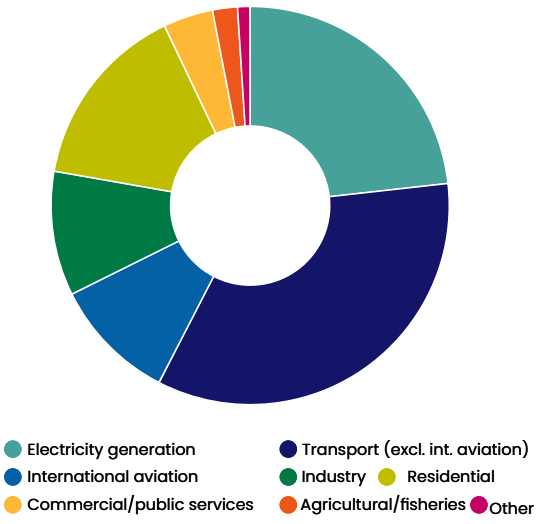
National Trends

Car dependency drives emissions and limits town potential.

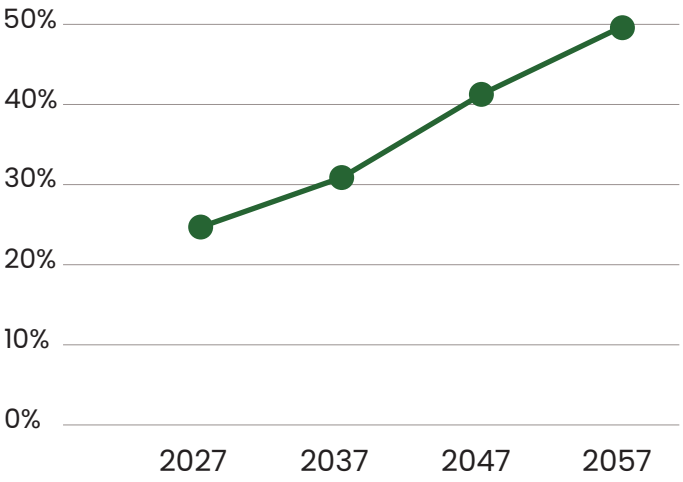
Newtownmountkennedy's car dependency is evident, with nearly 65% commuting by car, contributing to transport's 21.5% share of Ireland's greenhouse gas emissions and accelerating climate change. Under current measures, transport emissions will drop by only 8.7% by 2030, which is far below what is needed to meet Ireland's goal of halving emissions by 2030 and reaching carbon neutrality by 2050. Car dominance also shapes the town negatively, with roads and parking occupying space that could instead serve community needs and active travel. To meet climate goals and create a more liveable, people-friendly town, a major shift toward sustainable, low-carbon transport is essential.

Remote work creates new opportunities for local life.

The growth of remote and hybrid work will reduce daily commuting for many residents, allowing people to spend more time locally. This presents a major opportunity to revitalise Newtownmountkennedy's town centre with co-working spaces, local services and cafés, supporting local businesses and boosting daytime activity.



Share of energy related CO2eq by sector in 2023



Old dependency ration in moderate scenario CSO projection

An ageing population will reshape town priorities.

Nationally, Ireland will see a significant increase in the over-65 age group, requiring accessible public spaces, age-friendly housing and healthcare services concentrated within town centres.

Green infrastructure is key to climate resilience.

Policies for protecting biodiversity and enhancing green infrastructure will require towns to integrate green spaces, nature-based solutions and sustainable drainage systems. With its surrounding forests and biodiverse landscape, Newtownmountkennedy is well positioned to lead in this transition.

Compact growth is the future of sustainable development.

Continued population growth and housing demand will drive a shift toward higher-density, compact and sustainable development, moving away from low-density sprawl. This approach aligns with national policies such as Project Ireland 2040 – the National Planning Framework, promoting compact growth to create attractive, sustainable places while using land and infrastructure efficiently.

Local Trends

Rapid population growth is straining local infrastructure.

Newtownmountkennedy has experienced rapid population growth in recent years, putting considerable pressure on existing infrastructure and public services. Schools are reaching capacity due to the high proportion of families with children. Local roads, public transport, water supply and community facilities are also under increased demand.

Commuter patterns are shifting, creating both challenges and opportunities.

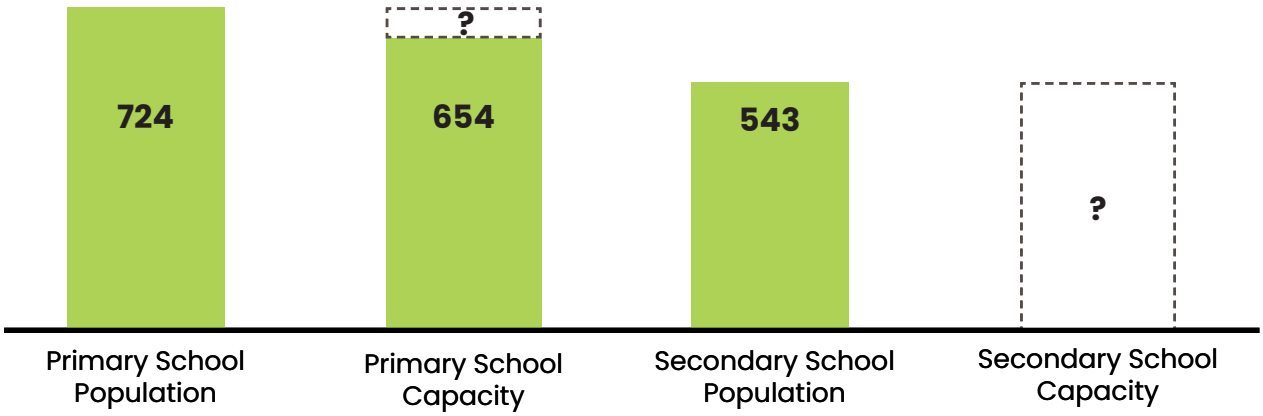
As a commuter town for Dublin, Newtownmountkennedy's growth is relying on proximity to N11 and housing affordability. While these connections make it attractive to workers, the rise of remote and hybrid work is reducing daily travel. This shift can strengthen the local economy as more people spend time and money in town. However, limited evening activities constrain local life and social engagement. Expanding public transport, active travel and leisure options will be key to supporting sustainable growth and a more vibrant community.

Economic self-reliance is essential for long-term vitality.

With less than a quarter of residents working locally, Newtownmountkennedy risks economic imbalance if job creation does not keep pace with population growth. Without expanding opportunities in commerce, professional services and remote work sectors, the town which is already overly dependent on commuting can become morose, weakening the local economy and community cohesion. Proactive efforts to attract and support local employment are crucial for a sustainable and thriving future.

Housing diversity is key to an inclusive and balanced community.

Most new housing in Newtownmountkennedy is family-oriented, with detached, semi-detached, or terraced homes and few apartments or smaller units. This pattern reinforces car dependency and limits options for other groups, especially young people and single professionals. The shortage of smaller, affordable homes makes it difficult for the local workforce to stay in the area, impacting community diversity and economic resilience. Expanding the mix of housing types will help meet the needs of all residents and support a more balanced, dynamic town.



Education Infrastructure Provision Projection 2028

Legislation & Policies Context

This vision for Newtownmountkennedy exists within the framework of various international, national and local legislation, policies and plans. The following is an indicative list that may be relevant to Newtownmountkennedy. This list serves as guidance and is not exhaustive. Efforts should be made to ensure compliance with the applicable legislation, policies and plans when implementing any projects developed in this document.

Town Centre First

The Town Centre First Policy is a government strategy aimed at revitalising town centres across Ireland, forming a key part of Our Rural Future, Ireland's rural development policy. It prioritises town centres as the heart of community, social, and economic life, aiming to address vacancy, support local businesses, improve public spaces and encourage sustainable living within towns.

The policy promotes compact growth, reduced car dependency and enhanced public and active transport, aligning with national climate goals. It also emphasises collaborative approaches, empowering local communities and stakeholders to take a leading role in shaping their town's future, ensuring that development meets local needs while supporting vibrant, resilient town centres.

National

Project Ireland 2040 - National Planning Framework

The National Planning Framework (NPF) is the government's high-level strategic plan for shaping Ireland's future growth and development by 2040. It places the United Nations Sustainable Development Goals (SDGs) at the centre of long-term planning, emphasising compact growth, sustainable transport and the revitalisation of town centres. The NPF supports the principles of the Town Centre First policy by encouraging the regeneration of towns as attractive, liveable places, reducing urban sprawl and making better use of existing infrastructure. It also aligns with national climate action goals by promoting development patterns that reduce car dependency and greenhouse gas emissions, while supporting resilient, vibrant communities.

National Development Plan (2018 - 2027)

The National Development Plan (2018–2027) commits to meeting Ireland's infrastructure and investment needs with €116 billion planned over ten years, prioritising a transition to a low-carbon, climate-resilient society.

It supports outcomes relevant to Newtownmountkennedy, including compact growth, regional accessibility, strengthened rural economies, sustainable mobility, enterprise and innovation, enhanced amenity and heritage, environmental protection and improved childcare, education and health services.

Sustainable Residential Development and Compact Settlements Guidelines

The Sustainable Residential Development and Compact Settlements Guidelines guide planning authorities in delivering high-quality, sustainable, and well-designed residential areas while promoting compact growth. They emphasise efficient use of land, integration with public transport, and the creation of walkable, vibrant communities with accessible services and amenities.

Ireland's 4th National Biodiversity Action Plan 2023–2030

Ireland's 4th National Biodiversity Action Plan (2023–2030) sets out the country's strategy to protect and restore biodiversity, addressing key challenges such as habitat loss, pollution and climate change. The plan promotes integrating biodiversity conservation into land-use planning, supporting nature-based solutions and enhancing green infrastructure.

Housing for All

Housing for All is the national strategy to increase housing supply and affordability across Ireland, promoting diverse and sustainable development. For Newtownmountkennedy, it stresses the need for varied housing types to support all residents, including young people and workers, helping to build a balanced and resilient community.

Local

Wicklow County Development Plan 2022–2028

The Wicklow County Development Plan 2022–2028 focuses on sustainable growth and community wellbeing. For Newtownmountkennedy, the plan aims to regenerate the town centre by adding a new community centre, sports facilities, public realm upgrades and better connectivity. It also plans to extend the riverine park with green links to nearby recreational areas.

In partnership with Fáilte Ireland, Newtownmountkennedy is supported as a tourism hub to boost local economic development alongside other key towns in Wicklow.

The **Level 4 Self-Sustaining Towns** section promotes developing a framework for the planned, co-ordinated and sustainable development of a settlement, and to enhance and facilitate the balancing of economic, social and environmental infrastructure in order to maintain and develop a high quality of life without compromising the protection of the environment and the needs of future generations.

According to this section, the vision for Newtownmountkennedy is:

- To ensure a high quality living environment for existing and future residents;
- To provide a framework for the growth of the town, in order to provide housing for current and future generations, to revitalise the economy of the town and to allow improvement of social and community facilities;
- Sustain a revitalised town centre with commercial, residential and community developments being consolidated and promoted within this area;
- Create increased connectivity between a revitalised town core and the existing and proposed residential areas within the town;
- Promote and foster economic development and enhanced employment opportunities;
- Develop the tourism potential of the area as a visitor / tourist destination in itself and in its role as a 'gateway' to surrounding attractions such as Wicklow Mountains, the Vartry Reservoir and Druids Glen Resort; Facilitate and encourage the development of the local forests and rivers as a key tourism and recreation asset;
- Protect the built and natural heritage of the area; and
- Facilitate a transition to a low carbon settlement.

Wicklow County Climate Action Plan 2024–2029

The Wicklow Climate Action Plan 2024–2029 sets out the county's strategy to reduce emissions and build climate resilience. Key priorities include retrofitting existing housing for energy efficiency, adaptive reuse of historic buildings and developing a high-quality pedestrian and cycling network to encourage active travel. The plan also promotes shared mobility services, safer routes to schools and smart mobility solutions to reduce car dependence.

For Newtownmountkennedy, these actions support sustainable growth, improved transport options and the protection of local heritage, helping the town transition to a low-carbon, climate-resilient future.

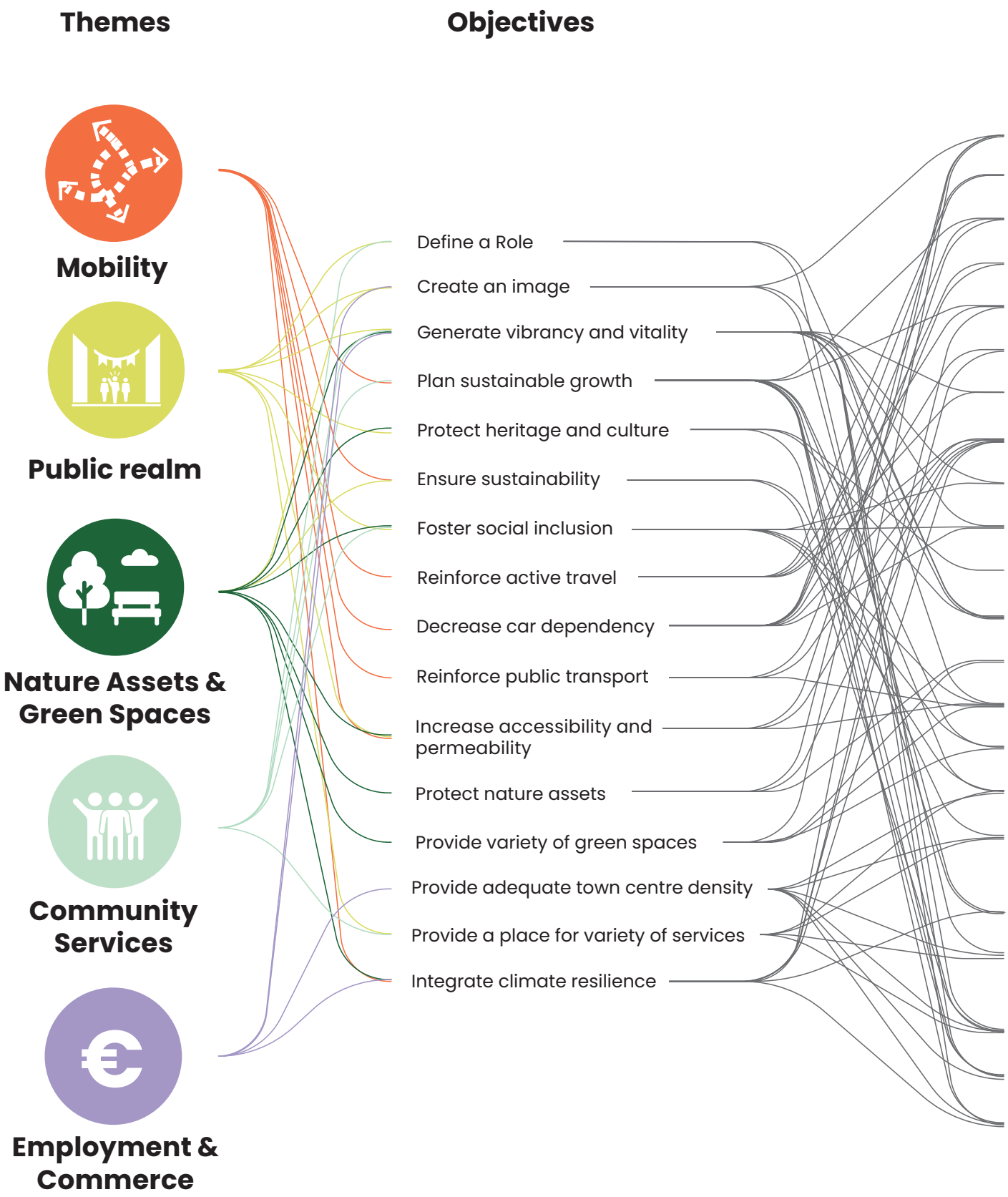
County Wicklow Biodiversity Action Plan 2025–2030

This Plan provides the county-wide framework for protecting habitats, restoring ecological corridors and promoting nature-based solutions. This applies to Newtownmountkennedy's Nature Assets, Green Spaces, Connection and Public Realm. It reinforces potential for a "forest town" identity for Newtownmountkennedy, enhancing pollinator-friendly streetscapes, woodland and river corridors, and climate-resilient public spaces while empowering the community to play an active role in biodiversity stewardship.

County Wicklow Local Economic & Community Plan 2024–2029

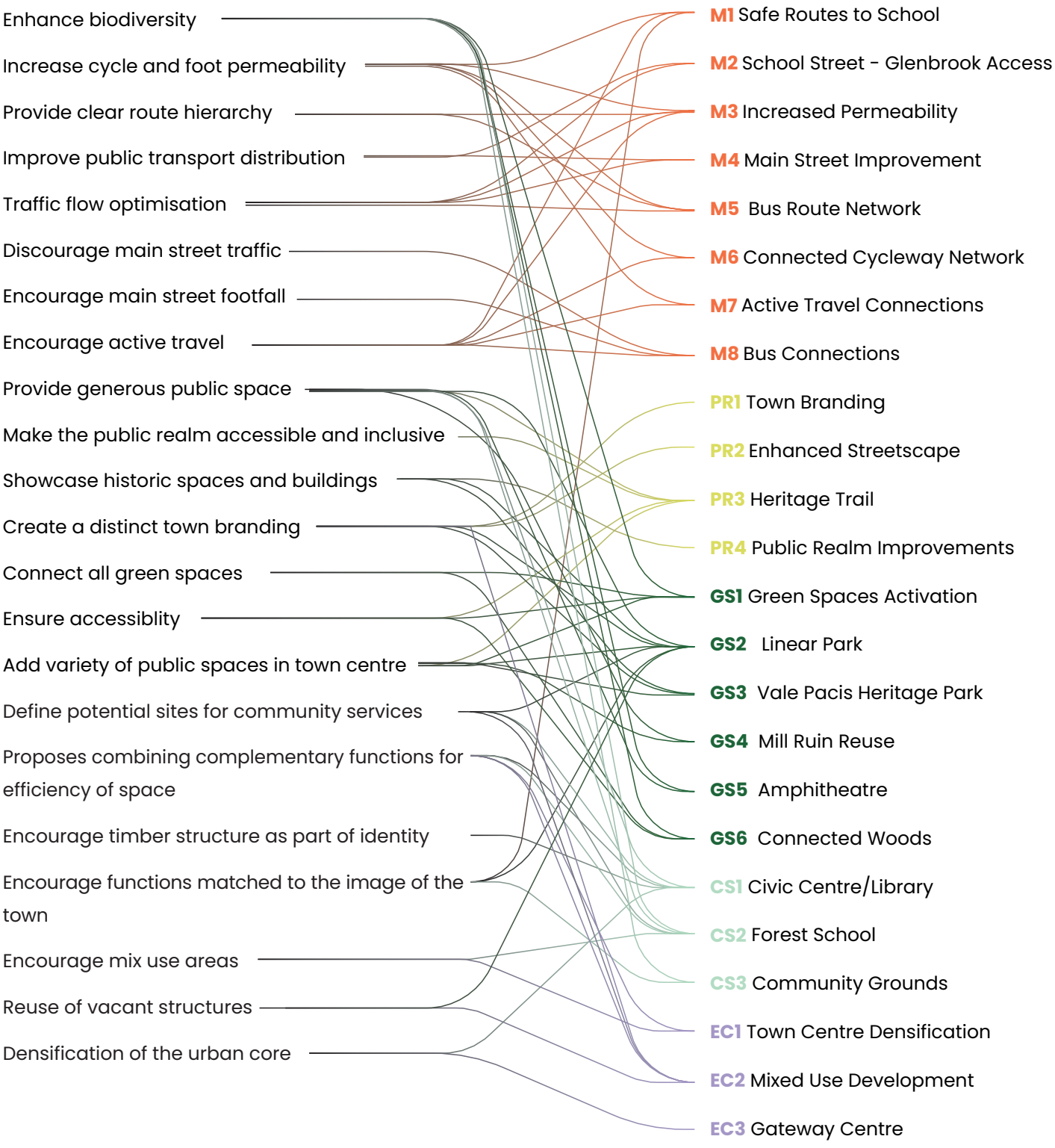
This plan aims at providing the enterprise supports, training, clustering and remote-working hub development needed to grow a resilient local SME base reducing outward commuting. Town centre vacancy, retail leakage and the need for digitalisation by channelling business supports, entrepreneurship programmes and sector-specific hubs into towns like Newtownmountkennedy, reinforcing themes of Employment & Commerce, Public Realm activation and a more vibrant, self-sustaining town centre.

Idea Translation Framework



Actions

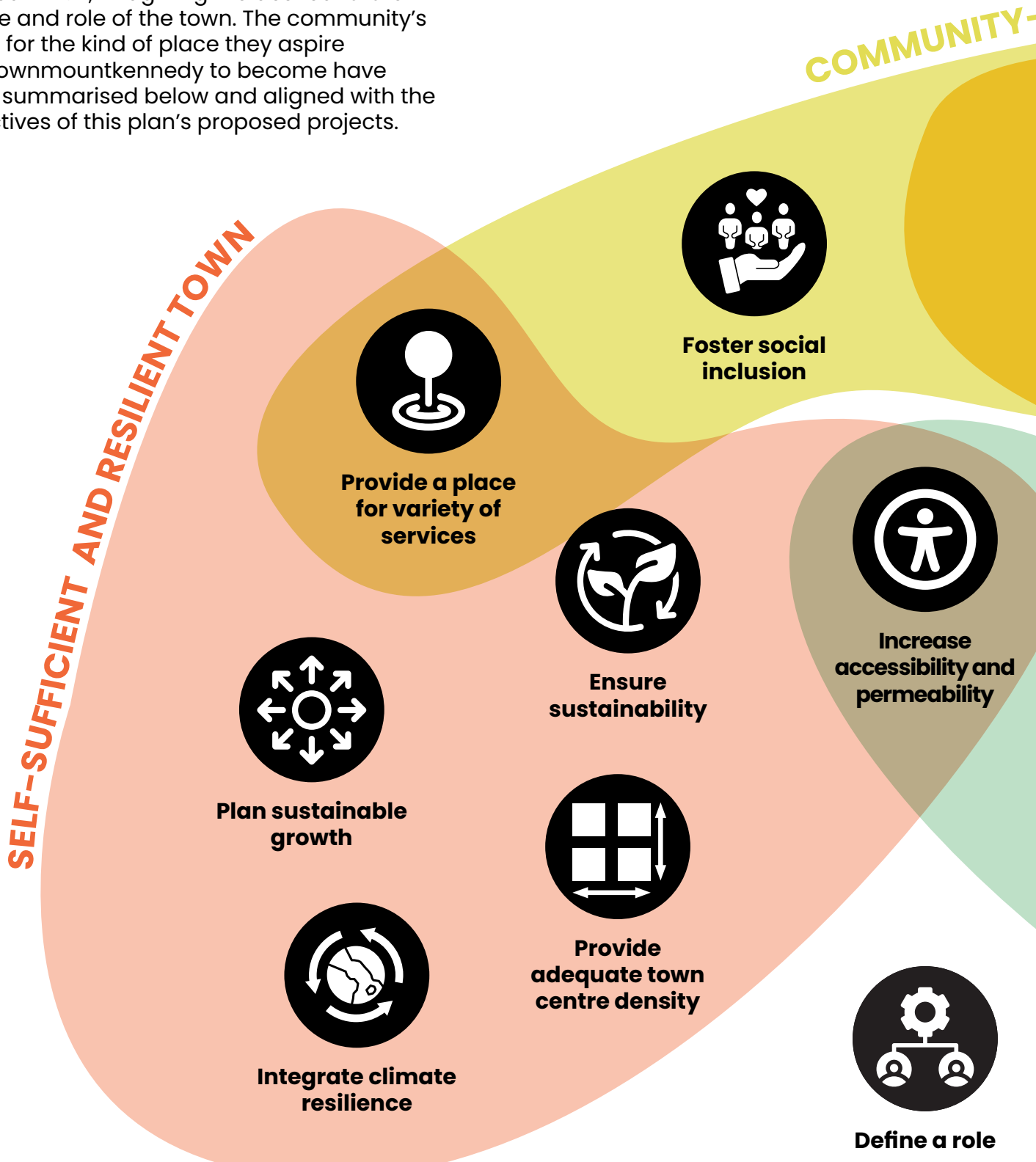
Projects/Community Aspirations

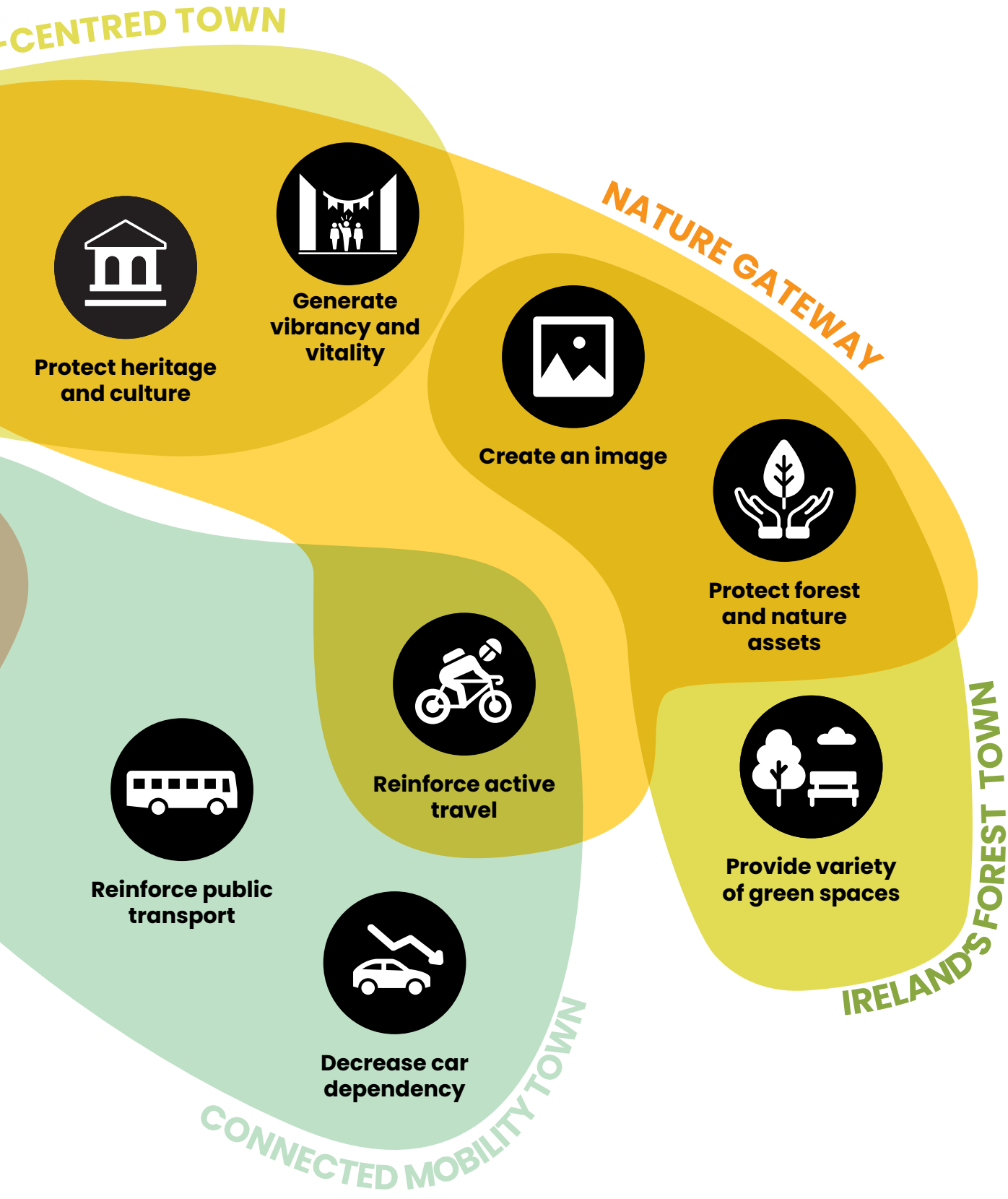


Future Image and Role

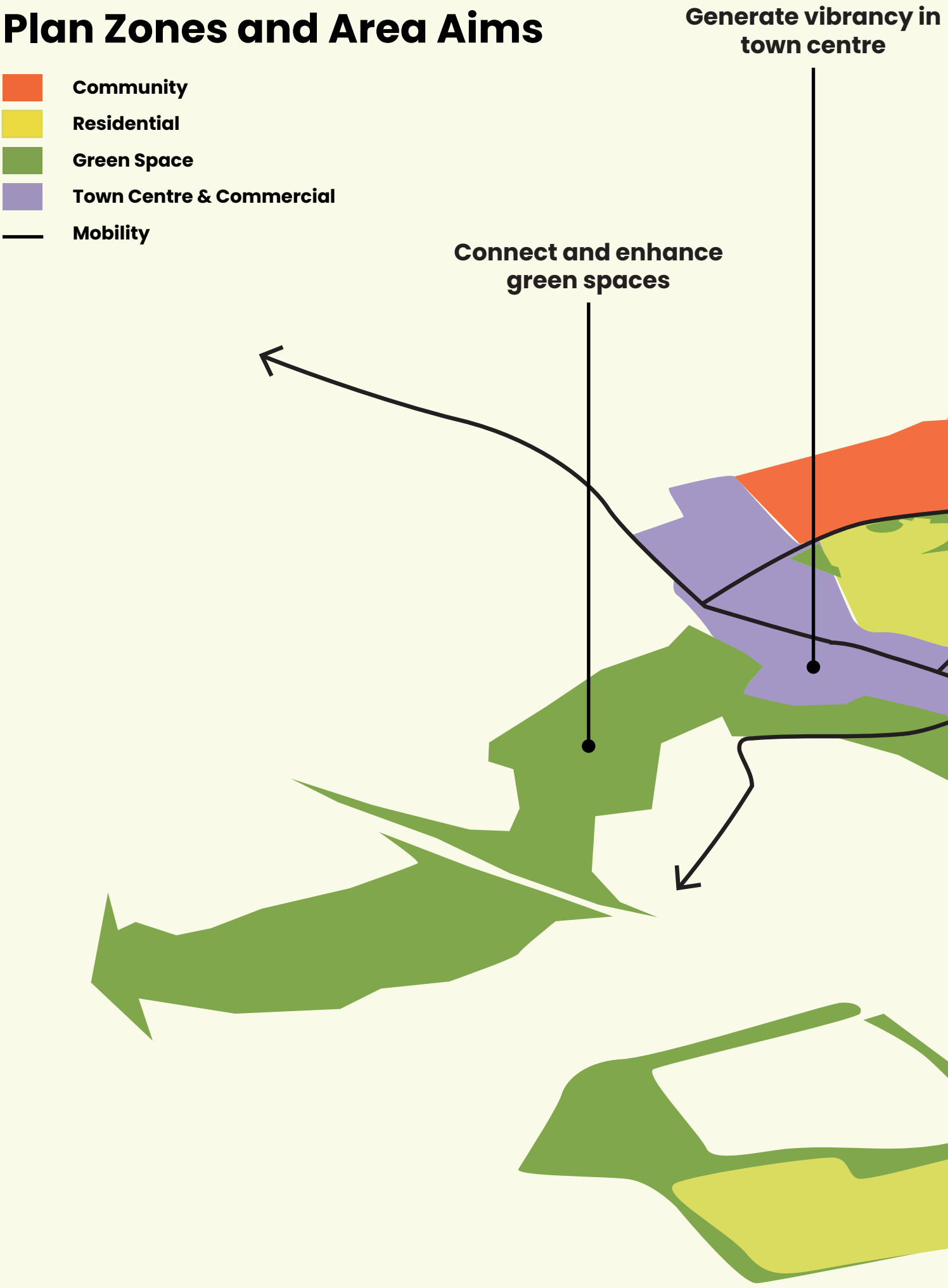
What if We Dream Big for the Future?

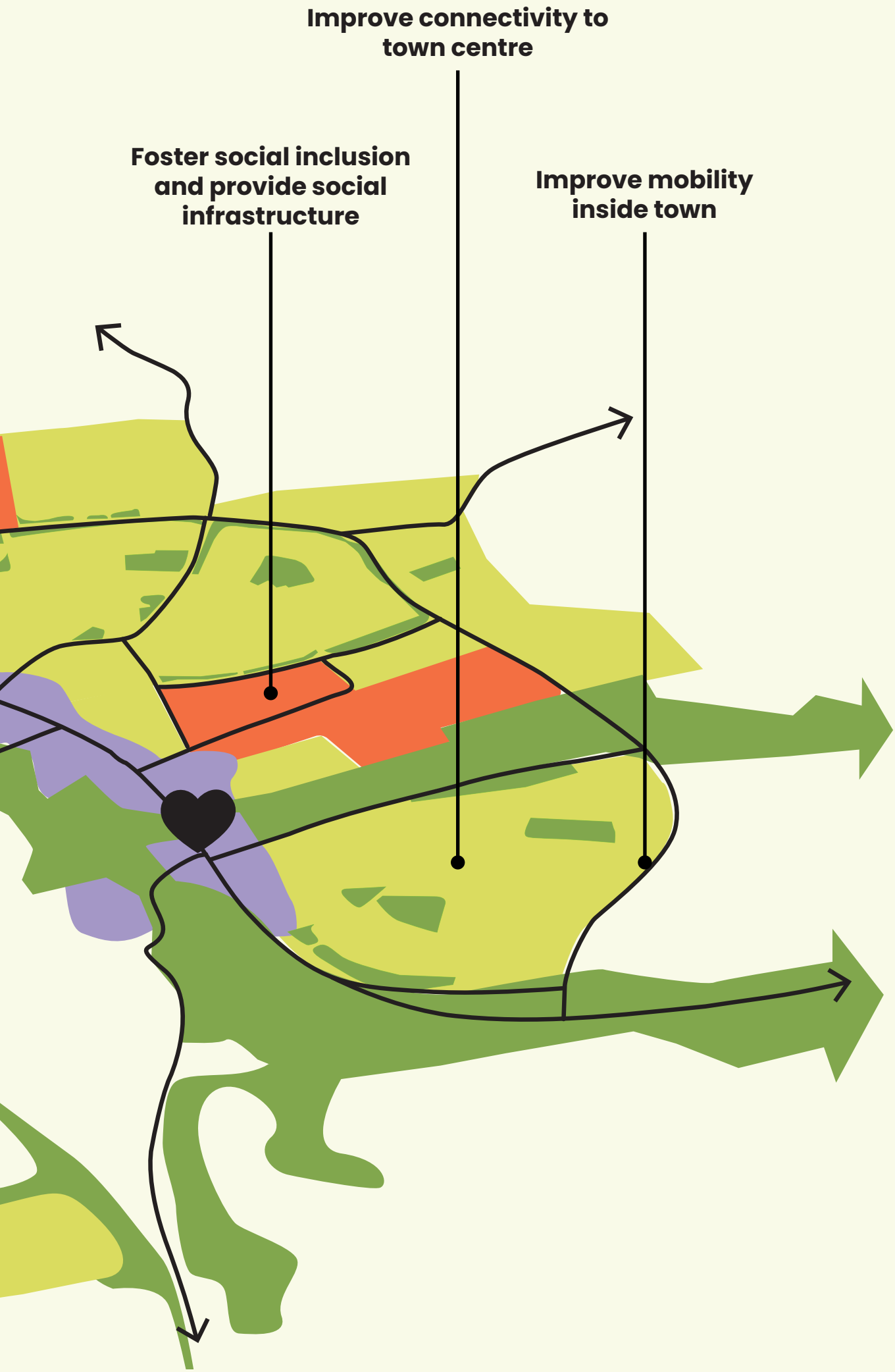
During the first workshop, participants were invited to envision Newtownmountkennedy in the year 2050, imagining the desired future image and role of the town. The community's ideas for the kind of place they aspire Newtownmountkennedy to become have been summarised below and aligned with the objectives of this plan's proposed projects.




-CENTRED TOWN
Protect heritage and culture
Generate vibrancy and vitality
NATURE GATEWAY
Create an image
Protect forest and nature assets
Reinforce active travel
Reinforce public transport
Provide variety of green spaces
IRELAND'S FOREST TOWN
Decrease car dependency
CONNECTED MOBILITY TOWN

Plan Zones and Area Aims




Improve connectivity to town centre
Foster social inclusion and provide social infrastructure
Improve mobility inside town

DUNNES STORES

ENABLING NEWTOWN MOUNT KENNEDY

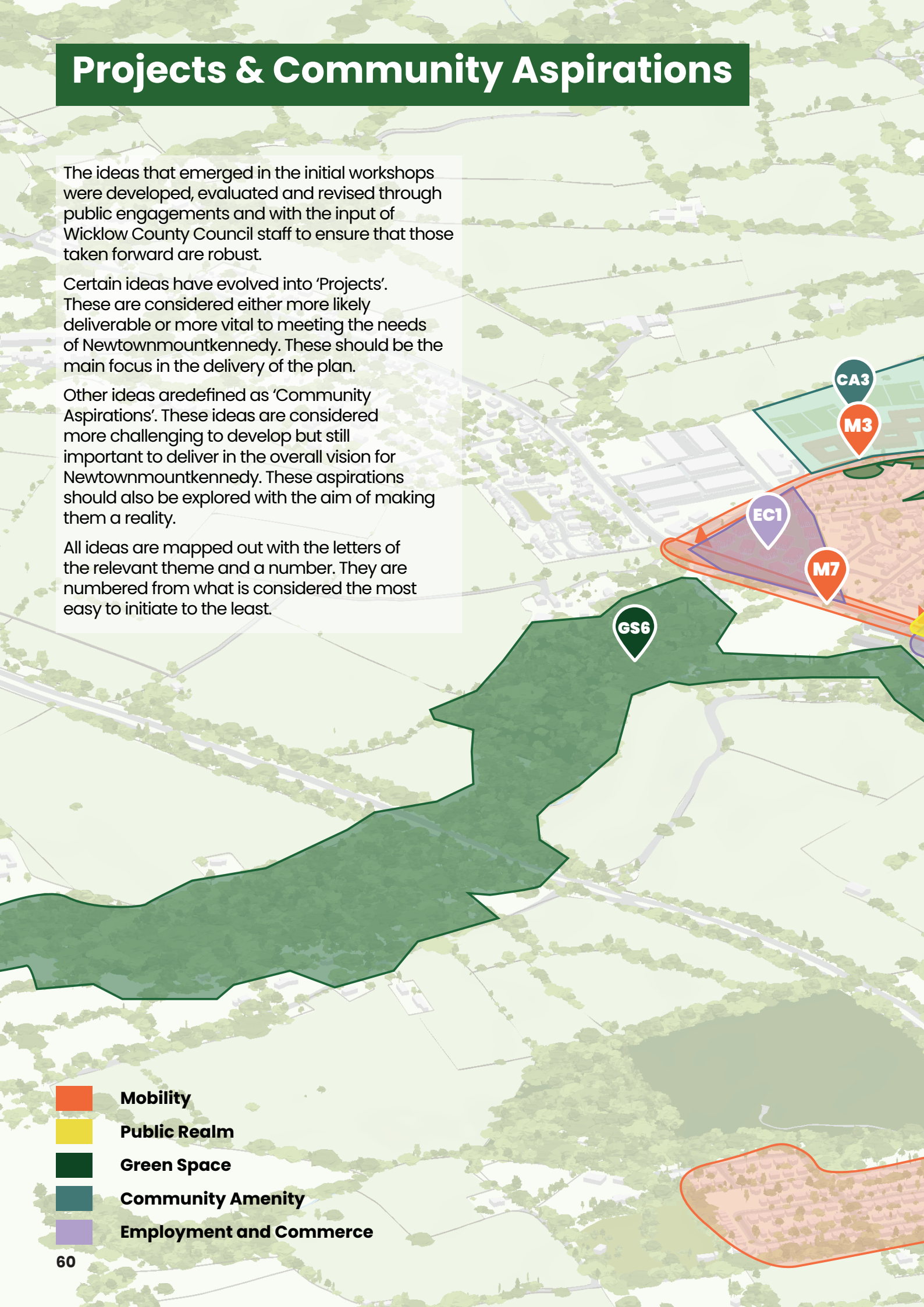
Projects & Community Aspirations

The ideas that emerged in the initial workshops were developed, evaluated and revised through public engagements and with the input of Wicklow County Council staff to ensure that those taken forward are robust.

Certain ideas have evolved into 'Projects'. These are considered either more likely deliverable or more vital to meeting the needs of Newtownmountkennedy. These should be the main focus in the delivery of the plan.

Other ideas aredefined as 'Community Aspirations'. These ideas are considered more challenging to develop but still important to deliver in the overall vision for Newtownmountkennedy. These aspirations should also be explored with the aim of making them a reality.

All ideas are mapped out with the letters of the relevant theme and a number. They are numbered from what is considered the most easy to initiate to the least.

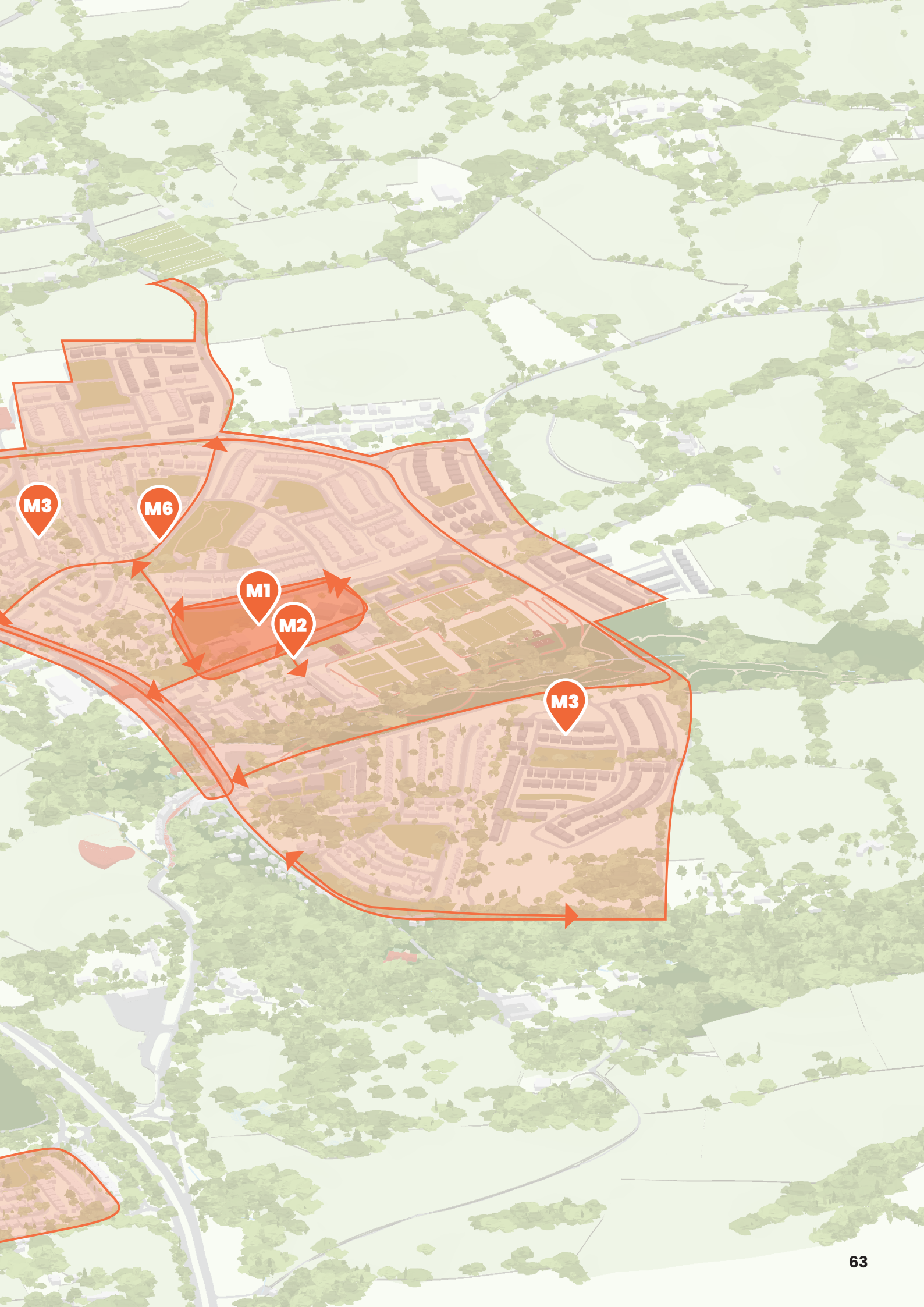


GS5
M4
M2
EC3
CA2
M5
M6
GS1
CA1
PR3
M4
GS4
GS2
GS3
GS6
EC2

Mobility Projects & Community Aspirations

The aim for all Mobility Project & Community Aspirations is to improve how people move around Newtownmountkennedy. This can be from an efficiency, an experience or a health perspective.

Some idea focus on active travel, others on traffic flows and others on public transport. The overall impact will be improved mobility with a lower carbon footprint.


M3
M6
M1
M2
M3

M1 Project: Safe Routes to School

Overview

Description

School road safety has been identified as a critical issue under the Safe Routes to School policy. St Joseph's Primary School, St Joseph's Middle School, Woodstock Educate Together, and several community buildings are all located along a single street where there is no dedicated bicycle infrastructure, and where a mix of one-way and two-way traffic sections creates junction conflicts, a concern raised during community workshops.

To address these issues, two potential options have been proposed:

- Converting the street to a one-way system with widened pedestrian paths, or
- Transforming the street into a fully pedestrianised route, supported by a designated drop-off area at the rear of the new community buildings.

Both options seek to enhance safety, improve accessibility, and expand active travel opportunities for students and the wider community.

Impact

Implementing either option would greatly enhance safety for students and pedestrians by providing consistent pathways, reducing vehicle conflicts and improving visibility. Bicycle access would be enabled and regulated or fully pedestrianised traffic would reduce congestion and parking issues, creating a safer, more welcoming environment around the school.

Community Input

"Might be better to have a "car-free" street as would be more safe "

"Plant more trees while we are at it"

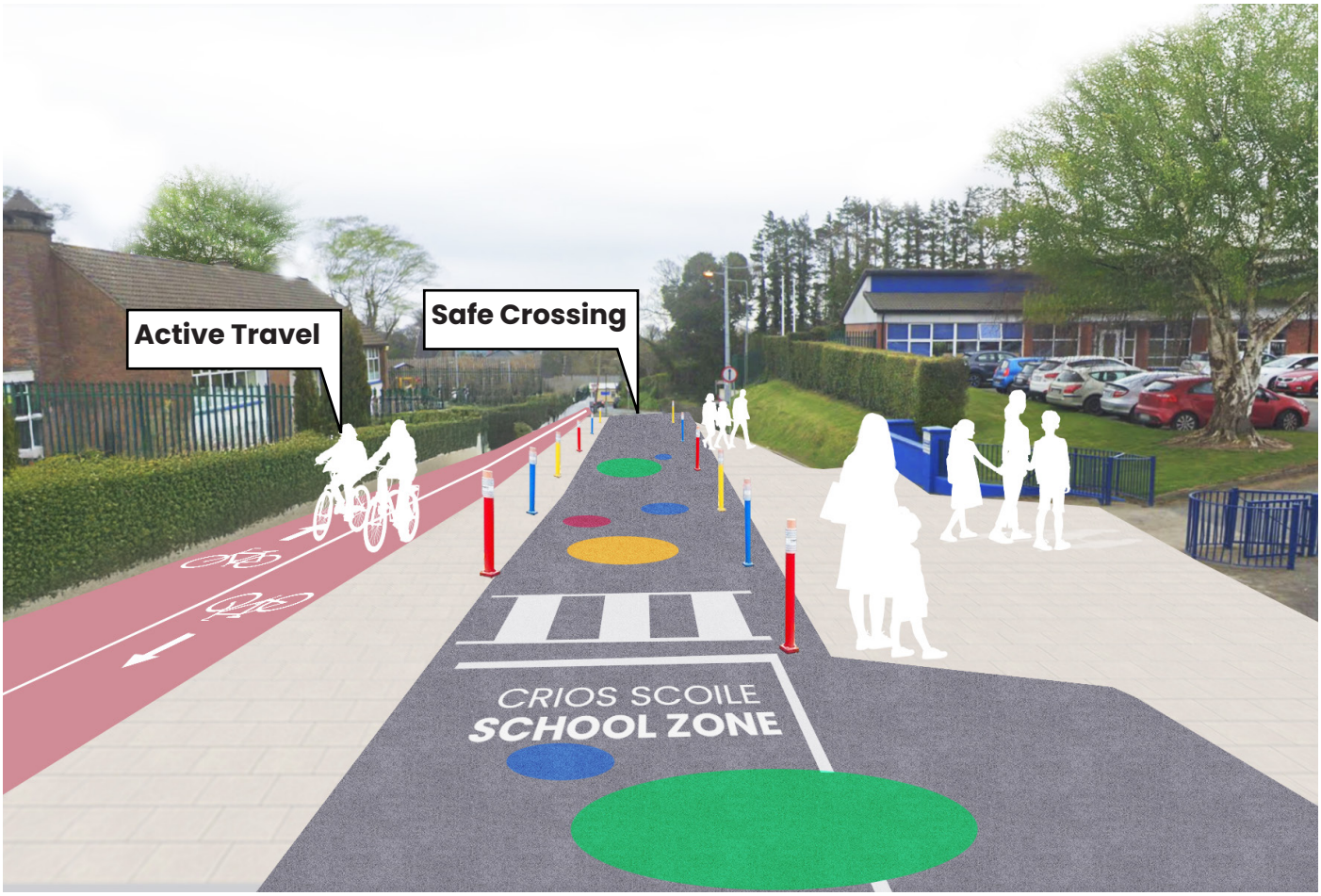
" Add a workable drop off point where kids can get of of the car and into a path that brings them safely to school "

"Effective communication once implemented"

"Go further and close that street. All traffic would be diverted back to the ring road. Trial it to see how it works when the ring road is open."

Recommendations

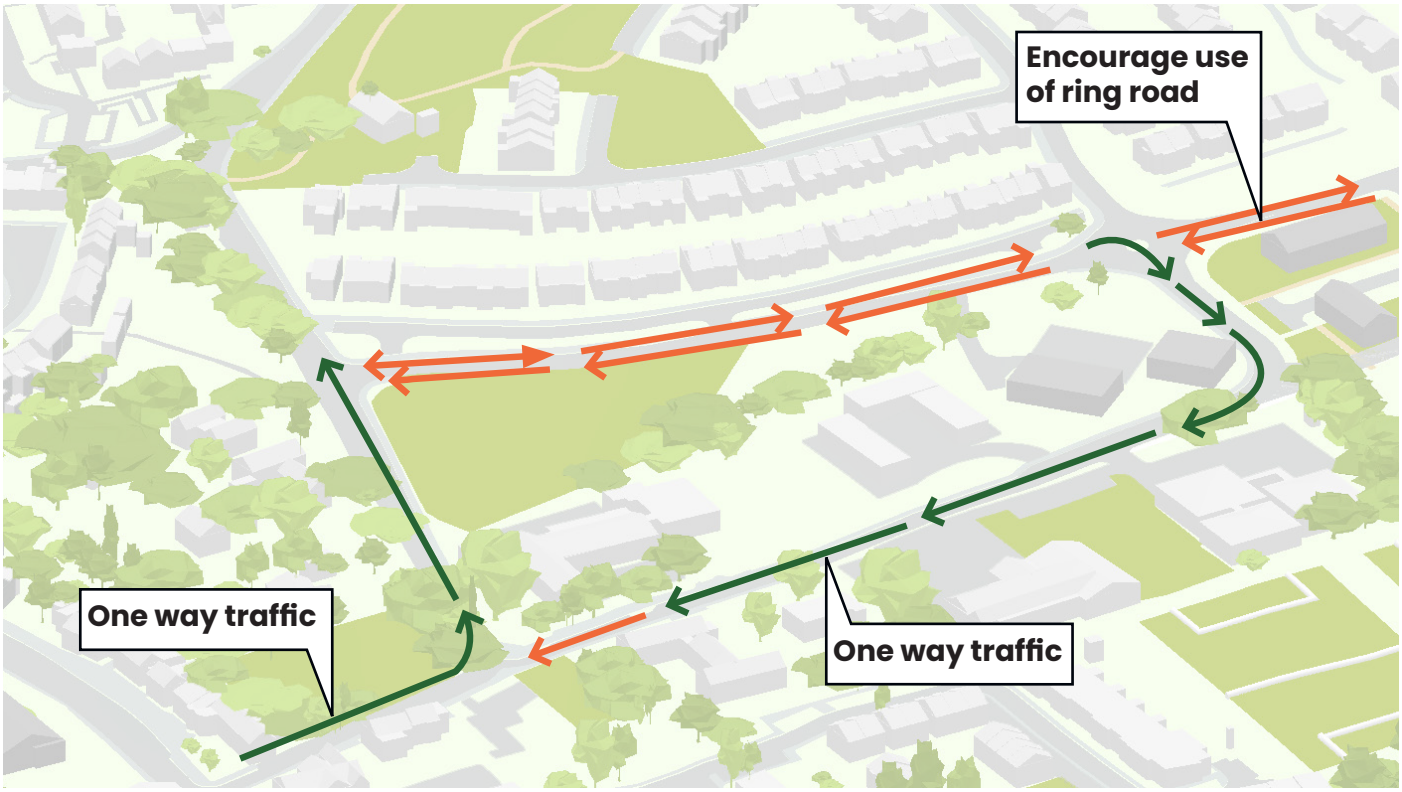
A feasibility study including traffic flows and stakeholder consultation should be carried out before selecting a preferred option. While making the street car-free is the preferred solution from a safety and health perspective, if this is not feasible, a one-way street with narrowed lanes should be considered. The location of a drop-off area under the one-way option should be determined through a separate study and provisionally proposed at the back of the new community centre.



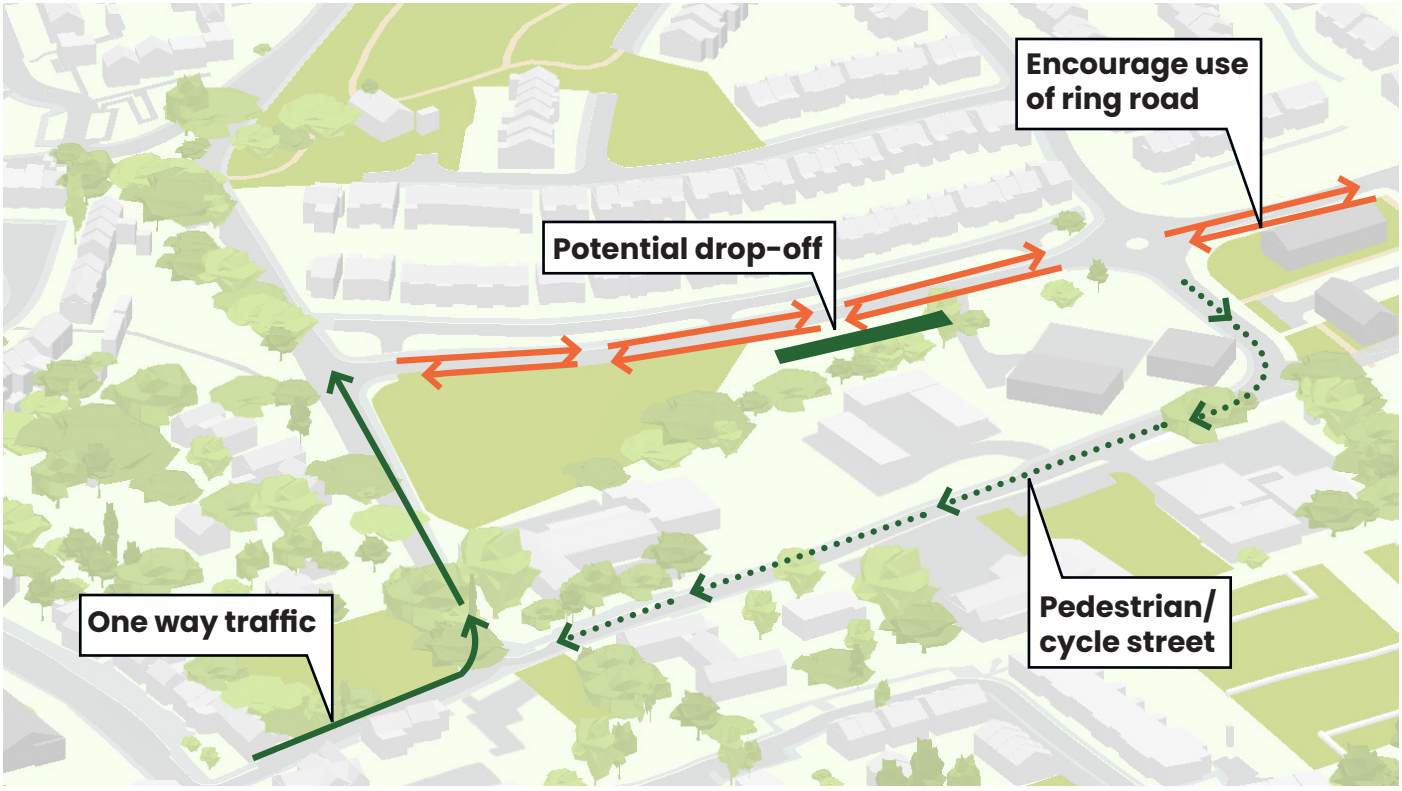
One-Way Street

Car-Free Street

Options



Option 1: One-Way System



Option 2: Pedestrian/Cycle Street

Case Study: Safe Routes to School Scheme

There are several examples across Ireland where Safe Routes to School improvements have successfully enhanced pupil mobility and encouraged greater use of active travel modes.

An Mhodhscoil, Limerick

The Safe Routes to School scheme at An Mhodhscoil in Limerick aims to improve safety and accessibility for its 630 pupils at the busy O'Connell Avenue and Roden Street junction. The project tackles congestion, illegal parking and unsafe crossings by removing guard railings, adding placemaking elements and creating designated bus parking. Improved pedestrian crossings, curb build-outs, and coloured markings enhance visibility and safety. The project also explored converting Roden Street into a "School Street," reducing vehicle access at peak times and promoting walking and cycling.

Before

After

Gaelscoil Chluain Meala - Irishtown Upper

The Safe Routes to School project at Gaelscoil Chluain Meala in Clonmel focuses on improving safety and accessibility for pupils at the busy junction of Cantwell and Albert Streets. The area suffers from congestion, poor sightlines and limited pedestrian protection during drop-off times.
Proposals include widening footpaths, improving crossings at Cantwell Street and the R678 and introducing a School Street and one-way system to reduce traffic and enhance safety. Better cycling facilities and potential links through nearby GAA and hospital grounds would encourage walking and cycling. These measures aim to create a safer, more visible and sustainable school zone.

Before

After

M2 Project: School St- Glenbrook Access

Overview

Description

The junction between Glenbrook and Main Street which is used to access Dunnes Stores parking, the Primary Care Centre, Little Explorers Creche and the Glenbrook Heights is narrow which often results in back logs on the street and difficult pedestrian movement in the area.

To reduce traffic pressure and improve connectivity, a new pedestrian link that will serve residents of close by estates is proposed at the rear of Matt Kelly Community Grounds, making walking to these facilities a more viable alternative to car trips.

Impact

The proposed pedestrian link at the rear of the community centre would improve accessibility to nearby facilities, allowing residents to reach key community buildings more directly. It would reduce traffic pressure on narrow streets, enhance safety for pedestrians and encourage walking as a convenient travel option. Overall, the measure supports active travel, better connectivity, and a more accessible, people-friendly environment in the town.

Community Input

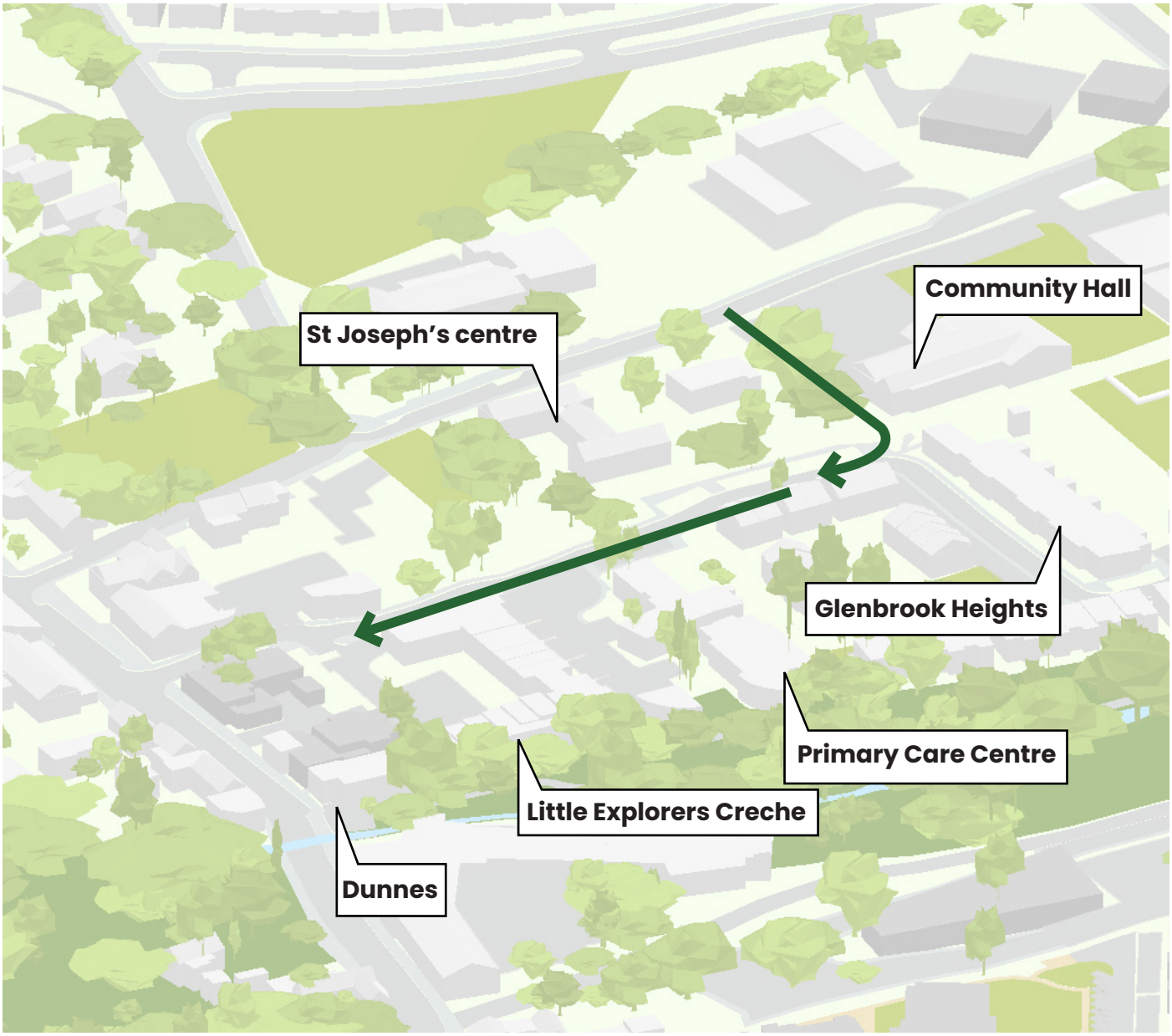
"Possible problems with levels"

"In principle, its a good idea, but maybe as pedestrian only access due to ground level constaints"

Recommendations

There is a level difference between the two ends of the road. The proposed walkway already provides access via existing steps, which should be made publicly accessible, including through access via the gate at Glenbrook Heights. In addition, measures to ensure universal accessibility should be explored, allowing all users to benefit from this improved connection.

Proposed link location



Suggested Connection

M3 Project: Increased Permeability

Overview

Description

The current street layout, where cul-de-sacs are a defining feature of most residential developments, significantly limits active travel accessibility across the town. To improve connectivity, these dead-end streets could be linked through pedestrian and cycle paths, reducing travel times and making active travel a more appealing and convenient option for residents.

Impact

This initiative will significantly improve connectivity within Newtownmountkennedy, particularly to the town centre, by linking cul-de-sacs and dead-end streets with pedestrian and cycle paths. It will reduce travel times for residents, encourage shifts to walking, cycling, and public transport, and help lower congestion and vehicle emissions, supporting a more sustainable urban environment.

Community Input

"Definitely worth while to encourage people to walk around the town in the shortest possible route."

"Ensure future planning permission for new developments incorporates this. "

Recommendations

Potential permeability connections should be studied and following consultation with stakeholders, proposals for connections should be developed. Appendix 3 "Newtownmountkennedy Town Refurbishment Project Pedestrian Connectivity Between Main Street And Estates" should be used as base for following steps.

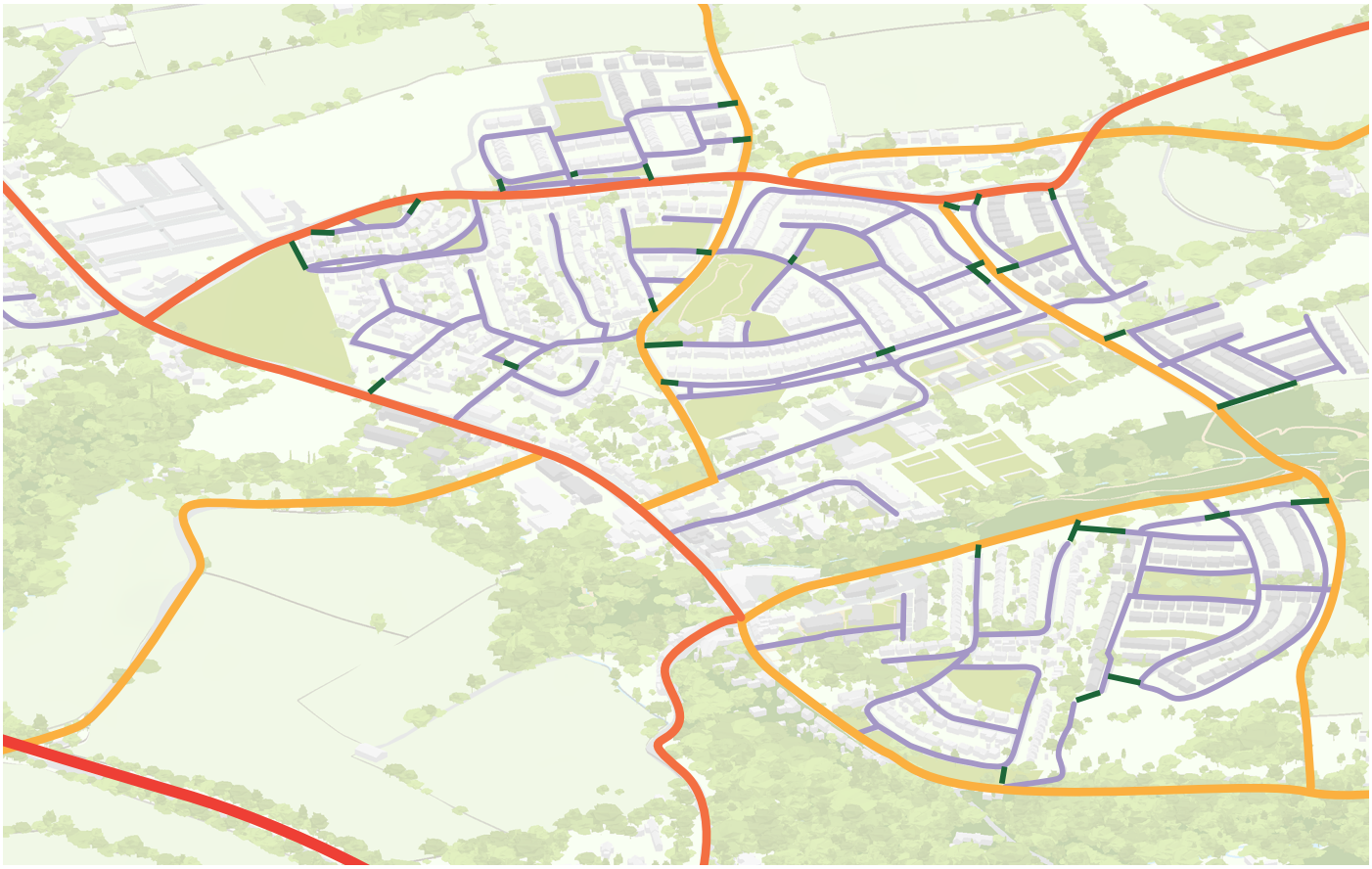
Where there are existing connections that are currently underused, a review of these areas to understand how they may be made more attractive and safe to use should be undertaken.

To address any potential safety concerns on proposed new paths, lighting should be enhanced along the routes. Visibility can also be improved by planting low-growing grasses and flowers along the edges, ensuring clear sightlines while maintaining an attractive, open streetscape.

Before

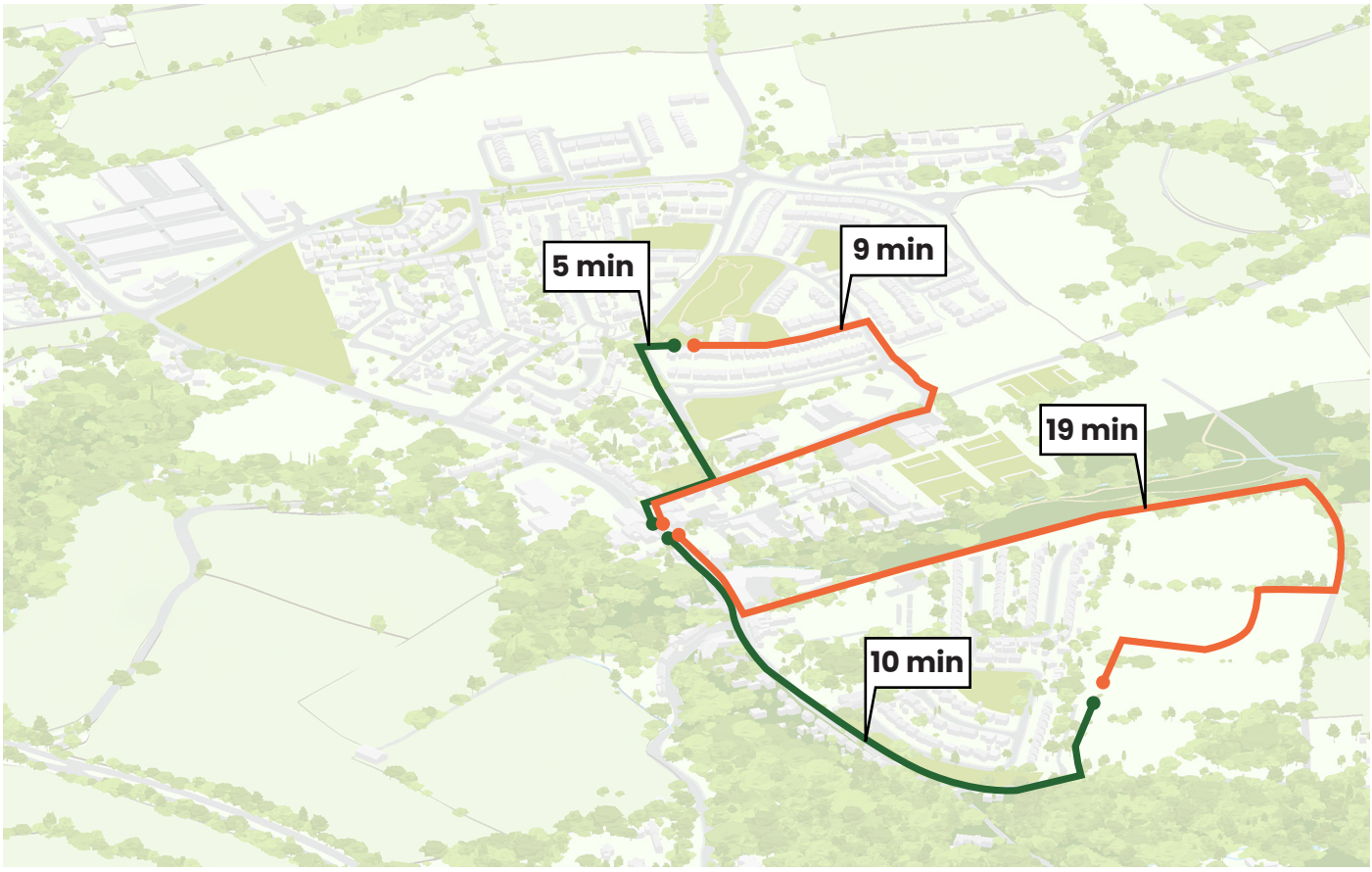
After

Illustrative Example of Proposed Improvements



Suggested Network

- secondary road
- main road
- motorway
- new proposed path
- residential streets



Time Improvement

- existing route
- proposed route

M4 Project: Main St Improvement

Overview

Description

Main Street in Newtownmountkennedy currently presents mobility challenges, with excessive on-street parking, through-traffic, and limited safety for pedestrians. This proposal addresses these issues through two potential design options. Option 1 involves reducing the amount of parking, narrowing road lanes and expanding pedestrian paths with added green verges. Option 2 is a more transformative approach, introducing a one-way traffic system to free space for active ground-floor frontages, public gathering areas and an enhanced public realm. Both options incorporate traffic-calming measures, safe pedestrian crossings, and Sustainable Drainage Systems (SuDS) integrated into new planting and green infrastructure to manage surface water naturally and enhance the streetscape's environmental quality. Trees should also be incorporated through the designs to build on Newtownmountkennedy's identity.

Impact

Whether a one-way or two-way system is implemented, the overall positive impact would be substantial. While a one-way system may increase travel times by only about two minutes, both options aim to improve safety, enhance the pedestrian and cyclist experience and create a more attractive and functional town centre.

These measures would reduce congestion, improve traffic flow and support balanced accessibility across all transport modes. In turn, they would deliver environmental benefits, stimulate local business activity and foster a vibrant, people-focused Main Street.

Community Input

"If there were alternative car parking spaces then it could work. "

"One way is a really good idea"

"Will be detrimental to both current and future businesses. Newtownmountkennedy still attracts a lot of vehicular traffic from the hinterland."

"I thought this idea was ridiculous. However, the more I think about it, despite being very awkward for drivers it could be worth it to have a beautiful people friendly Main St."

"More planting and separation from car dominance is needed for healthier shopping area"

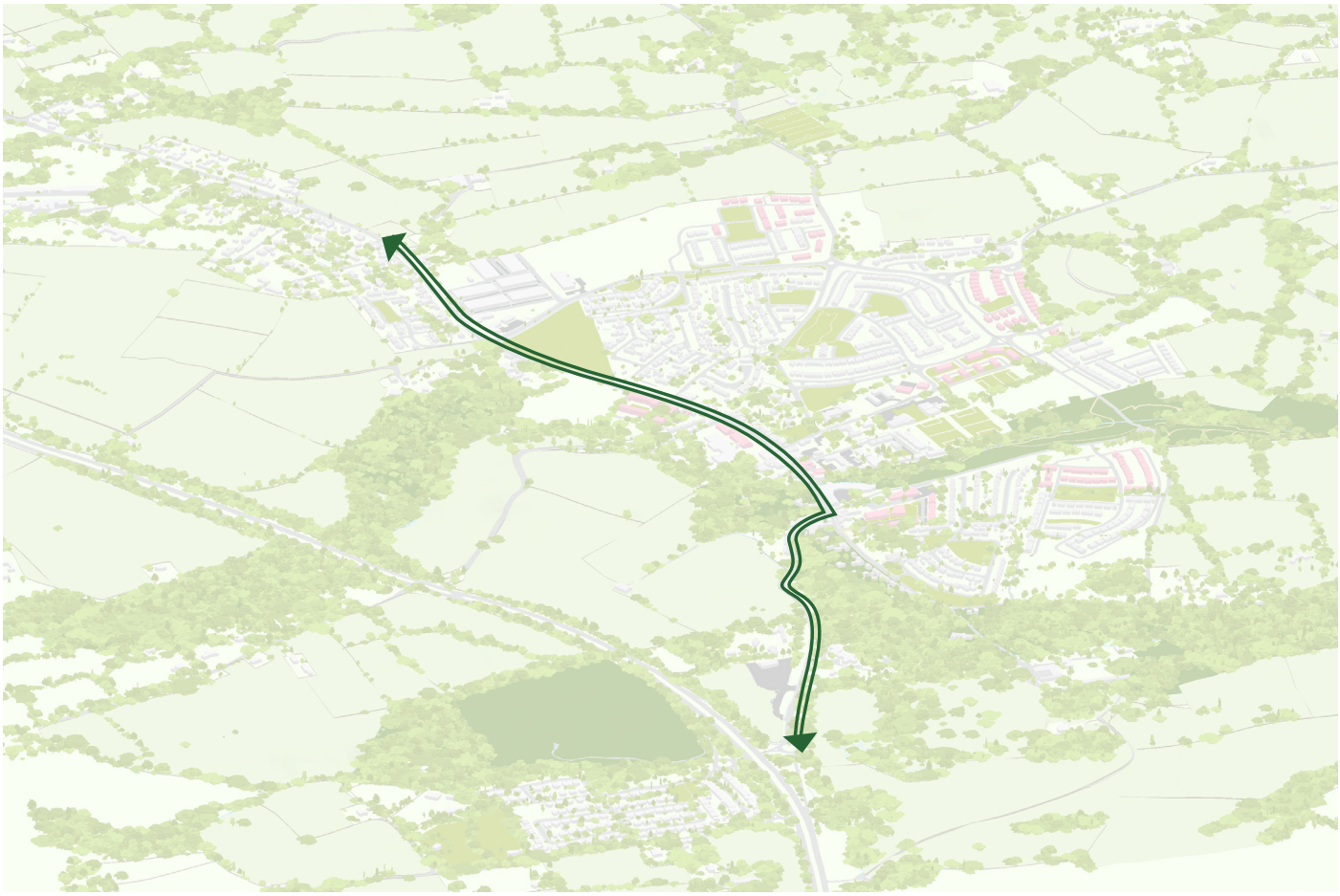
Recommendations

Any proposed upgrades to Main Street are closely interdependent with traffic direction. An initial feasibility study will therefore be required to assess the potential for converting Main Street to a one-way traffic flow. Once this assessment is complete and a preferred traffic arrangement is agreed, the public realm design can be further developed.

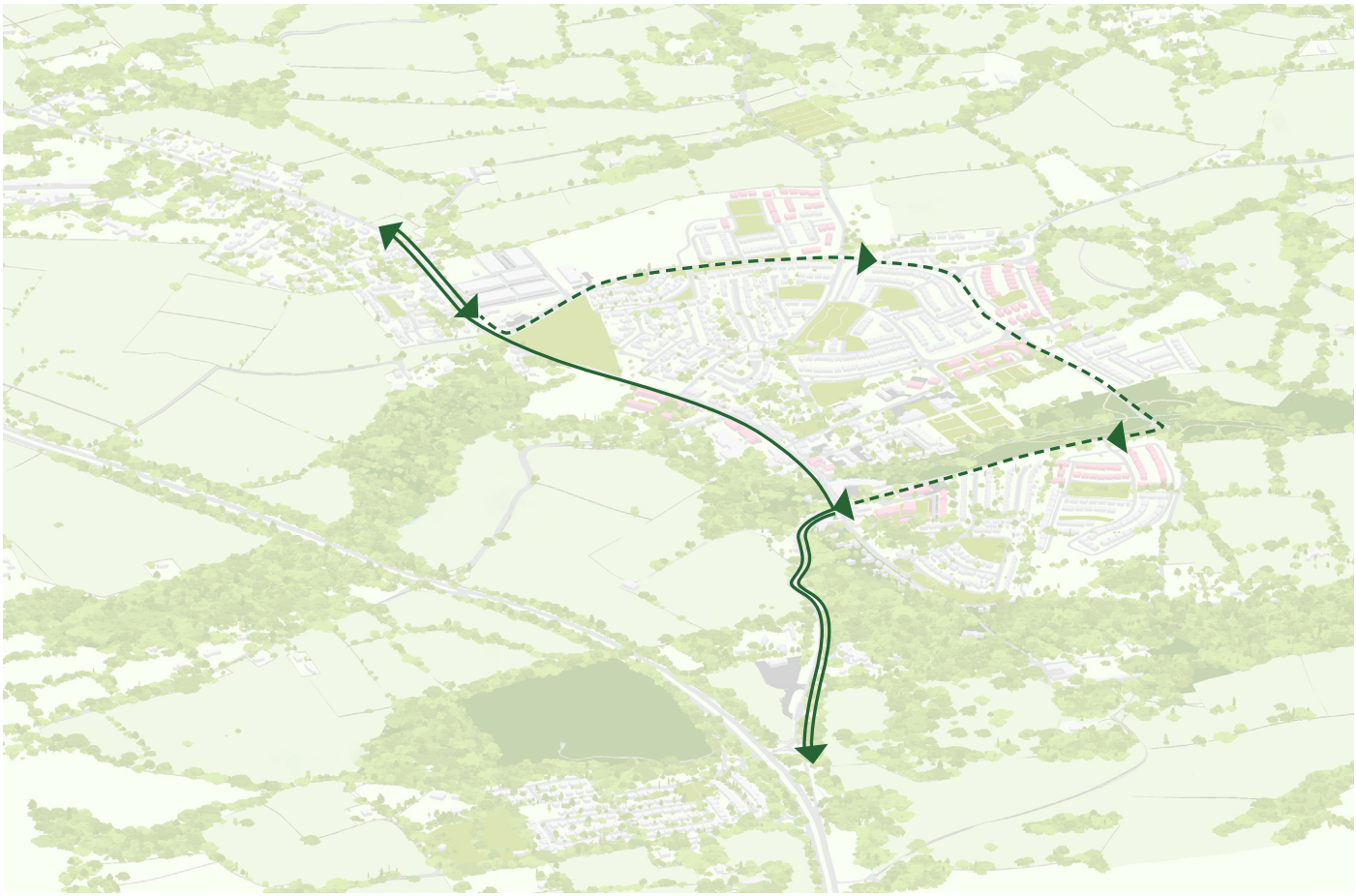
There is also potential to test proposed changes temporarily before committing to permanent works. Such pilot interventions would help ensure that long-term design decisions are evidence-based and responsive to real-world performance.

Study in Appendix 4 "Parking Assessment Report" is relevant for further steps of this project development.

Underground public carpark at Dunnes is currently underutilised and should be incorporated to support off-street parking, freeing up the public realm and Main Street.



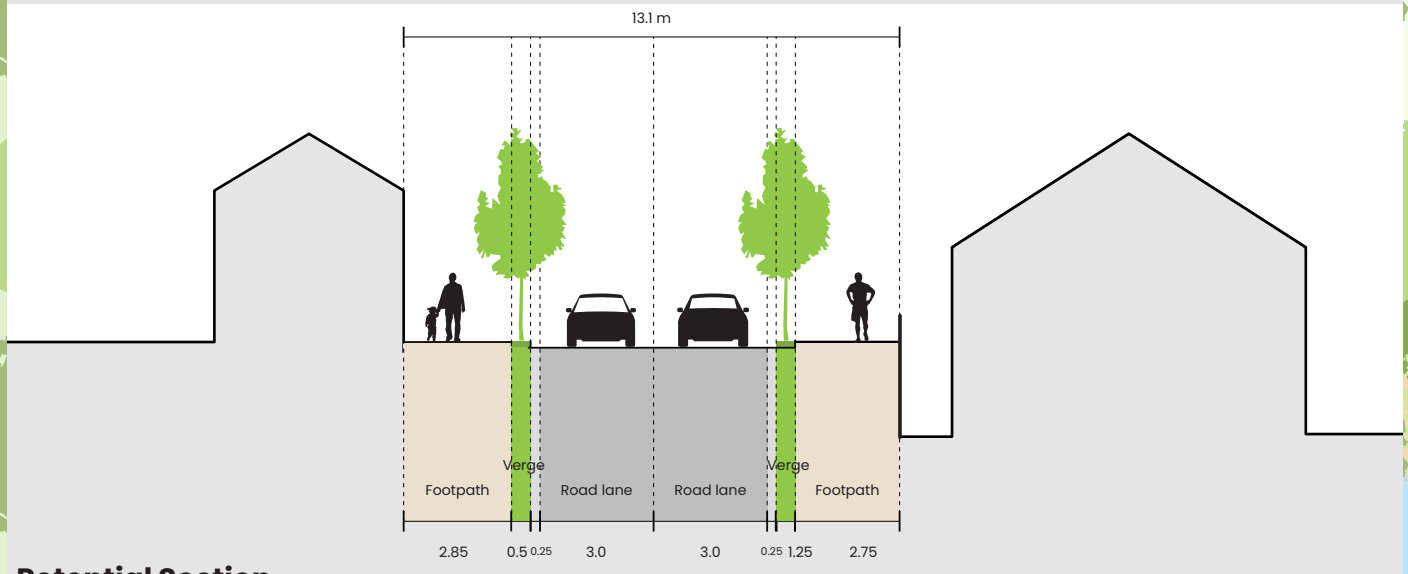
Two-Way Scheme



One-Way Scheme

Potential Two-Way Scheme

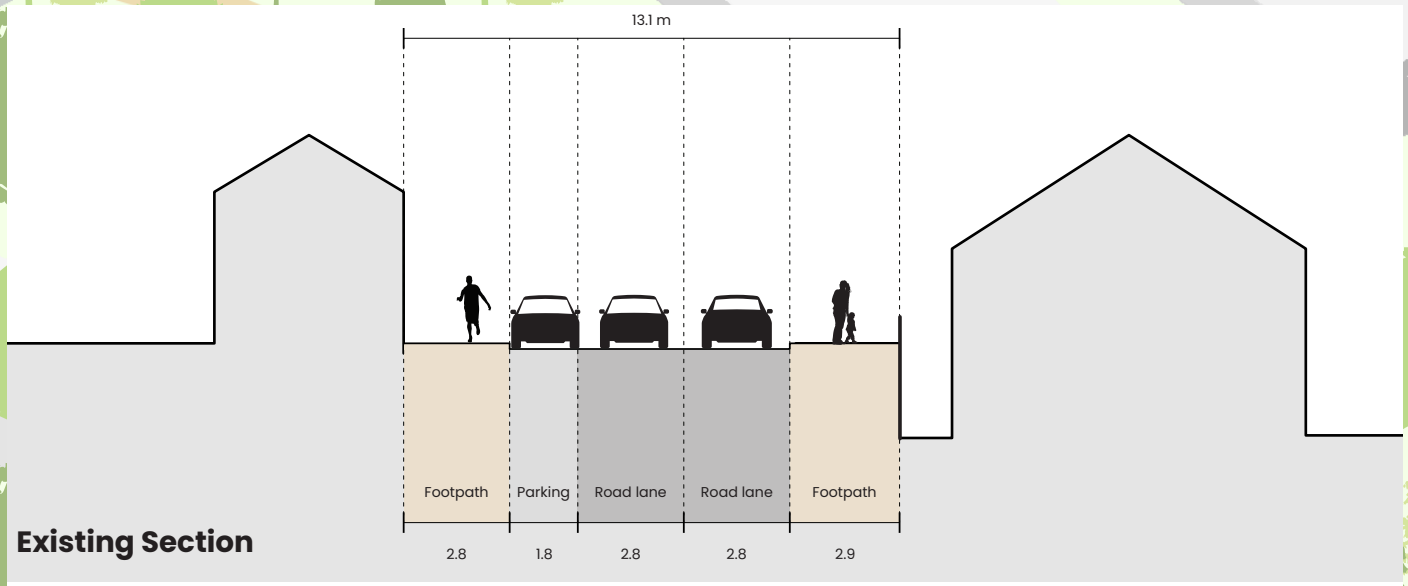
Existing Section



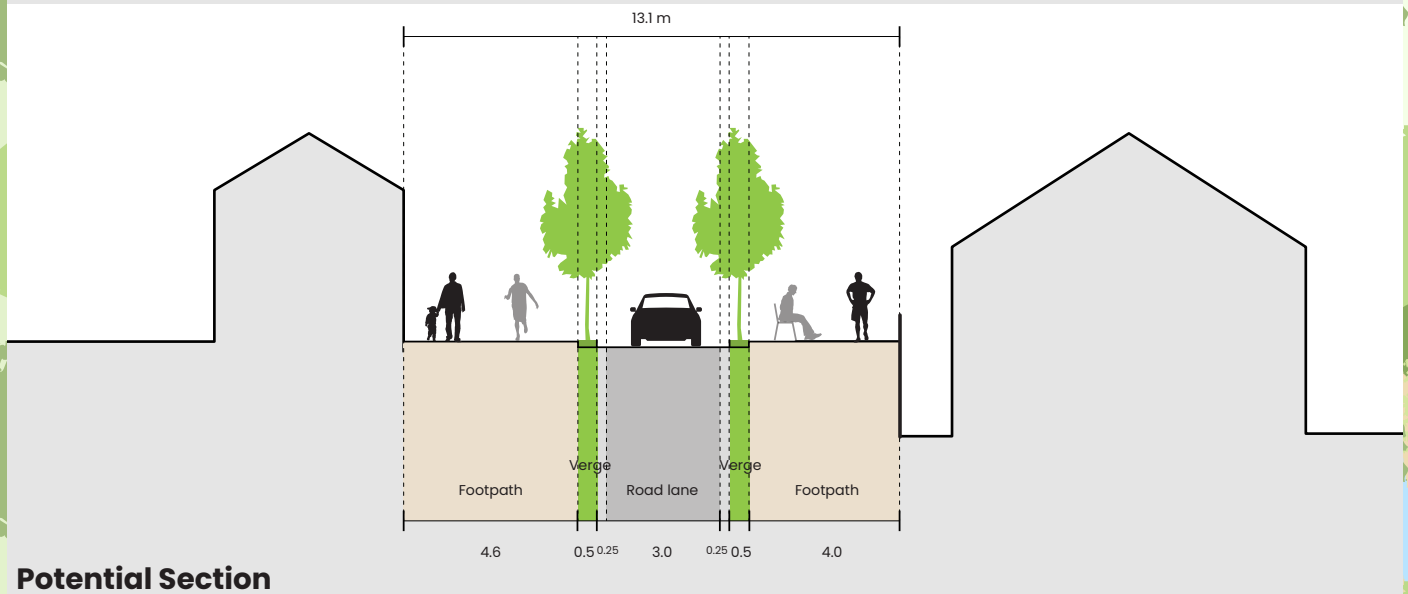
Potential Section

Conceptual Drawing

Potential One-Way Scheme



Existing Section



Potential Section

Conceptual Drawing

M5 Project: Bus Route Network

Overview

Description

The current bus route runs along Main Street, while new residential developments are primarily located to the west. The design of the new ring road includes space for additional bus stops, improving future accessibility. This proposal considers introducing an additional bus route to better serve these growing residential areas if population growth leads to increased demand and additional departures are required. This approach ensures that public transport remains convenient, flexible and well-integrated with the evolving town layout. While consultation with the NTA established that there are no current plans for an additional bus route here, this may be reviewed in the future.

Impact

This addition would reduce travel times for residents in new developments west of the town centre, improving access to key services and amenities. It could also encourage greater use of public transport, help reduce traffic congestion on Main Street and lower vehicle emissions.

Community Input

“More bus the better”

“Wait until the town population grows and there is viable sustainable demand for this...”

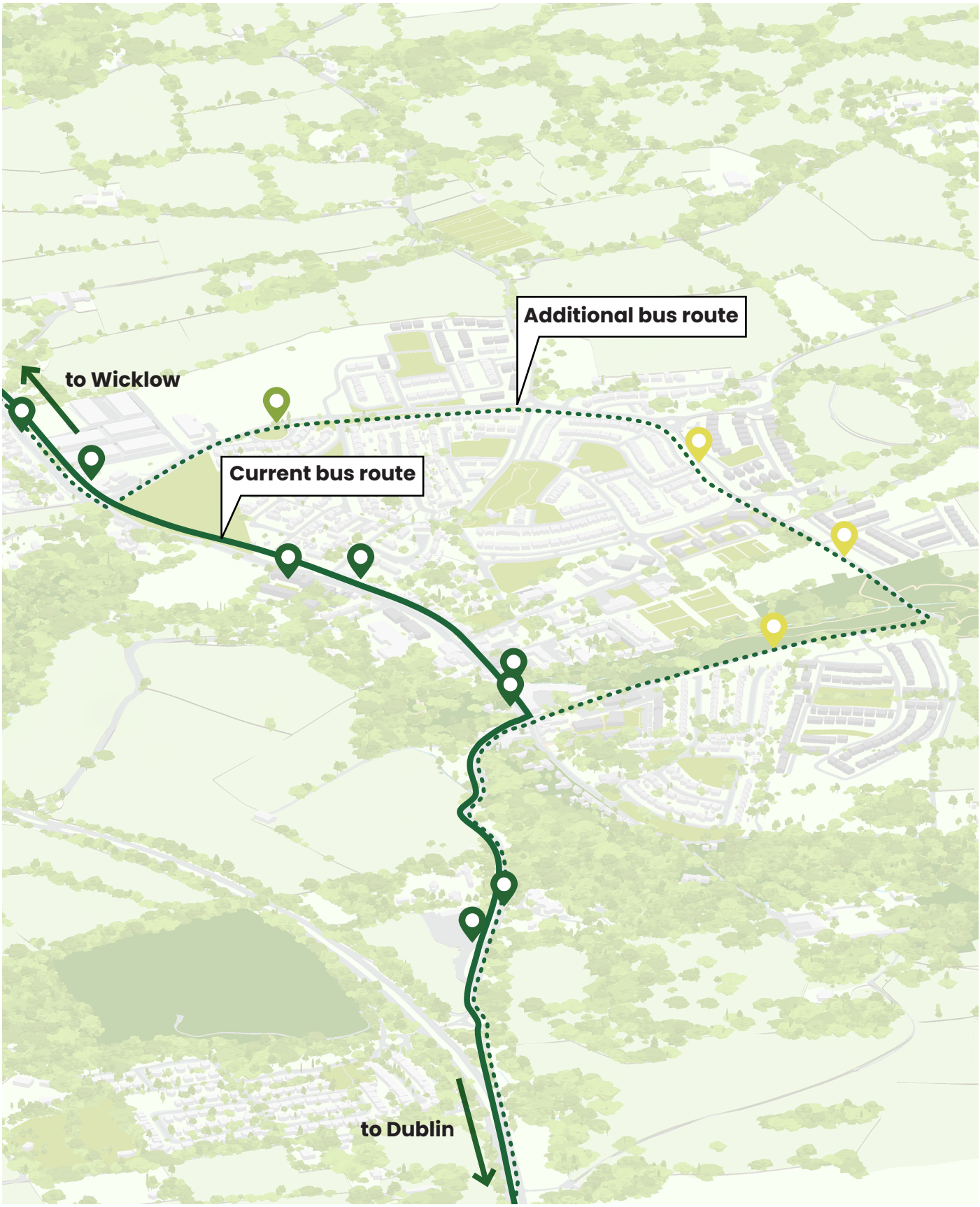
“ Buses need to be frequent for people to buy into ”

“The bus routes still need to serve the main street where the highest density of older people and business are.”

“The bus stopping on the main street causes a lot of traffic to build up so this would help that. The new route is probably closer to where most people now live in the town compared to years ago before Wicklow Hills started.”

Recommendations

A new bus stop for this route should be located near the proposed school site in Moneycarrol. This would provide convenient access for students and serve the surrounding new developments, ensuring comprehensive coverage of the area and supporting sustainable travel options for the growing community. Viability and demand of the route is a subject to a separate study.



Suggested Network

- new proposed bus stop
- bus stops not used
- bus stops in use
- existing bus route
- proposed alternative bus route

M6 Project: Connected Cycleway Network

Overview

Description

Recent additions to the walking and cycling infrastructure in new residential areas of Newtownmountkennedy creates an opportunity for consideration of a wider town strategy. By joining new cycleways through residential areas along connecting roads to existing cycleways an interconnected network can be established. Recognising that Main Street is too narrow for a dedicated cycleway it is therefore proposed as a cycle-friendly street with regulated traffic.
A connected network of active travel links in the town core encourages sustainable local trips, reducing environmental impacts and supporting the economic vitality of the town centre by improving access to businesses and amenities.

Impact

The establishment of a connected network of cycleway links in the town core encourages residents to switch to sustainable transport for short local trips. This contributes to environmental improvements by reducing traffic and emissions, while also supporting the economic vitality of the town centre. By making streets more accessible and attractive, local businesses benefit from increased footfall and the town becomes more vibrant and connected.

Community Input

"More bike parking around the town at various locations."

"Only put bike paths where there is enough room. Not interfering with traffic. "

" ...We would need a whole education and promotion campaign to make it work in my view"

"Again, greater clarity of the route and also of how the existing biodiversity would be affected...."

"Secondary school and bike/foot paths should ideally be a priority."

Recommendations

A feasibility study to validate or propose alternative cycleway routes prior to design is required. A traffic assessment is needed to explore any potential changes to Main Street with all designs to be informed by the Design Manual for Urban Roads and Streets guidance. This approach improves safety, supports sustainable transport and enhances the overall town centre experience.

Suggested Network

- existing cycleways
- proposed cycleways
- pedestrian and cycle friendly street
- bike parking/switch to walk

Case Study: Houten Cycle Network, Netherlands

Houten, a suburban town near Utrecht in the Netherlands, is widely recognised for its cycling-focused urban design. The town is surrounded by a car ring road while internal neighbourhoods are connected by over 129 km of dedicated cycle paths, allowing residents to reach schools, shops and transit hubs directly by bike. Overall, more than half of all trips made by Houten residents (55%) are made by non-motorized modes. Studies show that 42% of trips shorter than 7.5 km in Houten are made by bike and around 21% on foot, while overall car use is approximately 25% lower than in cities of similar size. These findings demonstrate that Houten's combination of dedicated cycling infrastructure, pedestrian prioritisation and car-traffic management has significantly improved sustainable travel choices, reduced reliance on cars and promoted healthier lifestyles.

M7 Project: Active Travel Connections

Overview

Description

With close proximity to larger settlements such as Dublin, Wicklow and Greystones, Newtownmountkennedy is well positioned within the wider transport network. However there are a lack of public or active travel opportunities, particularly to smaller surrounding towns and villages which are close geographically but require a car to access.

This project proposes the creation of active travel connections to Roundwood, Kilcoole and Newcastle, where feasible. These connections could also link to proposed routes like the Mountains to the Sea or East Coast Trail.

An additional linkage is recommended between Newtownmountkennedy and the planned Bus Park & Ride facility in Kilpedder, to be delivered as an active travel route.

Impact

Improved connections to neighbouring settlements are expected to reduce car dependency, as surveys indicate strong community interest in using active travel infrastructure where available. The provision of safe, direct, high-quality walking and cycling routes would particularly benefit students travelling to secondary school, reducing car drop-offs and easing traffic congestion during peak hours. Enhanced connectivity would also support local economic activity by encouraging visitor movement and reinforcing Newtownmountkennedy's role as a local service centre.

Community Input

"More off road trails would be nice, less footpaths beside busy roads as possible."

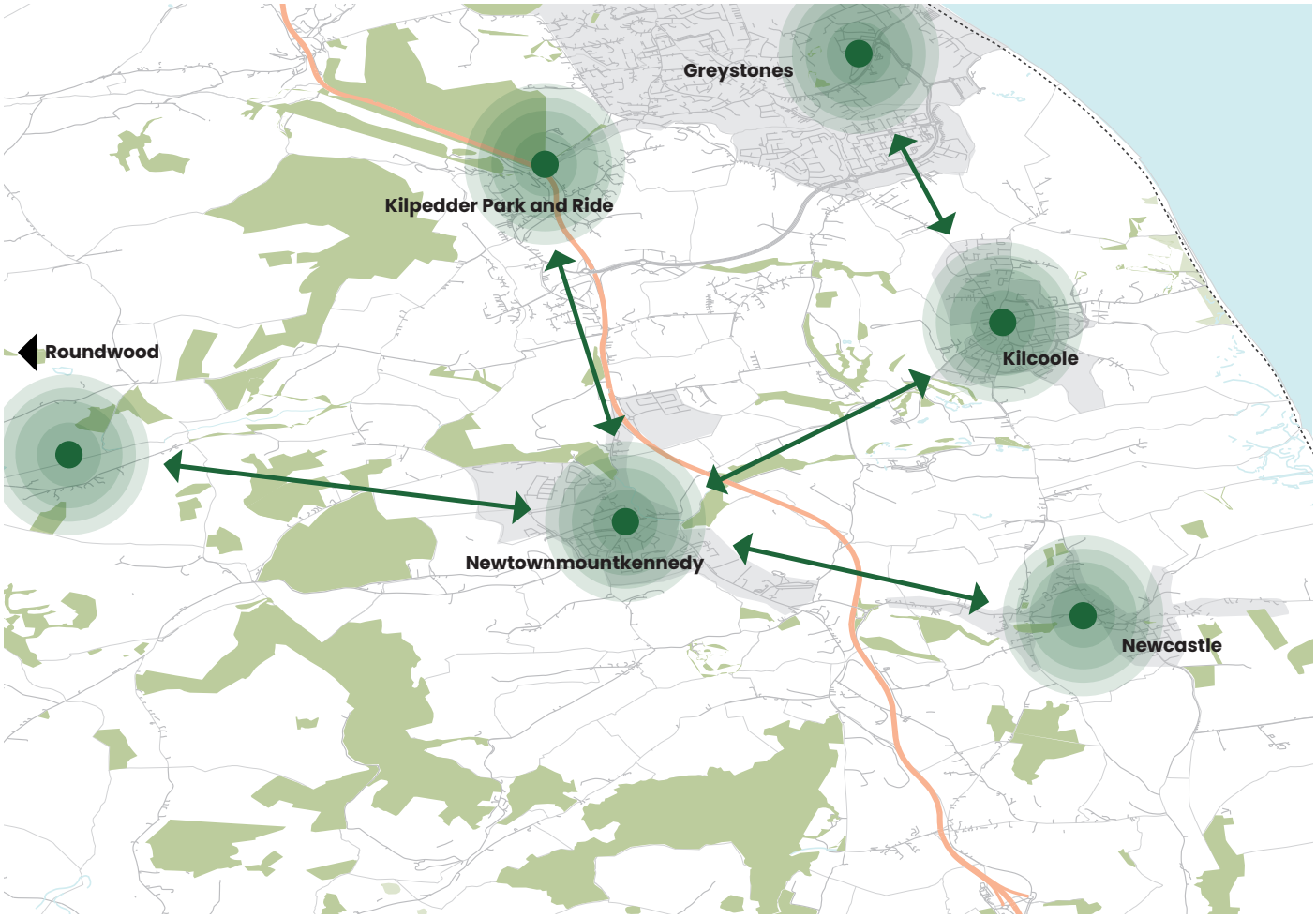
"Add cycling/walking route to Kilpedder."

"Not on the roads as they are now"

Recommendations

A detailed feasibility study should be undertaken to determine optimal routes and technical requirements. Where viable, proposed routes should include both pedestrian and cycle facilities, with a preference for off-road trails and sustainable material choices for surface treatments. Opportunities to link with the existing cycleway on the R774 should be explored, particularly via a route through Garden Village, ensuring integration with the planned road connection between Garden Village and Woodstock Road as part of the Kilcoole link.

Further development of this project should consider Appendix 2 "The Mountains to the Sea Green-Way A Feasibility Study Report" as a baseline for further steps.



Suggested Links

Case Study: Waterford Greenway

The 46 km off-road walking and cycling trail between Waterford and Dungarvan attracted approximately 247,545 users in its first year, including 105,639 walkers and 141,906 cyclists. User satisfaction was extremely high, with 94 % rating the experience as “excellent” or “good.” Visitors from outside the county contributed to local economic activity, with many staying in paid accommodation and spending on food and services, demonstrating strong tourism benefits. In addition, the Greenway provided a safe and attractive option for local commuting, particularly for cyclists and walkers traveling between communities along the route. The Waterford Greenway illustrates how investment in green infrastructure can enhance both mobility and local economic development, creating a multifunctional asset for residents and visitors alike.

M8 Community Aspiration: Bus Connections

Overview

Description

Newtownmountkennedy is connected by bus to larger centres such as Dublin, Greystones, and Wicklow, but links to nearby towns like Roundwood and Kilcoole are currently lacking, as highlighted in community workshop feedback. At present, travelling from Newtownmountkennedy to Kilcoole takes around 54 minutes by public transport and 57 minutes on foot, making public transport an unattractive option. This proposal reflects aspirations for a west-east connection in the region though it is recognised that recent studies under the Bus Connects programme by the National Transport Authority have deemed this currently unviable.

Impact

Improving connections between Newtownmountkennedy and nearby settlements such as Roundwood and Kilcoole would reduce car dependency and encourage more sustainable travel choices. Enhanced accessibility would make it easier for residents to reach jobs and services while supporting social inclusion for those without access to private transport. Stronger links would also boost local economic activity by attracting visitors and strengthening Newtownmountkennedy's role as a service hub. Overall, the project would contribute to a more connected, resilient and low-carbon transport network in line with the county's climate and mobility goals.

Community Input

"Demand would need to be assessed. I think a lot of people would likely still jump in the car....."

"Good for it to tie in with Greystones Dart station."

"Should have extra services at school start and finish time"

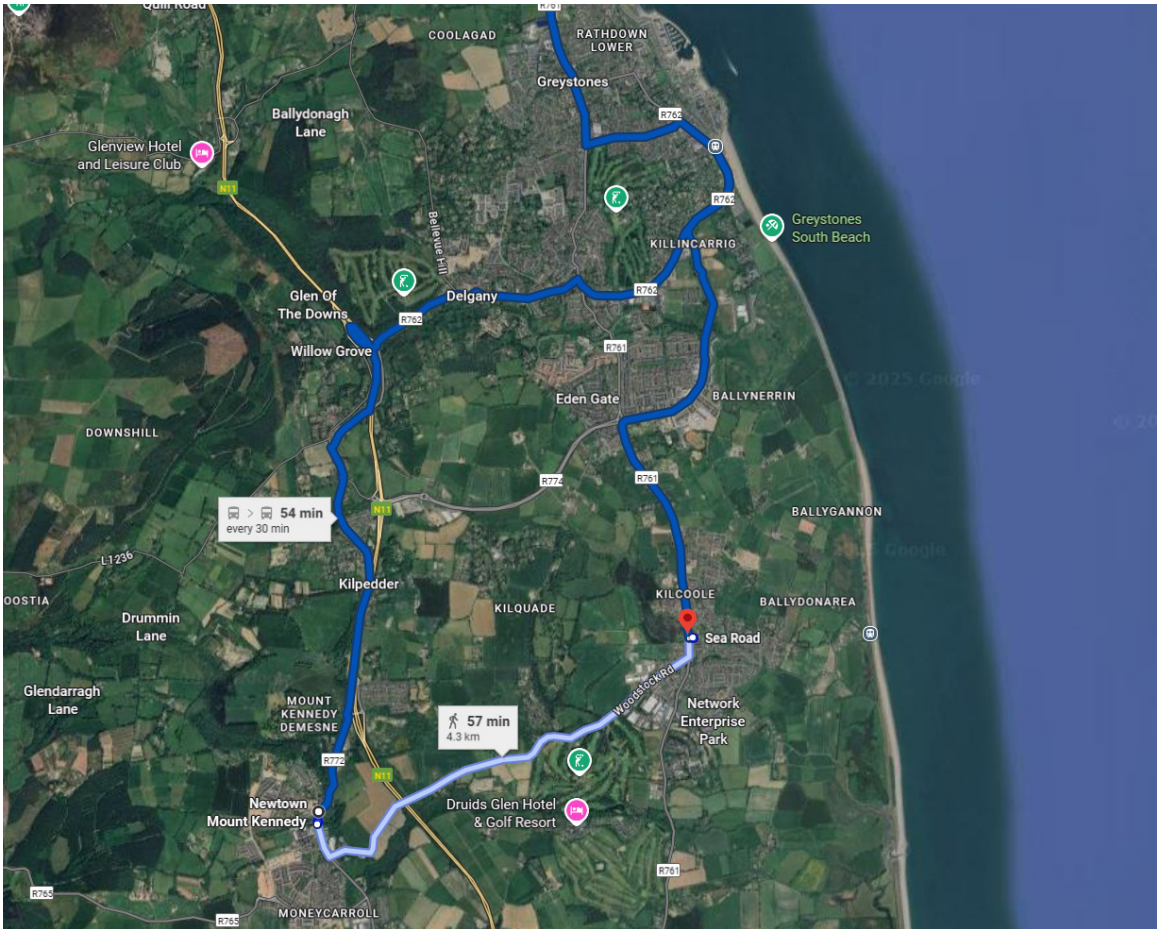
"Smaller buses, preferably electric which can operate on the road between NTMK and Kilcoole. Increased frequency"

Recommendations

The National Transport Authority has assessed this project as not currently viable due to population and service demand. However, strong community feedback highlights the need for better connections to nearby towns and a growing population will have an impact on future demand. As such, the idea has been recorded here as a reflection of the community desire that may support a future reconsideration of an East-West bus link.

Suggested Links

- existing bus links
- proposed future bus route direction



Time estimates on getting from Newtownmountkennedy to Kilcoole

Public Realm Projects

The articulation and definition of the public realms spaces, colours and materials has a big influence on our impression of a town. The projects in this section aim to improve the overall experience of Newtownmounkennedy and build a distinct identity for the town that build on qualities it already has. These projects also aim to increase footfall in the town by making it more attractive and accessible.

PR2
PR4
PR1
PR3

PR1 Project: Town Branding

Overview

Description

Newtownmountkennedy has strong potential to develop a distinctive town identity linked to its surrounding green spaces, woodlands and the Coillte Headquarters. At present, these elements are fragmented and lack coordination, failing to reflect the town's character. The proposal seeks to introduce cohesive designed wooden elements across the town to create a unified, recognizable identity that celebrates its natural setting and local heritage.

Impact

For both residents and visitors, this proposal would make the town more attractive, distinctive and engaging, clearly expressing what Newtownmountkennedy represents. A coordinated approach to design and identity would strengthen the town's sense of place, enhance community pride and create a welcoming visual character that supports tourism, local business and everyday life. By linking public spaces, green areas and key landmarks through consistent design, the town can project a cohesive image that reflects its natural surroundings and growing vibrancy.

Community Input

"As long as it's sustainably sourced wood and native"

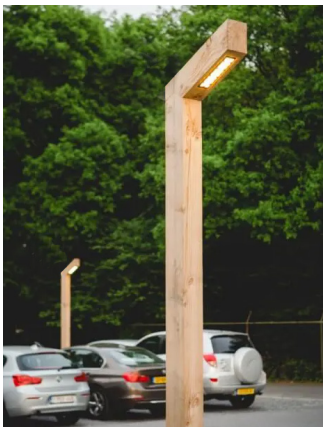
"Very strict maintenance regime. Unmaintained wood creates a very bad visual."

"Actually planting trees might be a good idea, recruiting Coillte to be a partner, building a social movement around trees and restoration including the schools."

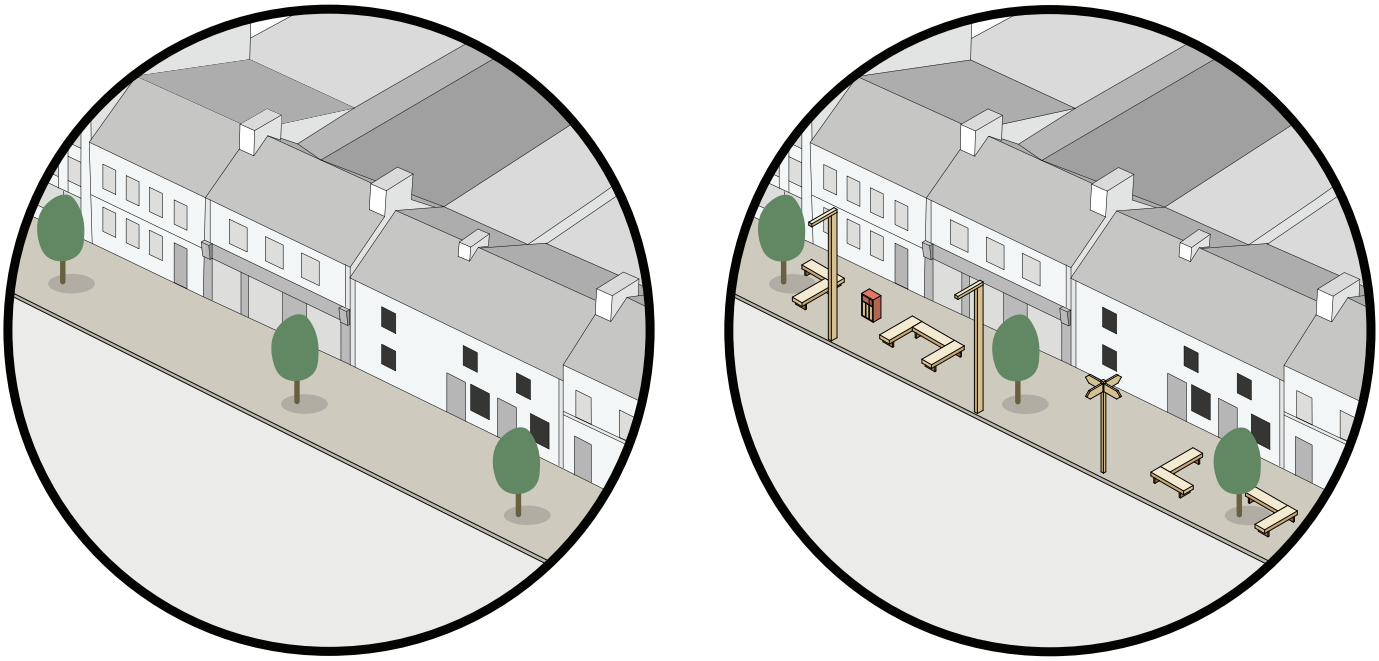
Recommendations

Proposed elements should be constructed in timber, treated to ensure high quality, durability and weather resistance, contributing to a natural aesthetic that complements the town's green character.

Wayfinding including singage toward the underground public carpark at Dunnes should be incorporated to support off-street parking, freeing up the public realm and Main Street.



Elements References



Indicative town branding update proposal

Case Study: Arklow Street Furniture

Wicklow County Council initiated the redevelopment of Arklow's Main Street in response to a steady decline in town centre activity and the shift of commercial uses to out-of-centre locations. Recognising that a vibrant and accessible main street is essential to the social and economic health of a town, the Council undertook a comprehensive public realm enhancement project aimed at restoring vitality to the heart of Arklow.

The project focused on improving the quality and attractiveness of public spaces, supporting local businesses and encouraging greater pedestrian use.

PR2 Project: Enhanced Streetscape

Overview

Description

This project aims to enhance the visual character, cohesion and vitality of the town centre through the design and improvement of commercial shopfronts. Many existing facades are inconsistent in style, color and signage, which reduces the overall attractiveness of the streetscape. The proposal seeks to introduce guidelines and design interventions that promote harmonious and high-quality shopfronts, while allowing individual businesses to maintain their unique identity.

Impact

The shopfront design improvements would enhance the overall appearance and cohesion of the town centre, making streets more attractive and inviting for both residents and visitors. Improved visual identity and active frontages would support local businesses, increase footfall and encourage longer visits. By creating a more pedestrian-friendly environment, the project would also promote social interaction, accessibility and community pride, while the use of durable, high-quality materials ensures long-term sustainability and resilience of the town centre streetscape.

Community Input

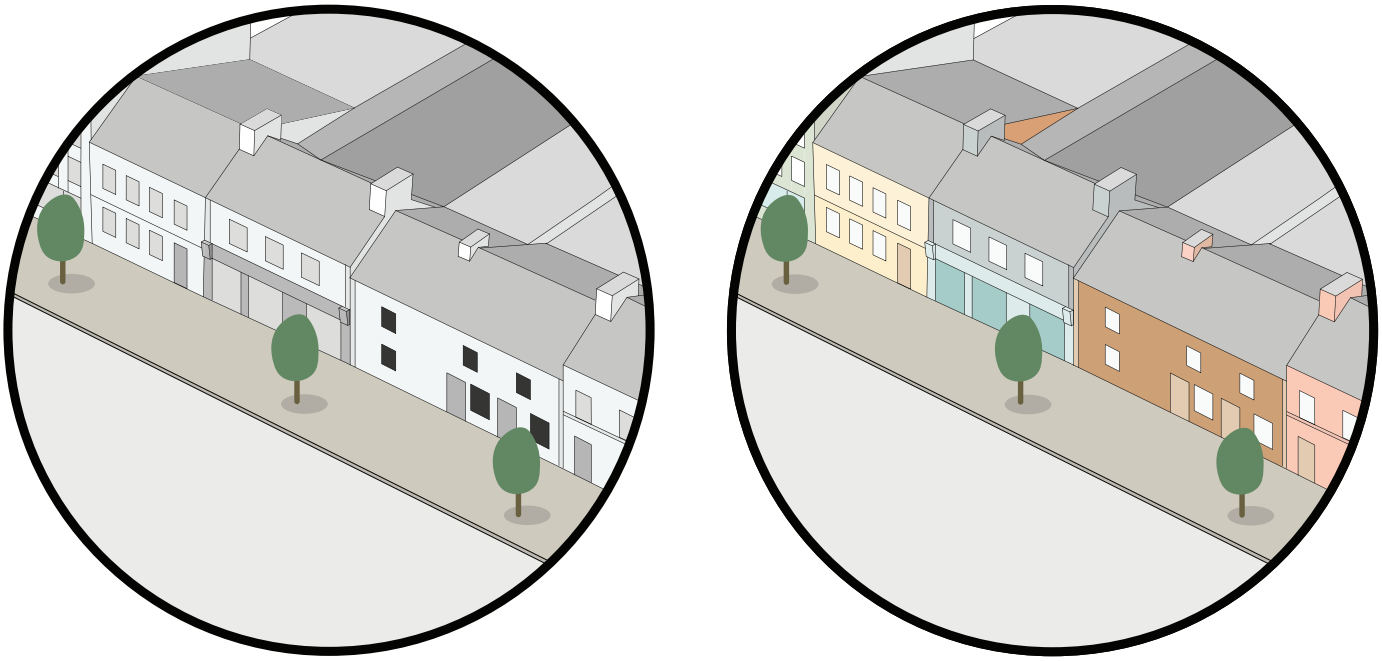
“Keep existing structures tidy, clean and maintained”

“It works well for every other town that has something similar ”

“Ruined buildings on the Main Street may break this coordination. A push to include those would be needed. ”

Recommendations

Shopfronts in Newtownmountkennedy should follow the objectives and design standards for town centres and retail developments set out in the Wicklow county development plan’ ensuring designs are context-sensitive, high-quality, and enhance the streetscape. Compliance is achieved through site appraisals, design statements, quality materials and pre-application consultation.



Indicative streetscape update proposal

Case Study: Dingle, co. Kerry

Dingle's coordinated approach to shopfront design has helped reinforce the town's visual identity and contributed positively to its tourism appeal. By encouraging consistency in materials, colour palettes and signage across the town centre, the public realm presents a cohesive, welcoming appearance that supports its reputation as a high-quality visitor destination. This design discipline enhances the overall image of the town, making it more attractive, encouraging longer stays and greater engagement with local businesses and cultural amenities. The result is a townscape that not only reflects its heritage and character, but also strengthens its economic vitality through improved streetscape quality and visitor experience.

PR3 Project: Heritage Trail

Overview

Description

While Newtownmountkennedy has a rich history dating back to the Anglo-Norman period and its development as a private Kennedy estate town, it has since evolved into an important settlement along the Dublin–Wicklow route. Today, the town retains a number of historically significant buildings and sites, though their importance is not widely recognized within the community.

A heritage map has been created for the town but there is no signage in place to reflect this information.

Establishing a signposted heritage trail with clear signposting and interpretation would help to highlight and celebrate the town's cultural heritage, increase public awareness and strengthen the town's identity and sense of place.

Impact

The introduction of a signposted heritage trail would have a significant positive impact on community awareness, tourism and local identity. By showcasing Newtownmountkennedy's historical sites and stories, it would foster local pride, encourage educational engagement and strengthen the connection between residents and their town's heritage. For visitors, the trail would create a richer, more engaging experience, supporting sustainable tourism and benefiting local businesses through increased footfall.

Community Input

"Unfortunately the fact traffic runs right through the town makes it a little less attractive to follow this trail as a pedestrian. More low traffic heritage trails seem a good idea to me"

"There are excellent examples that include pillars, powered by solar power, that 'speak' rather than give long detailed printed explanantions "

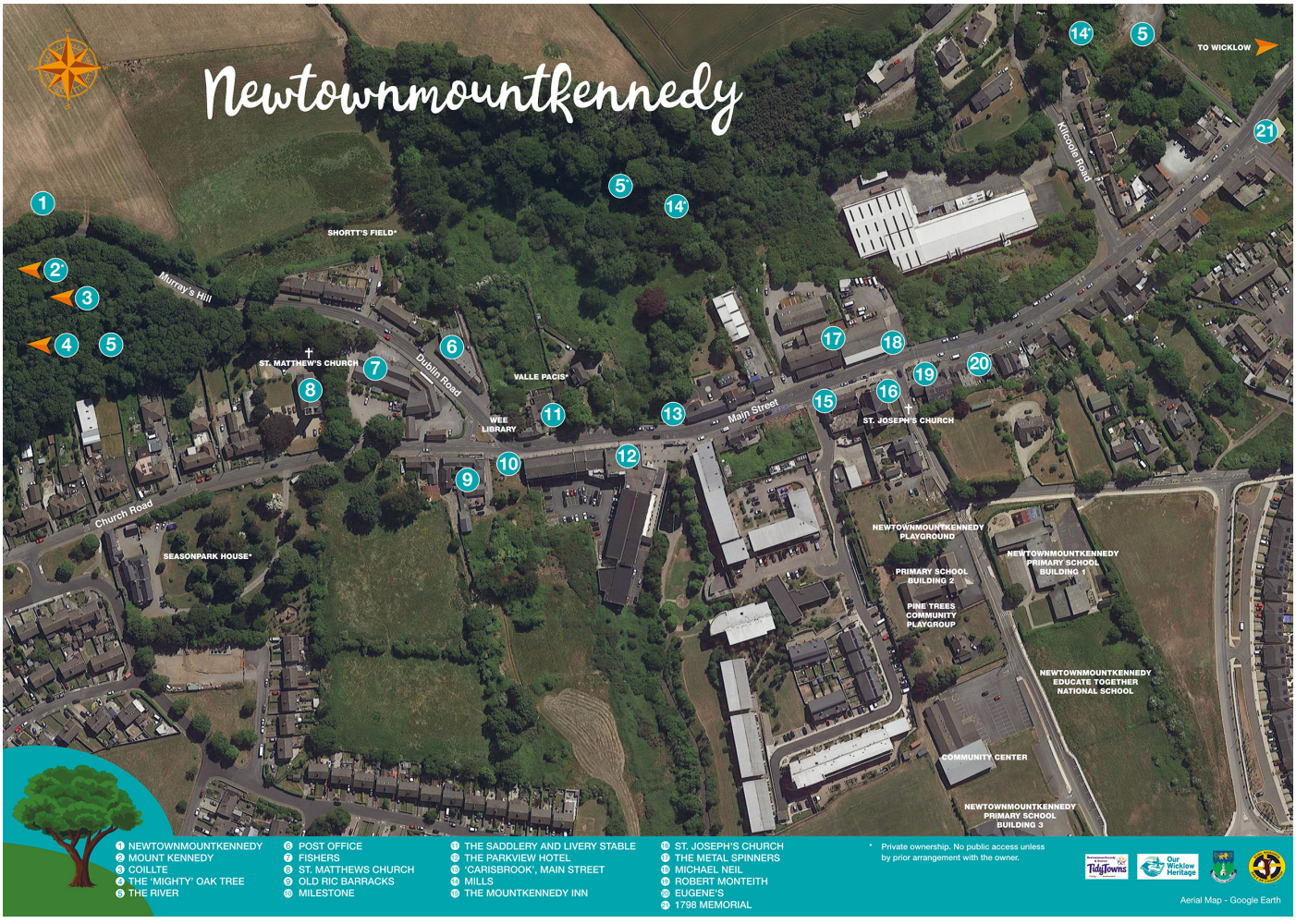
"Someone to maintain potential vandalism"

Recommendations

The heritage trail signposting should be stylistically coordinated with Project PR1 and all related street furniture, ensuring a consistent visual identity throughout the town. Signs should be crafted from high-quality, durable timber, matching the town's natural and heritage character, while maintaining clarity and longevity.

Reference of Signpost Design

Heritage Signposts Locations In Town Centre



Heritage Map

PR4 Project: Public Realm Improvements

Overview

Description

While Newtownmountkennedy's development has historically centred around the Main Street with key historical buildings and commercial spaces, this area lacks clearly defined public gathering spaces for residents and visitors to meet, rest and socialize. This project proposes targeted public realm enhancements in locations near key amenities and on underutilized or vacant spaces, as indicated on the accompanying map. These more targeted improvements should be developed under the more general street improvements covered in Project M7.

All upgrades are designed with high-quality materials and thoughtful layouts to ensure accessibility for all users, improve circulation and enhance the overall streetscape. By concentrating these improvements along the Main Street and surrounding key routes, the project aims to create a series of connected, attractive spaces that encourage social interaction, active travel and a stronger sense of community, while complementing the town's identity and supporting local businesses.

Impact

The proposed public realm enhancements would create safe, accessible and attractive spaces for people to meet, rest and socialize, strengthening community interaction and cohesion. By improving the quality and connectivity of streets and gathering areas, they would encourage walking, cycling and longer visits to the town centre, supporting local businesses and boosting economic vitality. Integration of planting in line with the All-Ireland Pollinator Plan and best practice in SUDs design will improve the nature and urban resilience of the streetscape while also making it more attractive. Trees should also be incorporated through the designs to build on Newtownmountkennedy's identity. High-quality design and strategic placement of spaces would also enhance the visual character of the streetscape, increase accessibility for all users and contribute to a vibrant, people-friendly urban environment in Newtownmountkennedy.

Community Input

"No concrete surfacing, have plenty of green around if doing this"

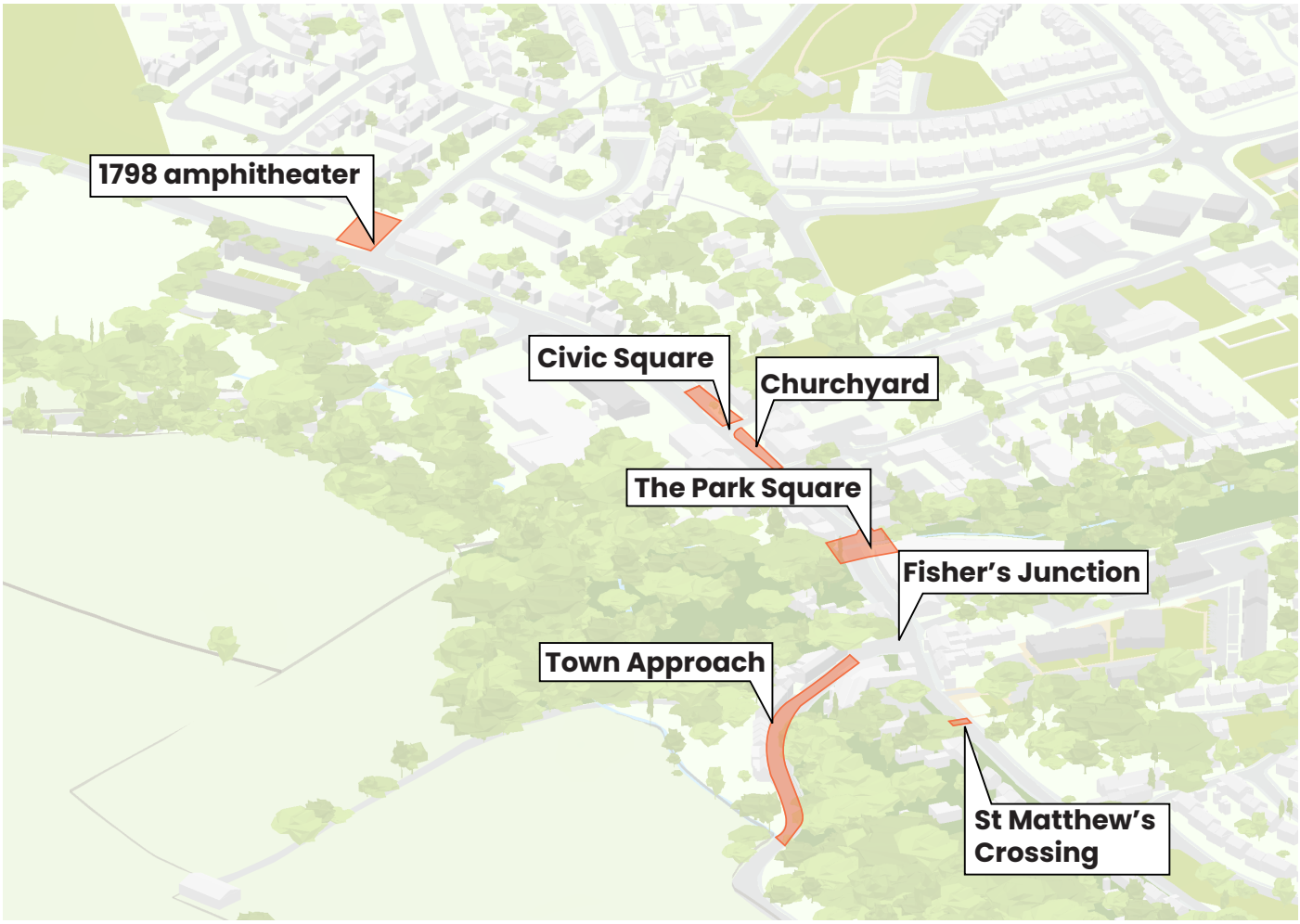
"Ensure good lighting and permeability to ensure foot traffic is high "

"As well as carrots to encourage a sense of placemaking there needs to be some gentle pushback on cars and vehicles of all sorts. Good luck there!"

Recommendations

Each individual public space recommendation will be outlined in detail in the following sections. All design elements should be coordinated to ensure visual and functional consistency across the town. Where relevant, these improvements should be integrated with complementary projects, such as Main Street traffic and pedestrian enhancements, to create a cohesive, accessible and attractive urban environment. All projects should be coordinated with other Public Realm (PR) projects and be developed with consistent material and style.

All heritage elements should be treated following Heritage Report in Appendix 1 of this document.



Suggested Locations for Upgrade

Case Study: Dundalk Public Realm Improvements

Before

After enhancement

Dundalk has undertaken a major transformation of its town centre public realm through the Clanbrassil Street & St Nicholas Quarter Public Realm Rejuvenation Scheme, completed in 2020. This scheme upgraded over 610 m of street, including Clanbrassil Street and surrounding historic lanes, with some 7,000 m² of new granite paving, widened footpaths, high-quality street furniture, undergrounding of utility lines, new lighting, landscaping and pedestrian-friendly crossings.

It has revitalised the spine of the town centre, improved accessibility and visual quality and is credited by the local authority with increasing visitor numbers and acting as a catalyst for shop-front upgrades and private investment.

The Park Square

Description

This public space has been identified by both the community and the Wicklow County Council Development Plan as the site for the main town square. It's location on Main Street and intersection with the Linear Park makes it the natural town intersection between commercial and recreational town activities. The design should retain the existing heritage walls, preserving the historic character and sense of place.
In addition, the proposal includes the introduction of green spaces, seating areas and pedestrian-friendly features to create an inviting and multifunctional environment. The square should also be integrated with adjacent green space objectives, forming a connected network of public areas that enhance accessibility, encourage social interaction, and provide a cohesive, attractive streetscape within the town centre.

Recommendations

Any plan here should include the potential for a future connection to Valle Pacis, the historic house and wooded grounds that adjoin the area and which is currently designated as an Opportunity Site in the Level 4 Newtownmountkennedy Town Plan 2022 - 2028 for a public park.

Community Input

"Make this a no go zone for parking and delivery vehicles. Add seating at bus stop, bicycle racks signage and maybe a significant sculpture"

"Much needed! It would be great if it could involve tree planting."

"Another great idea and slowing any traffic to walking pace and the use of surfaces all good."

St. Joseph's Church Surroundings

Description

The church is a vital element of Newtownmountkennedy, serving as a focal point for people of all ages and forming the heart of the local community. Enhancing the surrounding area would provide a safe and welcoming space for social interaction, complementing the church's role as a community hub. Improvements could include pedestrian-friendly access, seating areas, landscaping and small public gathering spaces, making the area more attractive and functional for everyday use.

Recommendations

As this is a heritage-sensitive site, all existing elements should be retained and thoughtfully integrated into the design. Heritage impact assessments and best practive will be required. The area can be expanded by re-purposing nearby parking spaces. Existing parking just adjacent to the church should be retained with age friendly and assessable parking spaces for users.

Community Input

"Benches and green"

"Good idea "

"Have age-friendly parking nearby "

Civic Square

Description

The Junction at the intersection of Mainstreet and the street leading to the local schools and community centre has been identified as an important urban node but one that currently has difficulties around accessibility due to sloping surfaces. This is the former location of the historic Market House and connects to the surrounding area of St. Joesph's Church, making it important from both a community and historic perspective.

A new Civic Square design can minimise accessibility concerns by integrating easy to navigate flat, stepped and ramped areas as required and can incorporate active uses or small-scale activities that complement the ground-floor activation of the new development, creating a seamless connection between the public realm and adjacent buildings. This approach enhances accessibility, engagement and vibrancy, encouraging people to spend time in the space while supporting the wider objectives of a lively and inclusive town centre.

Recommendations

Accessibility is the primary design consideration for this space. Creating a single, unified area that can be used by everyone, while eliminating barriers and unnecessary separations, ensures inclusivity and promotes a welcoming environment for all users. This approach supports social interaction, ease of movement and a cohesive public realm.

Community Input

"...It would seem ideal for outdoor seating for a cafe, or even just public benches."

"It would be good to add trees where possible, and other planting. "

"Upgraded community space"

1798 Memorial

Description

The memorial to 1798 at the current end of Main Street is an important community developed element of Newtownmountkennedy's identity, yet there is currently no dedicated gathering space or public realm surrounding it and it is in need of general maintenance and upkeep. As the town grows, the provision of public spaces should also expand and extend to areas further from the town centre, creating opportunities for social interaction, reflection and gathering. Integrating these spaces with the wider green network and pedestrian connections will ensure the memorial remains a visible, accessible and valued focal point within the town.

Recommendations

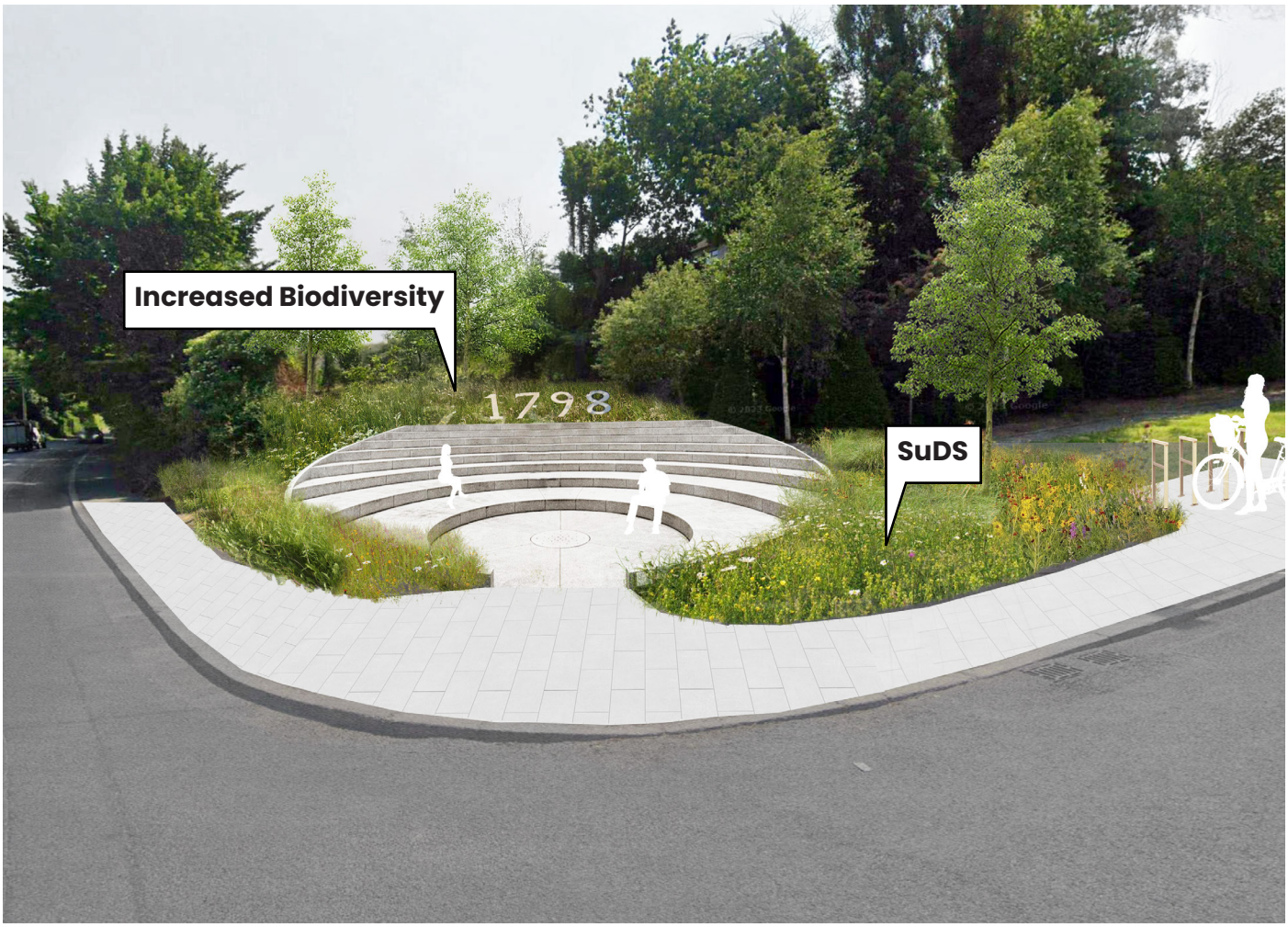
This site should incorporate SuDS (Sustainable Drainage Systems) and nature-sensitive design to manage surface water sustainably, while protecting and enhancing existing biodiversity. All interventions should be carefully planned to enhance the ecological value of the area, ensuring that public realm improvements coexist with and support local flora and fauna.

Community Input

"Revamped to look attractive. I would like to see a rememberance tree or wall there so that people missing loved ones can light a candle and sit and think. "

"More benches, more green "

"Fountain + sitting area"



St. Matthew's Churchyard

Description

In addition to the southern extension, the northern part of the town should also be integrated into the public realm strategy. Accessibility to St. Matthew's Church, identified as a key issue in the 2008 Accessibility Audit, remains limited. This proposal aims to extend and improve pedestrian access to the church, ensuring that it is fully connected to the wider town centre and public spaces, promoting inclusivity and enhancing the usability of the northern town area.

Community Input

"No concrete surfacing, have plenty of green around if doing this"

"Ensure good lighting and permeability to ensure foot traffic is high "

Town Approach

Description

The approach on the road to Dublin is critical in informing visitors first impression of Newtownmountkennedy. The are is currently narrow for pedestrians an lack suitable accessible public realm surfacing. This would be designed in alignment with the other public realm upgraded, creating a holistic experience through the town.

Recommendations

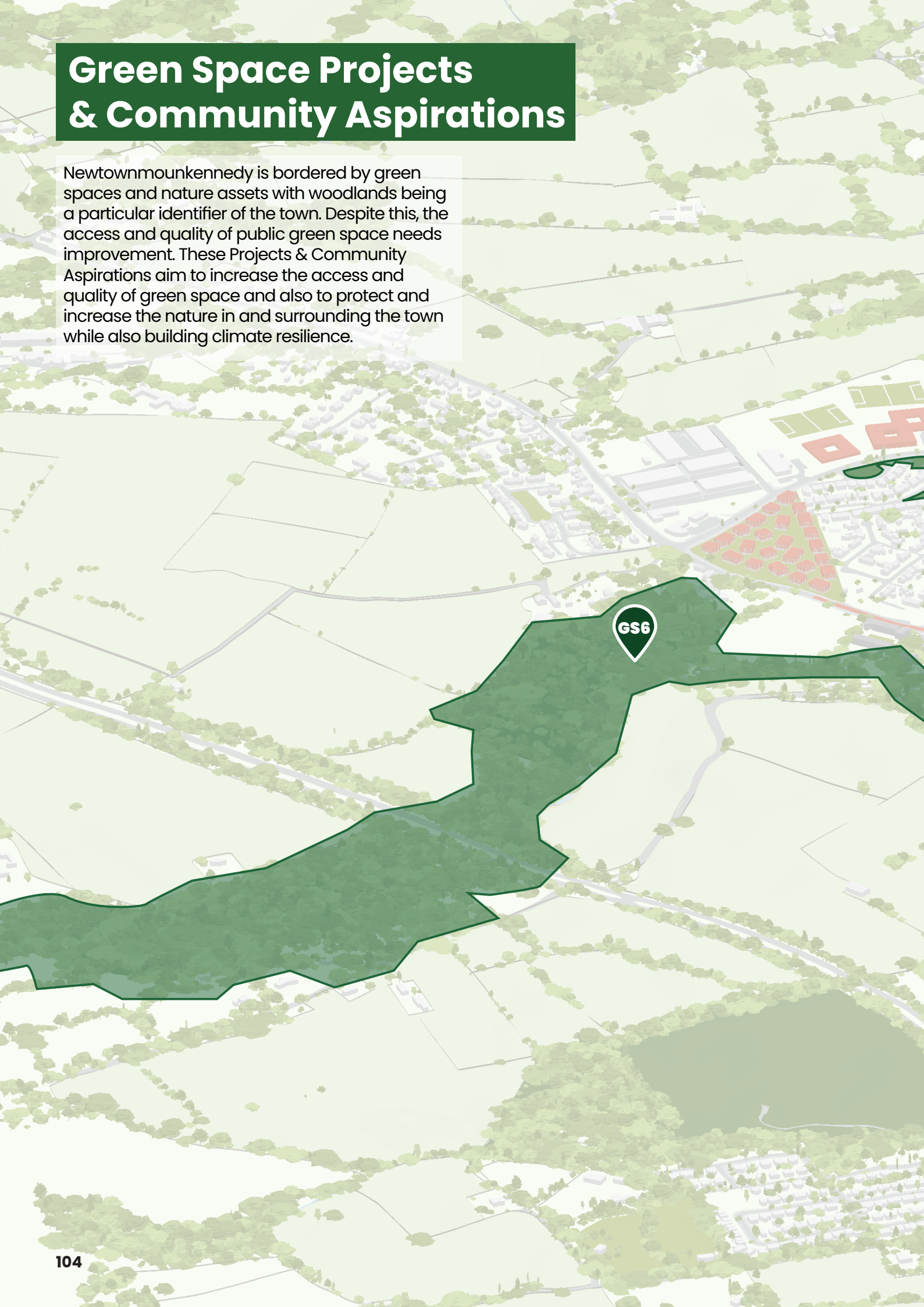
This improvement should be coordinated with other public realm and streetscape design elements, ensuring visual and functional cohesion. In the future, the pedestrian connection could potentially extend into the churchyard, further enhancing accessibility and creating a seamless link between the town centre and the heritage site.

Wooden Street Elements
Slow Traffic Surface
Bike Friendly Street
Wider Footpath

Increased Tree Cover
Encouraged Public Transport
Increased Street Furniture
SuDS Planting

Green Space Projects & Community Aspirations

Newtownmounkennedy is bordered by green spaces and nature assets with woodlands being a particular identifier of the town. Despite this, the access and quality of public green space needs improvement. These Projects & Community Aspirations aim to increase the access and quality of green space and also to protect and increase the nature in and surrounding the town while also building climate resilience.



GS1
GS2
GS3
GS4
GS5
GS6

GS1 Project: Green Spaces Activation

Overview

Description

Newtownmountkennedy contains a variety of underutilised green spaces, including estate greens, roadside verges and Wicklow Hills Park. There is significant potential to enhance these areas by increasing their biodiversity value and introducing new functions. Potential interventions include play spaces, community allotments and gardens, biodiversity zones with tree planting, no-mow areas and pollinator-friendly planting, as well as small pocket gardens that can serve as informal meeting points for residents.

Impact

Developing the underutilised green spaces in Newtownmountkennedy would have multiple positive impacts. It would enhance biodiversity, create accessible recreational areas and provide spaces for community interaction, education and leisure.

Community Input

"Maybe a 1/2 and 1/2 rather then a full conversion"

"Safe play area for children and a space for adults to sit or walk in"

"The residents would have to approve"

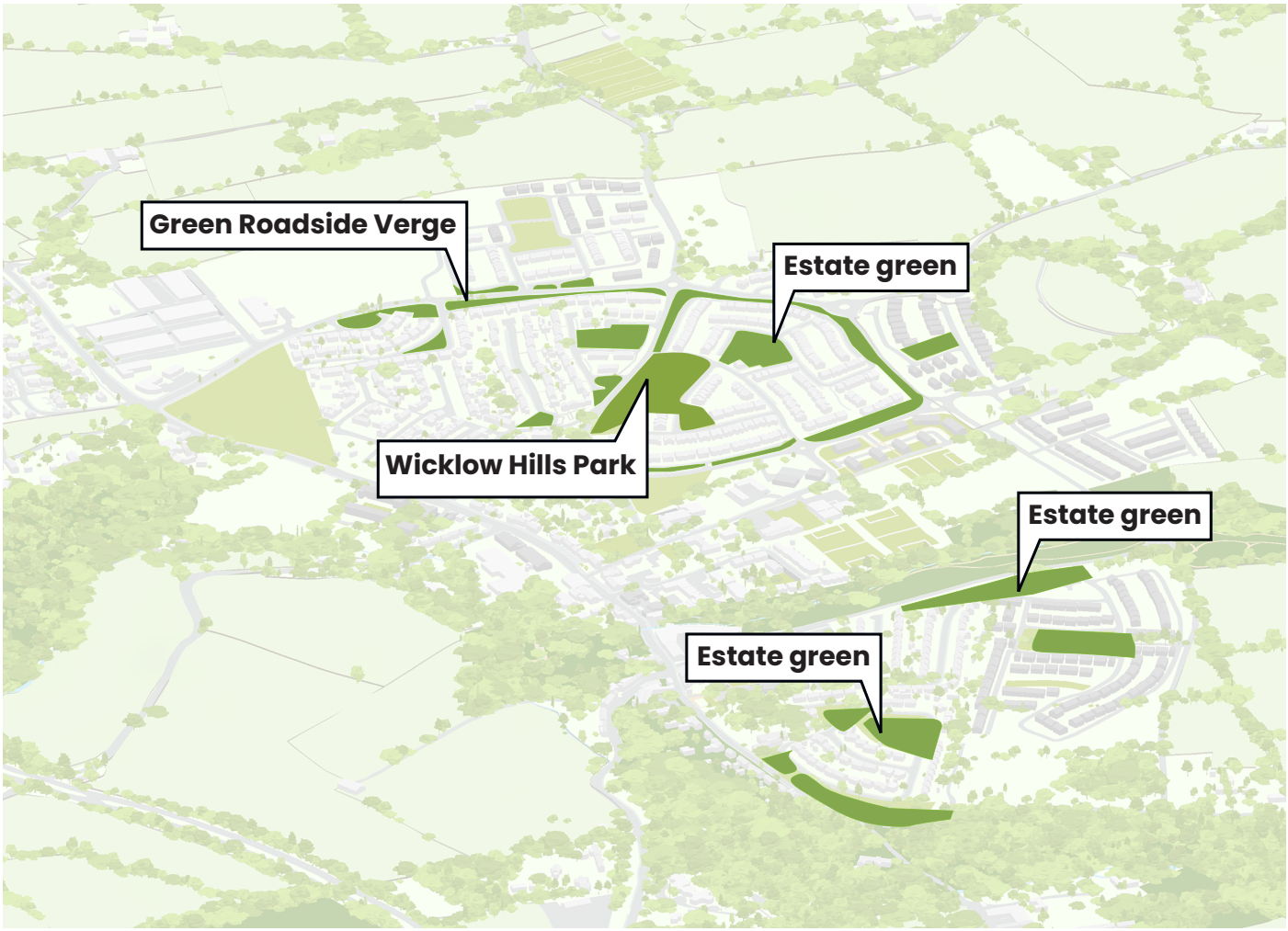
"It will all hinge on how successfully local residents can be engaged and empowered. We need a social catalyst - a community building specialist

Recommendations

Each mapped green space will require consideration by the relevant stakeholders to determine whether proposed interventions align with community needs. Potential recommendations include biodiversity enhancements, such as tree planting, pollinator-friendly zones, and no-mow areas, particularly suited to smaller patches of green space. Larger estate greens may accommodate additional functions such as pocket parks, play areas or community gardens. A mix-and-match approach should also be considered, allowing multiple complementary uses to coexist within a single space where appropriate.

Indicative potential use: playground

Indicative potential use: pocket park



Map of potential enhancements

Case Study: Ripple Garden and 10 000 Trees Project, Ballina

The Ripple Project in the Greenhills area of the town was a collaborative effort involving locals, experts from the University College Dublin (UCD) centre for Irish towns, the Ballina Green Towns initiative and ACT members.

Using a neglected green space the project created a climate-friendly amenity which includes a haven for wildlife, a tree nursery for local oaks, heritage fruit trees, vegetable beds, pollinator-friendly planting and a nature-based play area.

Another enhancement in Ballina is a 10.000 trees project, a collaboration of Ballina Community Cleanup Group and local council to to plant a minimum of one native broadleaf tree for each person in the town.

GS2 Project: Linear Park

Overview

Description

Newtownmountkennedy has a valuable asset in its green public spaces, particularly the town park, which has the potential to serve as a key link between the town centre and the proposed town plaza. At present, this area is fragmented by multiple ownerships, with the western portion under development, part enclosed within the Parkview Hotel grounds and another section adjacent to Glenbrook Estate remaining under the apartment residents management. There is significant potential to unite these areas into a continuous and holistic linear riverine park, establishing a green connection to Matt Kelly Community Grounds, recently developed housing estates and the town Main Street. A joined-up public park would provide a multifunctional space offering play and discovery areas for children, places for teens, enhanced sports facilities and natural areas for relaxation and recreation. This integrated green corridor would strengthen community wellbeing, promote active lifestyles and reinforce the town's identity as a place connected to nature.

Impact

This joined space will become a valuable public amenity for Newtownmountkennedy, promoting healthier lifestyles and offering a variety of recreational activities currently lacking in the town. It will serve as a social and environmental hub, supporting community interaction, enhancing biodiversity and improving climate resilience through green infrastructure. By creating an attractive, connected public space, the project will also strengthen the town's identity and support local economic activity.

Community Input

"It's already mostly there, just a matter of coordination and organising it. "

"Extend it upthe hill to the west and negotiate with the two farmers who own the link between this and Kilmurray forest for use of their land"

"Management & maintenance of such a facility is crucial to its use"

Recommendations

To ensure the most is made of this important asset, a holistic sustainable development plan for all areas should be developed. This will ensure consistency of access, avoid duplication of facilities, create an integrated planting and biodiversity approach and ensure multiple generations are responded to.

As a consistent approach to management of this resource across multiple ownerships is crucial to its success, particular focus should be given to understand the best way to achieve this. Models such as the Lambeth Cooperative Parks Programme can give insights as to how this might work.

Aerial View of the Current Park

References for a park development features: active travel/sport trail (on the left) and riverine park activities, integrating play spaces and recreation (on the bottom)

Connected
Sports Amenities
River walk
Outdoor Gym

Heritage Garden
Sensory Garden
Playground

GS3 Project: Valle Pacis Heritage Park

Overview

Description

Valle Pacis is an extraordinary asset located in the heart of the town, tucked within mature woodland. This Regency-style estate, dating from around 1840, is set within extensive grounds and a historic walled garden, both rich in biodiversity. The land is currently for sale.

The proposal envisions transforming the grounds of Valle Pacis into a heritage park for the community. The existing house is suggested for reuse as a heritage centre with tea rooms, while the adjoining walled garden would be restored and brought back into use as community growing plots. The wider grounds could be developed into a biodiverse public park, with the adjoining forest integrated to provide access to the woodland and create a nature-sensitive design experience.

A former mill hidden within the woods represents an additional opportunity and is addressed as a separate project within this bundle.

Impact

The Valle Pacis project would enhance Newtownmountkennedy's heritage value while creating new indoor and outdoor spaces for the community. Adaptive reuse of the build as potential tea rooms and a heritage centre will ensure its long-term conservation and open public access through new trails and gathering spaces. Restoring original features and revitalising the walled garden will celebrate the town's history, while integrating biodiversity and cultural uses. As a community hub, Valle Pacis will become a flagship example of heritage-led regeneration in Newtownmountkennedy.

Community Input

"Would be a fantastic addition to the town, my fear is we need deep pockets to see it through."

"Please get Wicklow Co. Co. on board so that the area is secured as soon as possible. It would be awful if the area was purchased by someone else and this opportunity did not happen. "

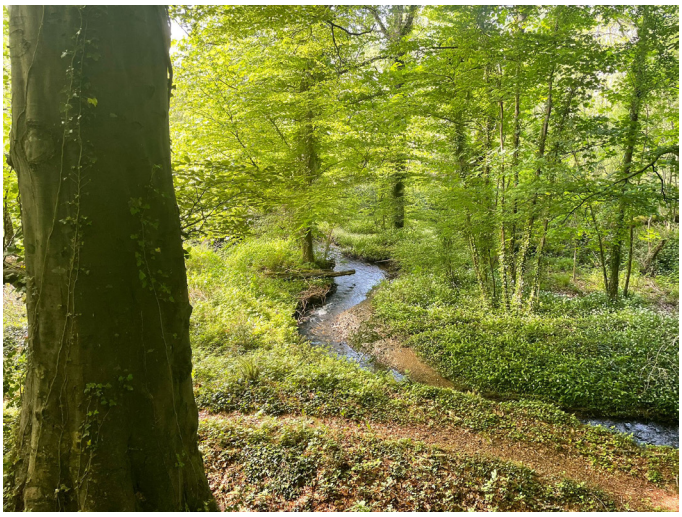
"Encourage passive surveilance from surrounding dwellings and effect a robust management plan with sturdy governance "

Recommendations

To ensure the sensitive reuse of Valle Pacis, a heritage-led approach should be followed. Carry out a full fabric survey and locate services in less sensitive areas, ensuring interventions are reversible. Commercial elements such as signage, lighting, and seating should be discreet and sympathetic. Retain and repair boundary walls and entrances and integrate new access routes carefully. Archaeological monitoring should be undertaken and visitor routes designed to protect trees and biodiversity. Conservation work should use appropriate materials and skilled craftsmanship, while fire and accessibility requirements are addressed through minimal-impact solutions.

Existing

Potential

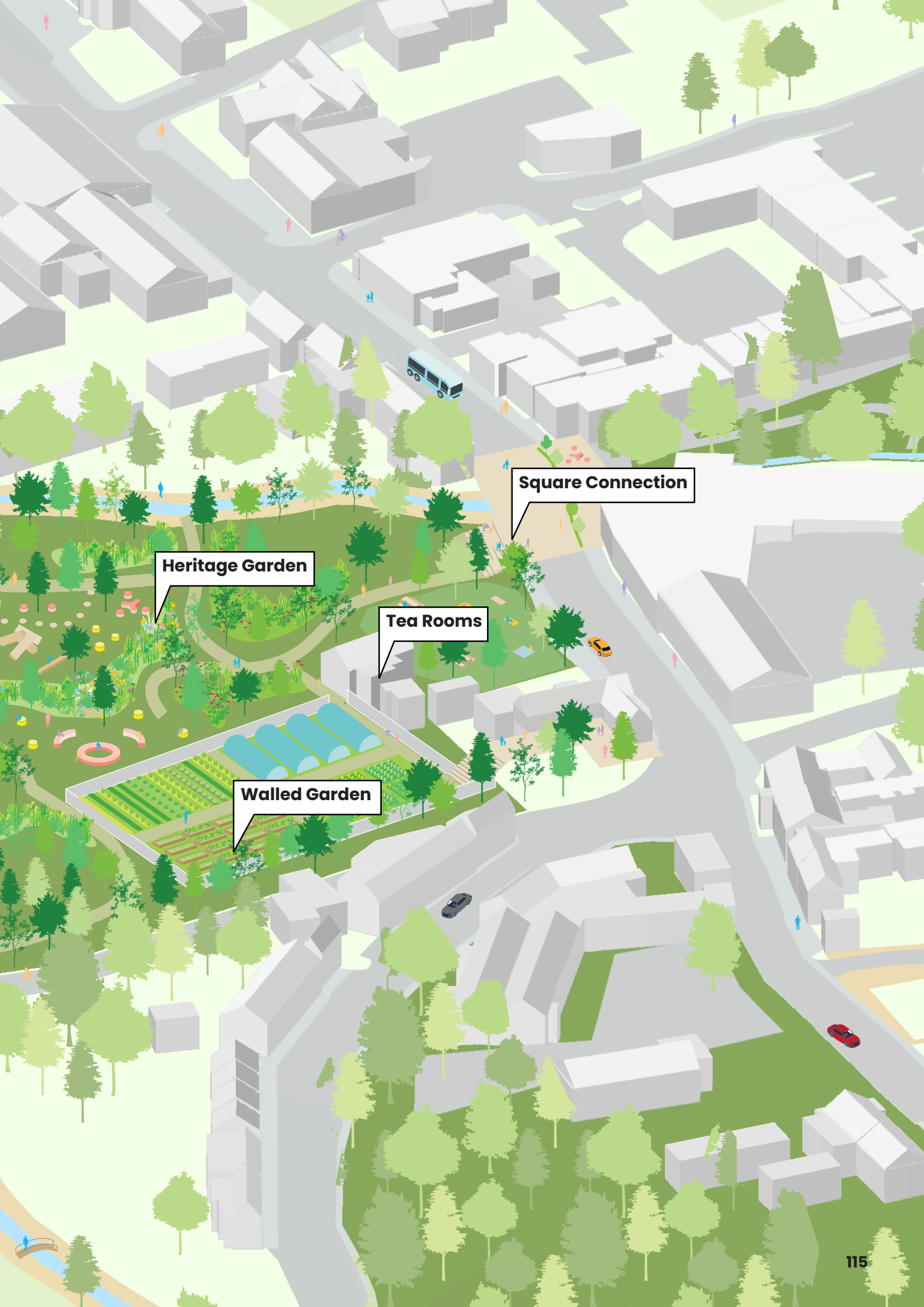


Existing

Potential

References of a proposed park development: community garden (top) and forest trails (bottom)

Conserved Mill Building
Tree walk
River walk


Square Connection
Heritage Garden
Tea Rooms
Walled Garden

GS4 Project: Mill Ruin Reuse

Overview

Description

The mill ruin within the Valle Pacis grounds is a significant heritage asset in its own right and one of only two surviving structures from what was once a cluster of seven mills in the area (the other remaining mill is located on private property near Woodstock Road at the town's entrance).
The proposal envisions the sensitive development of the ruin, preserving its historic character while enabling community use.

Potential uses include an outdoor hangout space, playground, or picnic area, with the ruin stabilised and conserved in its current condition to prevent further deterioration rather than fully restored.

This approach strikes a balance between heritage preservation and public amenity, allowing the community to enjoy and engage with the site while safeguarding its historical significance.

Impact

This space enhances heritage value by giving new life to the old structure, preserving it from further decay and creating opportunities for community use. It balances conservation with activation, ensuring the ruin remains a meaningful and accessible part of the town's cultural landscape.

Community Input

"I'm wondering if it would be safe to have a playground next to the ruin, or would it encourage climbing of the ruin and potentially lead to accidents. "

"An extra playground will be a great addition "

"There is a tension here between all the elements - its beauty is in its tranquility. I think that there are other places better suited and more accessible for a playground"

"This is a good idea, particularly if the exisiting biodiversity is preserved wherever possible. "

"anti-social behaviour is likely"

Recommendations

As with the Valle Pacis heritage park project, the mill ruin should follow the same heritage-led measures: protecting the historic fabric, allowing only sensitive, respecting the site's setting and boundaries, controlling visitor flow and pressure, ensuring high-quality conservation and making minimal-impact decisions wherever possible. These measures would safeguard the ruin's historic value while enabling safe and enjoyable community use.

Existing Structure

Potential use as picnic area

Potential use as playground

Potential use as hangout area

Potential use as a community amenity

Case Study: Claremont House, Ballyforan

Claremont House is an important piece of social history and key element in the composition of Claremont Grounds however it has fallen into ruin and was set for demolition. Rather than demolishing the building ACT proposed to totally re-imagine its purpose. The exterior facade is preserved and new functions that support visitors and community activity alike is added. Linked to the glamping and sports amenities, the new configuration will consist of a stack of volumes with interiors arranged to form distinct outdoor spaces - outdoor rooms inside a house, literally turning it inside out. A key attraction will be the view from the top looking out and over the River Suck and Ballyforan Bridge.

GS5 Community Aspiration: Amphitheatre

Overview

Description

At the entrance to Newtownmountkennedy from the Dublin side, the green hill on the left is a prominent natural landmark. The project proposes to utilize this hill as an outdoor amphitheatre, creating a flexible space for community gatherings, events and informal socializing. There is potential to link this site with Valle Pacis, integrating it into a network of interconnected green spaces across the town, enhancing recreational opportunities, community engagement and the town's visual identity.

Impact

This space will address a key community need, providing a venue for residents to meet, socialize and host events, which is currently lacking in the town. Designed as a space for all ages, it will be particularly valuable for younger residents, fostering connection and engagement within a community that is currently fragmented and not well connected.

Community Input

"Retain the trees"

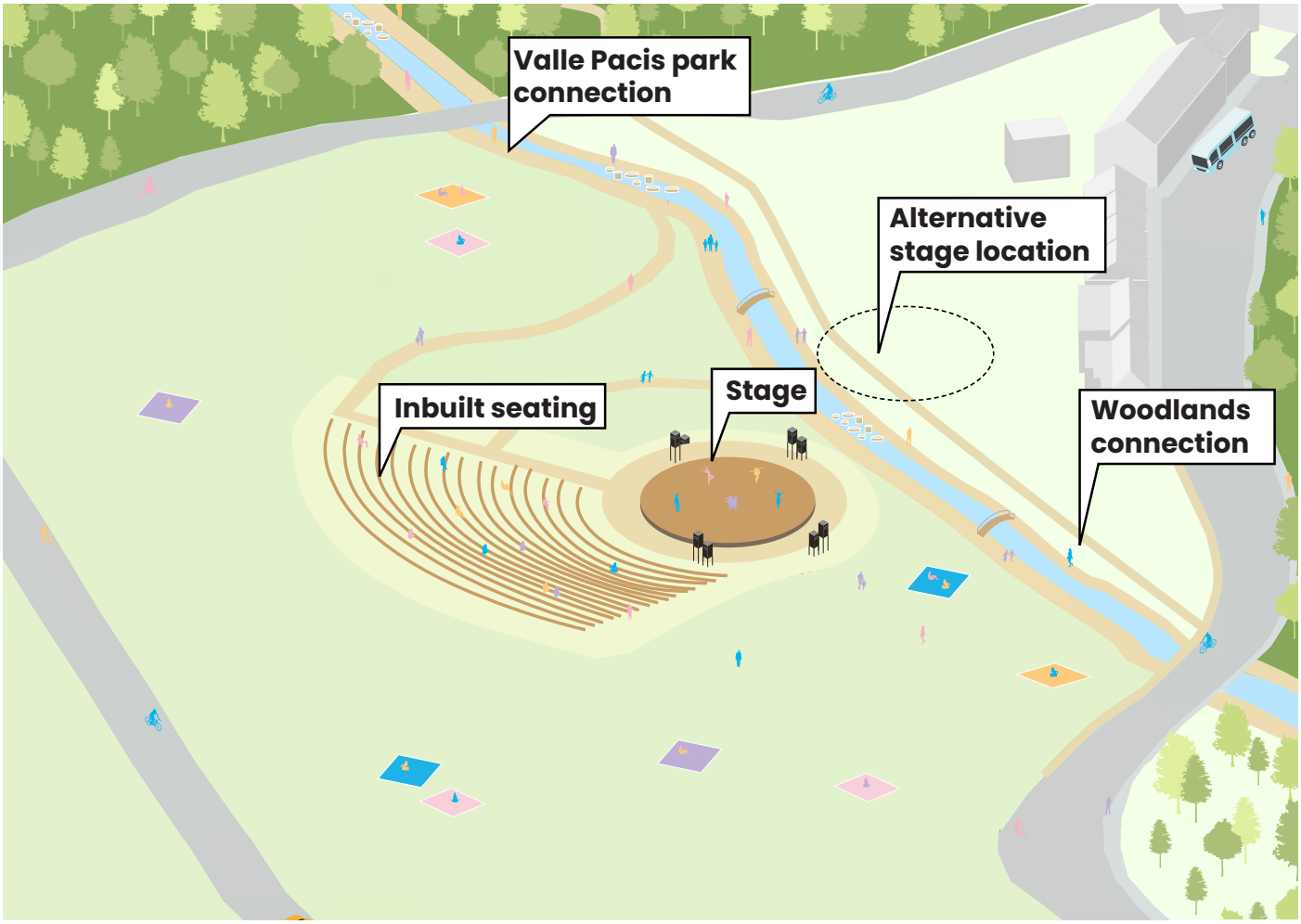
"Planting of trees and bushes round the amphitheatre area would be visually appealing, ecologically beneficial and also help protect from the elements. "

"Allow to be able to cater for commercial concerts"

Recommendations

The site presents constraints due to its proximity to the watercourse and adjacent boggy areas. Any development should carefully incorporate these environmental conditions, ensuring the protection of existing biodiversity. Design, materials and planning must follow a nature-sensitive approach, minimizing ecological impact while creating a usable and resilient public space.

The Riverine Walk, developed as the Newtownmountkennedy Town Centre Riverside Walk and contained in Appendix 6 of the document, should be integrated into the development of this project.



Proposed Development

Case Study: Ballykeeffe Amphitheatre, Kilkenny

Ballykeeffe Amphitheatre, located in a former slate quarry in Co. Kilkenny, transforms an industrial site into a vibrant outdoor venue. With tiered limestone seating and surrounding grass areas, it can host concerts, theatre and cultural events. The project integrates heritage, nature, and community use, providing a unique recreational and cultural space that attracts both locals and visitors. It demonstrates how underused sites can be revitalised to enhance town identity, support the arts and boost community engagement.

GS6 Community Aspiration: Connected Woods

Overview

Description

The woodland is a large, strategically located green area that stretches close to the town core and through the townscape. Previous Local Plans included initiatives to connect and enhance this woodland, but these were never realised. The community has highlighted this as a big hope for the town, particularly given the presence of Coillte HQ in the town and the shared aspiration to strengthen Newtownmountkennedy's woodland identity. The proposal includes a pedestrian trail running through the woodland, providing safe, accessible and enjoyable connections between key areas of the town while promoting active travel and engagement with nature.

Impact

This initiative would have a positive impact on biodiversity, prioritizing the protection, maintenance and expansion of the woodland while creating a destination that encourages public engagement with nature. This would reinforce the forest identity of the town and its reputation as a place to access nature. It also would provide improved access to the woodlands, responding to a clear desire expressed by residents. At the same time, it would promote healthy lifestyles through safe walking and cycling routes, establishing the woodland as a valued recreational and ecological asset for the town.

Community Input

"It's a great idea. It'd be good to ensure that any works involved are respectful of the existing trees and other biodiversity. "

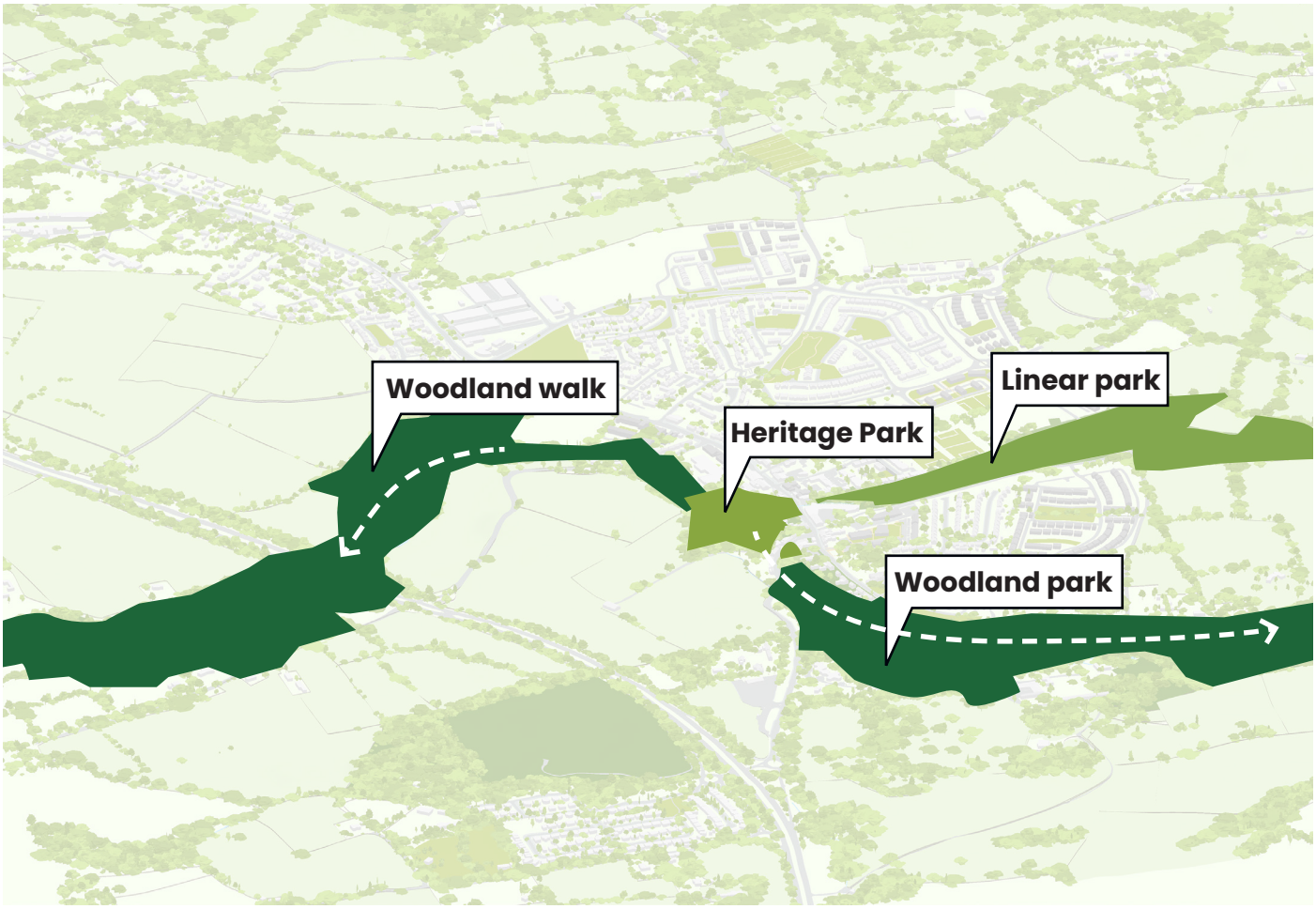
"Any trails that draw more people to a place, needs to make sure there are enough dog poo bins or other bins put in place to match the people flow"

"Simple natural features using the stream for small kids to play with would be lovely."

"privately owned? Not realistic?"

Recommendations

All trails and associated features should be designed in the most nature-sensitive way possible, avoiding hard landscaping and major interventions. Biodiversity must be preserved, with particular care taken to protect the oldest and most ecologically valuable trees. No additional development or commercial activities within the woodland are suggested, ensuring that the forest remains a primarily natural and recreational space. The Riverine Walk, developed as the Newtownmountkennedy Town Centre Riverside Walk and contained in Appendix 6 of the document, could be integrated into the development of this project.



Map of woodland areas in Newtownmountkennedy and surroundings

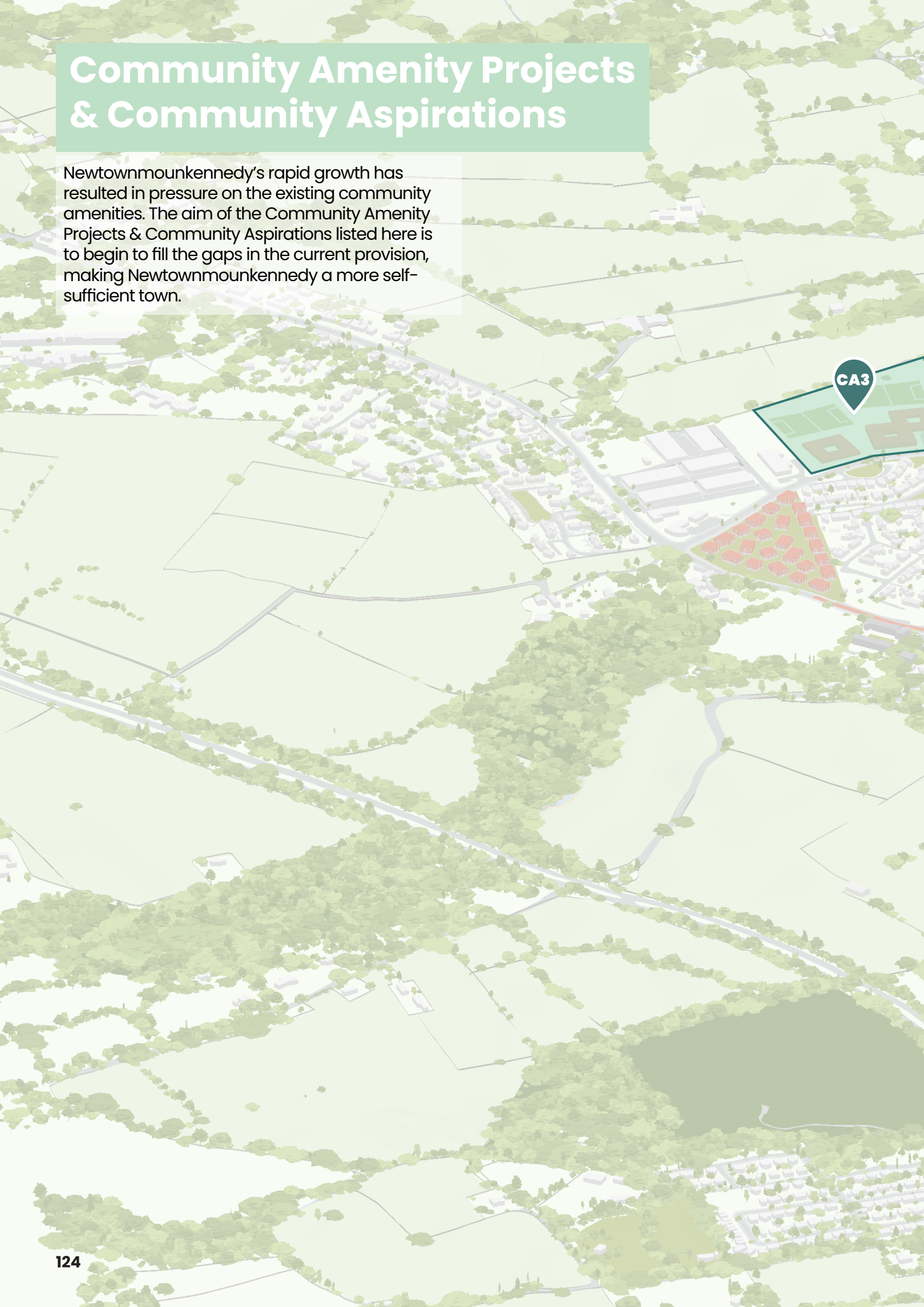
Proposed Forest Trail

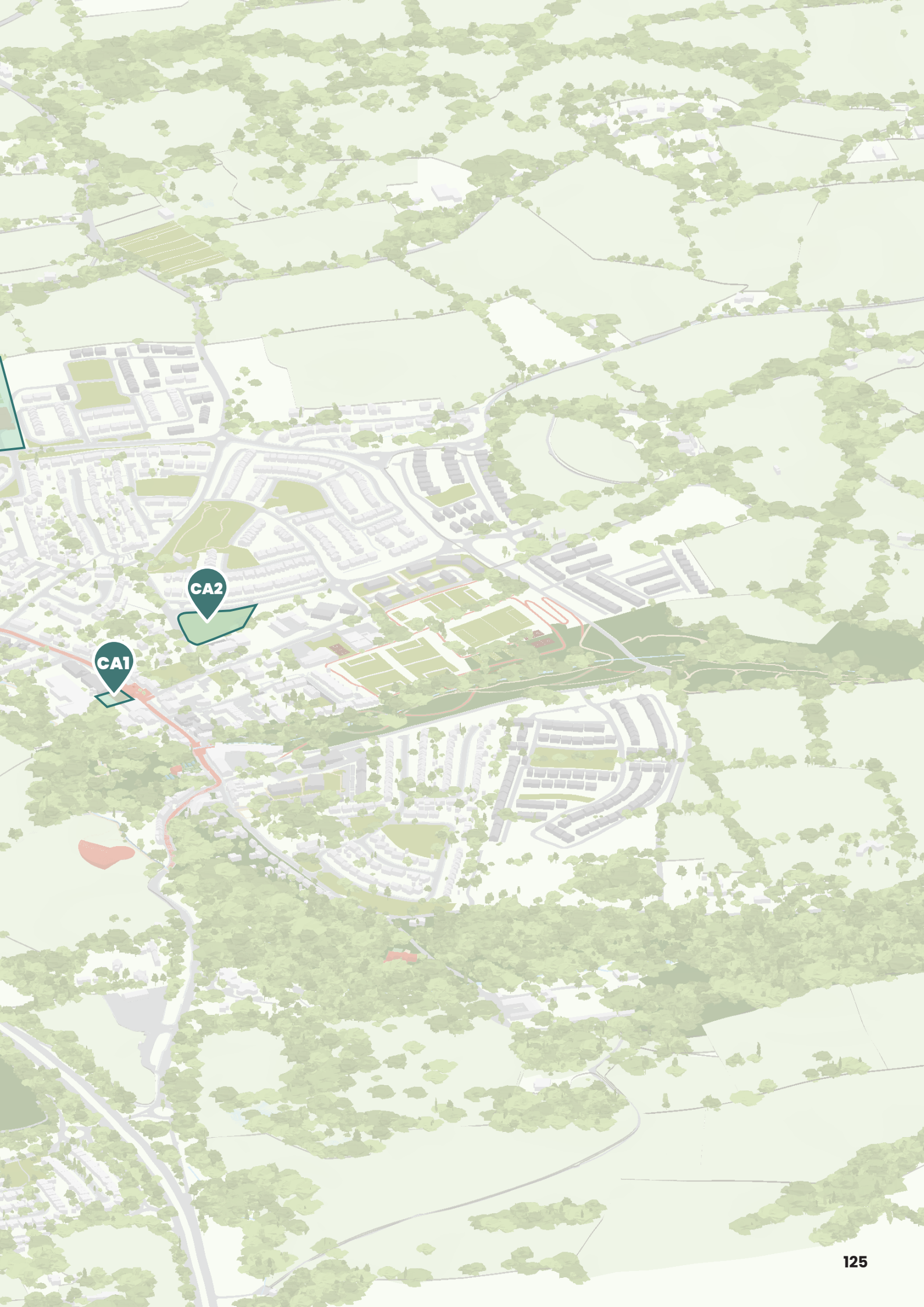
Community Walled Garden

Community Stewardship
Local Food Production

Community Amenity Projects & Community Aspirations

Newtownmounkennedy's rapid growth has resulted in pressure on the existing community amenities. The aim of the Community Amenity Projects & Community Aspirations listed here is to begin to fill the gaps in the current provision, making Newtownmounkennedy a more self-sufficient town.




CA2
CA1

CA1 Project: Civic Centre / Library

Overview

Description

Community feedback from workshops highlighted a lack of civic amenities in Newtownmountkennedy, including workspaces and a library. According to Wicklow County Council requirements, a settlement of this size needs more civic facilities than currently exist. The proposal for a new civic centre and library complements the community centre on the school road, which joins Main Street at the corner of the site, expanding rather than duplicating services. This location, proposed on the new Civic Square also benefits from the civic proximity of St. Joesph's Church on the other corner of the square. This facility would provide spaces for learning, events, training and community activities, strengthening social cohesion and supporting the town's growing population.

Constructing this from timber, similar to the Coillte HQ or the recently compete, Mass Timber Demonstrator crèche and community centre construction in the town would build on this linage of innovation in timber construction and the town's links with trees.

Impact

The new civic centre and library would provide essential services that directly serve the community, making it more resilient and connected. It will offer a platform for learning, skills development, and cultural activities, catering to residents of all ages. By creating spaces for social interaction, collaboration, and events, the facility would strengthen community cohesion, support lifelong learning, and encourage active participation in civic life, contributing to a more inclusive, vibrant, and sustainable town centre.

Community Input

"This could be pivotal for the town, a civic building with opportunities for library, heritage centre, tourist office, maybe theatre. All built over an underground carpark."

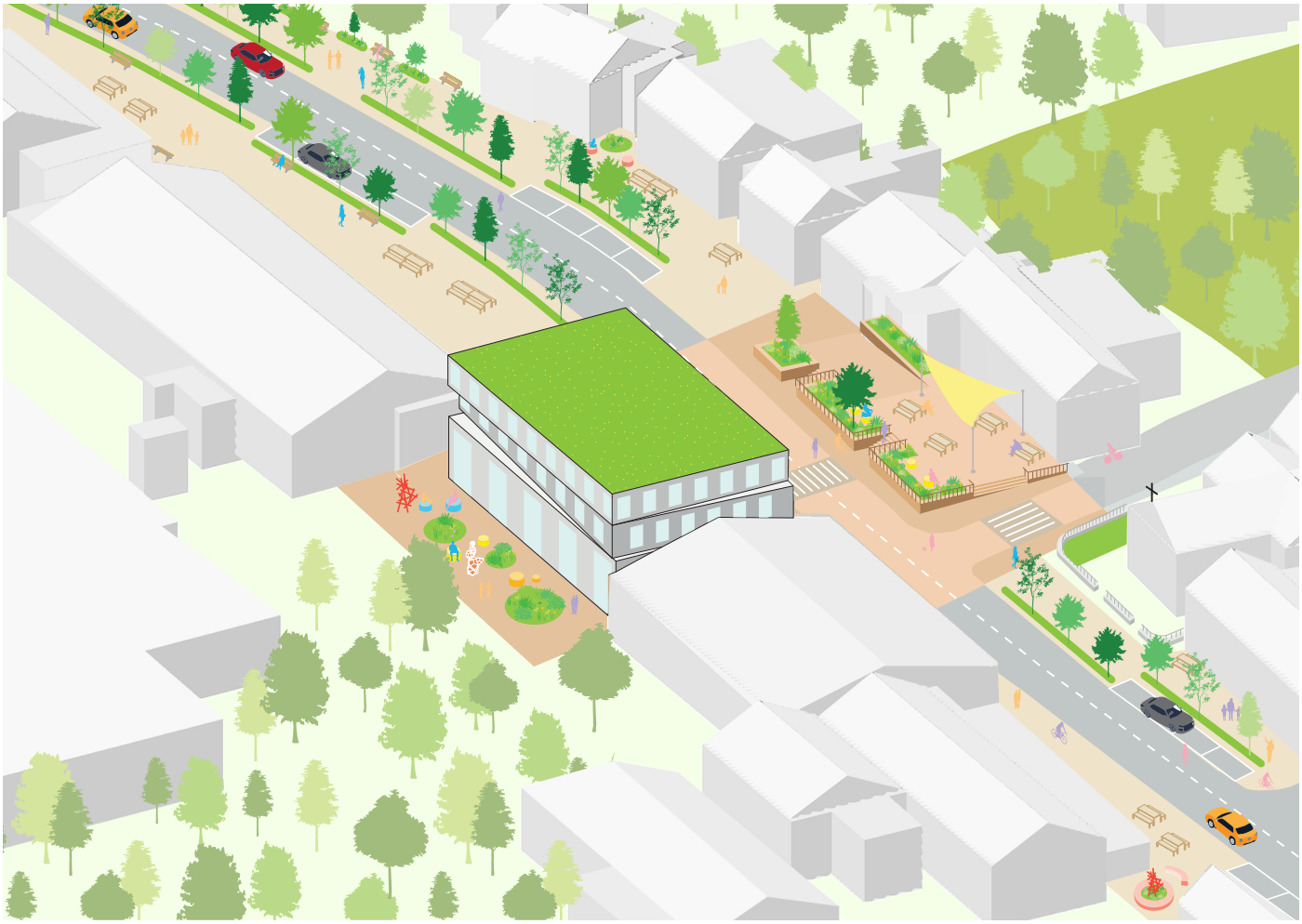
"Make NTMK a centre for timber construction excellence with healthy, biophilic buildings - creche, community centre, library and civic centre. Emphasises the timber first approach of the town"

Recommendations

Given that new community buildings in Newtownmountkennedy are being constructed using CLT (cross-laminated timber) structures, it is recommended that this civic centre and library also be a sustainable timber building employing modern methods of construction. The design should create a distinctive landmark on Main Street while integrating sensitively into the historic streetscape and respecting the existing scale and character of the town centre.

The recently complete Timber Demonstrator community centre should be used as an interim location for a library to meet the immediate demand.

Concept image



Location and public realm enhancements linked to the proposal

Case Study: BOKU Centre Vienna, Austria

The University of Natural Resources and Life Sciences (BOKU) in Vienna expanded its campus with a 3,000 m² timber building, incorporating a seminar centre, library, offices and shared areas. Constructed using a visible timber skeleton structure, the building integrates structural elements as design features, with full-height glazing connecting interiors to outdoor terraces. The open entry level and public terrace foster interaction between students and faculty, while abundant daylight and natural wood surfaces create a warm and inviting learning environment. This project demonstrates how CLT and timber construction can deliver sustainable, high-quality civic and educational spaces.

CA2 Community Aspiration: Forest School

Overview

Description

A new school is needed in Newtownmountkennedy due to the growing young population and the absence of a secondary school. A site has been zoned as educational in Moneycarrol, adjacent to the enterprise centre and the new ring road. This proposal aspires to integrate the school within a wider green and forested town strategy. The spacious site offers biodiversity potential, which could be enhanced through the planting of native woodland species, creating a forest school environment without disturbing the existing forest ecosystem. This would require Department of the Education approval.

Impact

The new school would have significant social, educational, and environmental impacts for Newtownmountkennedy. It would address the growing demand for education, including the current lack of a secondary school, providing modern, accessible learning facilities for all age groups. By integrating the site within a forest and green town strategy, it would promote environmental education, outdoor learning and biodiversity enhancement through native woodland planting. The school could also strengthen community cohesion by acting as a hub for local activities and events, while contributing to the town's green identity and supporting sustainable urban growth.

Community Input

"Again - this would add to the timber first policy of the town, adding to the suggested library and civic centre"

"Great Idea as forest school model"

"Make sure the timber project doesn't cost too much. And fire safety is important. Encouraging existing school buildings to be energy efficient and have solar"

Recommendations

If viable, the new school should be constructed using CLT (cross-laminated timber) methods, aligning with the project's broader objective of integrating sustainable, forest-friendly development. While this is an aspirational approach, implementation would depend on the Department of Education's approval and delivery processes.

Outdoor Classroom Reference

Location for a project

Case Study: Forest School Models in Ireland

Outdoor play, such as climbing, exploring, and playing in nature, is essential to childhood but has become less common in modern times, often discouraged by adults. Forest school programs address this by promoting holistic child development through learning outside the classroom, creating memorable and stimulating experiences that foster curiosity, enthusiasm, and motivation. Originating in the U.S. in 1927, the method evolved in Nordic countries from the 1950s and became part of Denmark's curriculum in the 1980s, later spreading to the U.K. in the 1990s, emphasizing forests as key spaces for children's growth and education. Across Ireland, the number of forest schools has grown steadily in recent years, reflecting a national shift toward outdoor, nature-based education. County Wicklow, known for its rich natural landscapes, is home to several such initiatives, including Best Buds Forest School, 3 Trees Forest School and Nature Matters Forest School. These schools provide children with hands-on learning experiences in woodland settings, fostering independence, creativity and environmental awareness. By combining play, exploration and structured outdoor learning, they support holistic child development and strengthen the connection between children and nature.

3 Trees Forest School, North Wicklow

CA3 Aspiration: Community Grounds

Overview

Description

To reinforce the community block, development is suggested at the rear of Woodstock Educate Together NS to create a new indoor-outdoor community space. Planned uses include a gathering area, youth hangout and an growing centre, providing flexible opportunities for learning, recreation and social interaction. This space is intended to strengthen community cohesion, enhance resilience and offer a dedicated environment for residents to connect, collaborate and engage in shared multi-generational activities.

Impact

The proposed community space at the rear of Woodstock Educate Together NS will have multiple positive impacts on Newtownmountkennedy. It would provide dedicated areas for social interaction, youth engagement and learning, fostering stronger community cohesion and a sense of belonging. By offering indoor and outdoor spaces, the project promotes healthy lifestyles, creativity and collaboration across all age groups. The inclusion of an growing centre supports educational and sustainability initiatives, while the overall development enhances resilience, accessibility and connectivity within the community block, creating a vibrant hub for local activities and events.

Community Input

“A pump track and teenager playground could work better here.”

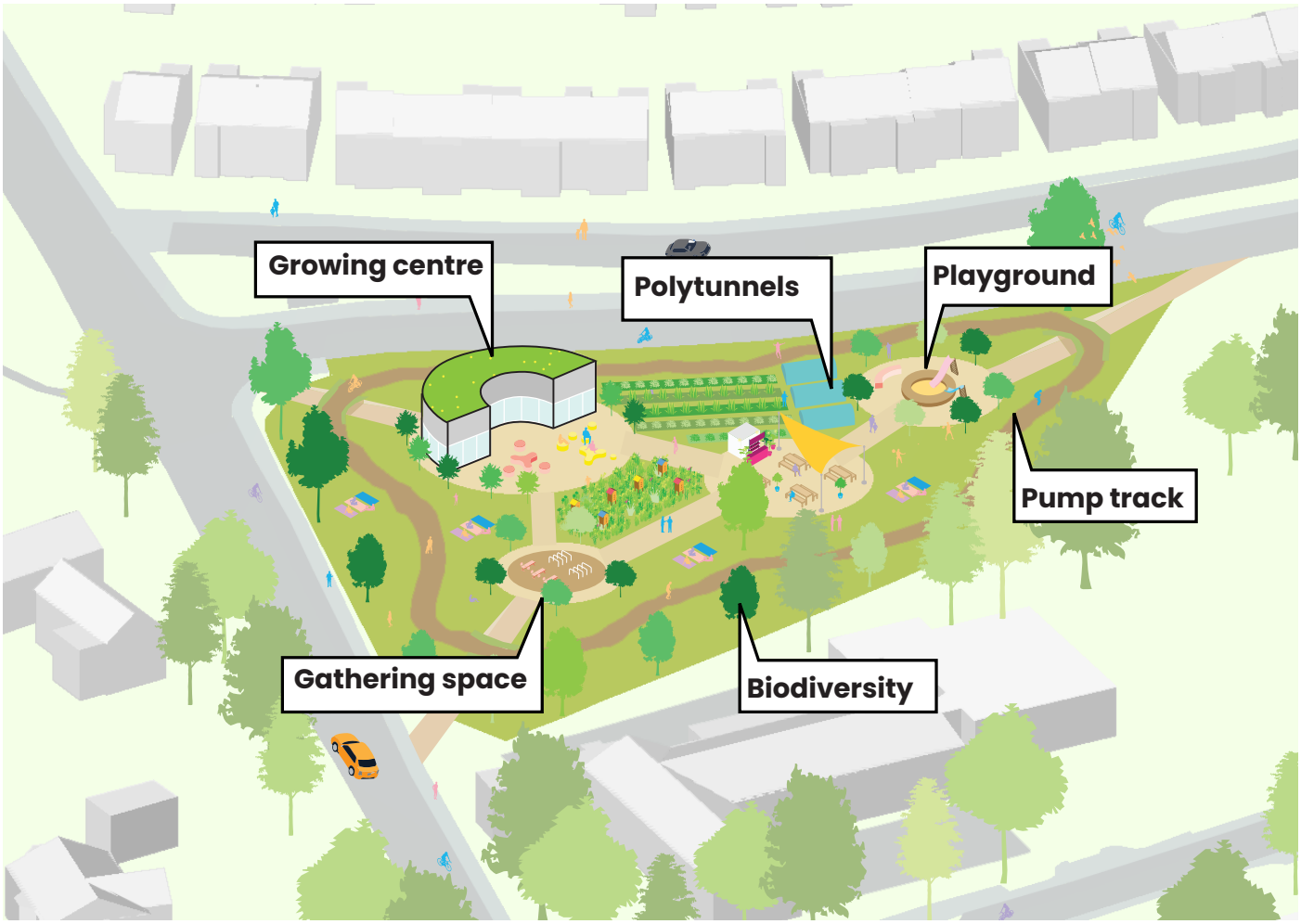
“Ensure local people take responsibility and ownership ”

“Needs intergenerational engagement but an ideal location and especially accessible to school children”

“Yes - activation of the space for the youth would be good, supported maybe by a cafe for adults”

Recommendations

It is recommended that the aspiration prioritise sustainability and community use, exploring opportunities for cooperative ownership or economic activities where appropriate. Any development taken forward that differs from the proposed uses should be aligned with community needs and sustainability principles, and discussed with the town team to ensure it contributes positively to the social, economic and environmental objectives of Newtownmountkennedy.



Indicative proposal

Case Study: Hefpark, Rotterdam, Netherlands

A derelict site in Rotterdam has been transformed into Hefpark, a vibrant green community space. Today, it is filled with blooming poppies, strawberry plants, buzzing bees and roaming chickens. Developed through local citizen initiatives and supportive municipal decisions, the park features interconnected vegetable gardens, flowering meadows that attract wildlife, winding paths and a small garden house where visitors can enjoy a coffee. Along with calm activities, there is a BMX track loved by local youth. The park has become so popular that there is now a long waiting list for garden plots, illustrating the strong community demand for accessible, multifunctional green spaces.

Wooden Street Elements
Public Terrace
Commercial Potential
Slow Traffic Surface
Improved Accessibility

Civic Centre
Increased Tree Cover
Pollinator Planting
SuDS Planting

Employment and Commerce Projects & Community Aspirations

To combat the high commuting within the town and to offer opportunities for locals to work in Newtownmountkennedy the Employment and Commerce Projects & Community Aspirations have been defined. These will help to make Newtownmounkennedy a more self-sufficient town.

EC1
EC3

EC1 Project: Town Centre Densification

Overview

Description

The Town Centre First (TCF) policy advises the utilisation of brownfield sites and backlands within the town centre to increase density and create space for new facilities, including retail, commercial activities, housing and community uses. Newtownmountkennedy contains a variety of such sites, identified on the accompanying map, which offer opportunities to revitalise underused areas, enhance the town centre's vibrancy and support sustainable growth. Prioritising these sites helps focus development within the existing urban footprint, reducing pressure on greenfield areas and promoting a compact, well-connected town centre.

Impact

This approach reinforces the town centre by introducing adequate density, supporting the town's sustainable growth and enhancing economic activity. By activating underused sites, it creates opportunities for new retail, commercial and community uses, strengthens the vibrancy of Main Street and helps establish a more resilient and attractive town centre.

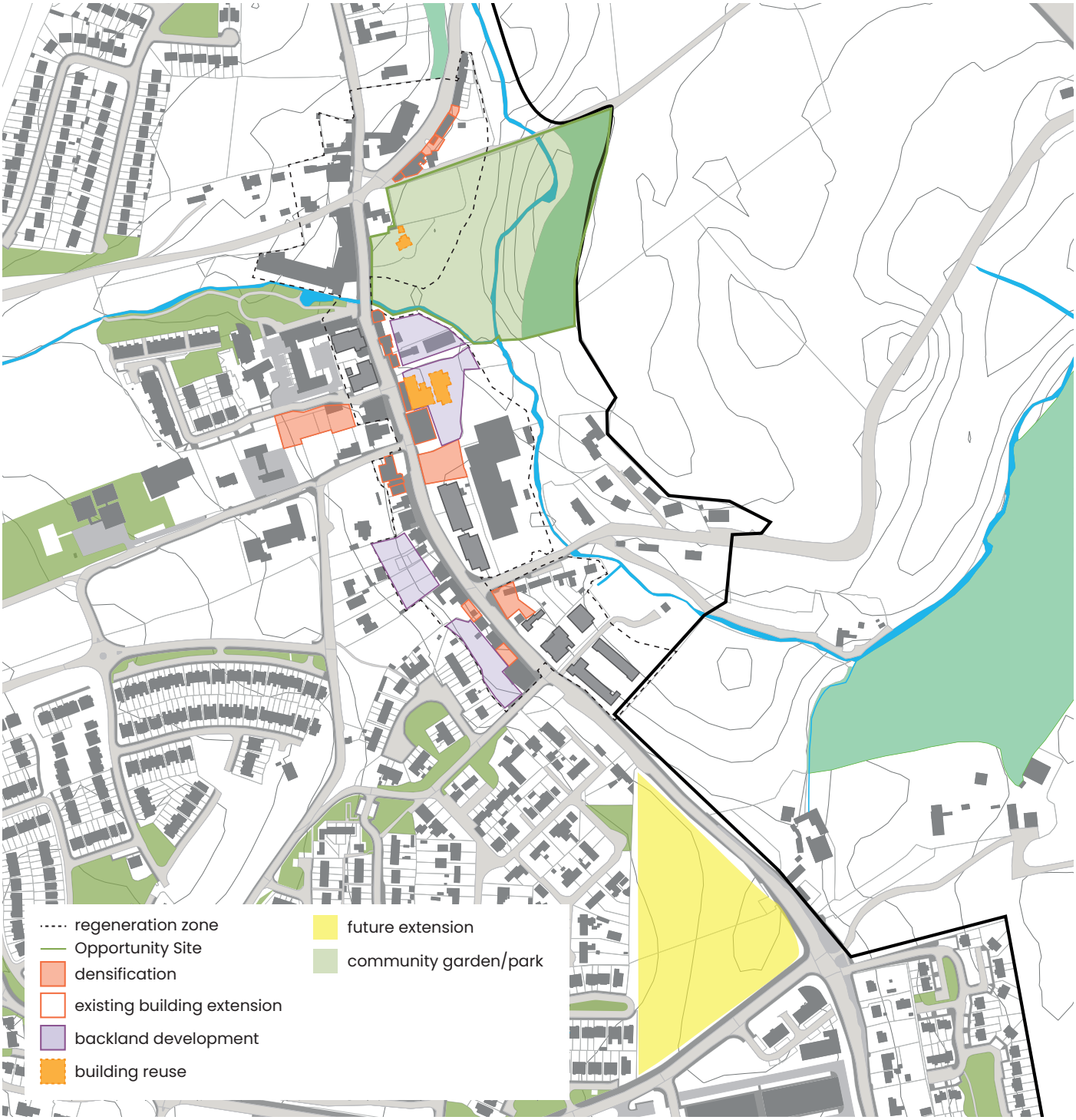
Community Input

"Please preserve the existing biodiversity bordering such areas - ie any trees on the borders of such sites. "

"Limit to 2 stories."

"The densification can't be at the cost of the heritage of the town, although still recognising the need for further development."

Illustrative Densification Impact



Town centre densification scheme

Recommendations

The proposed use of each brownfield or backland site is not predetermined; it will be up to relevant stakeholders to decide whether to implement the proposal on their site and determine the most appropriate use and form of development. The Heritage Report highlights the importance of maintaining a linear streetscape with its historic scale and features, which should not be overshadowed or compromised by new development. Recognising ongoing development on Main Street, this project supports further town centre densification as a strategic approach to encourage sustainable growth and vibrancy within Newtownmountkennedy.

EC2 Project: Mixed Use Development

Overview

Description

The lands south of the town centre are zoned as an Employment area of high architectural quality, across from the existing enterprise centre. This proposal seeks to enhance this development in line with Town Centre First (TCF) objectives, supporting the town centre's growth alongside the expanding town footprint. Combining commercial activities in this area would contribute towards employment while also easing pressure on the town's small commercial core.

If a future revision to local statutory plans allow, a mixed-use development combining enterprise space, community facilities, and housing could provide significant additional value. Such a development would introduce more diverse housing options with direct access to new retail, commercial, and employment opportunities, supporting a more vibrant and sustainable pattern of growth.

Impact

This development will facilitate the town's growth by anchoring the end of Main Street, distributing activity along it's length. It will promote new forms of employment and enterprise, supporting a more self-sufficient town.

Community Input

"Please preserve the existing trees and also ensure planting around the borders of the area to ensure it is visually appealing. The industrial area on the other side of the road is not appealing and doesn't give a welcoming appearance to the town from that direction. "

"There used to be a line of mature trees along the main road. Landscaping of this area is important. "

Recommendations

This development should incorporate sustainable design practices, deliver high architectural quality, and propose an appropriate residential density.

The image shown is purely illustrative. Any proposal will require a feasible design with a detailed layout and form and will be required to meet all applicable regulations. The existing biodiversity value, including mature and recently planted trees, should be protected and retained wherever possible.

Indicative proposal

EC3 Community Aspiration: Gateway Centre

Overview

Description

As the local plan emphasis Newtownmountkennedy's role as a gateway between the mountains and the sea, this proposal for a gateway centre seeks to bring that vision to life. This building which is currently owned by Coillte but has potential for other uses could include a nature exhibition supported by Coillte, a café, bike rental facilities linked to future trail and cycleway ambitions, a scout den and a nature education centre. Together, these elements create a multifunctional facility that serves both residents and visitors, providing opportunities to enjoy and learn from the surrounding natural environment while promoting the town as a destination for stop-by activities.

Impact

This gateway centre will function as a standalone nature hub, supporting tourism without overloading the town centre's services. It will encourage stronger connections to surrounding woodland areas, promoting their use while safeguarding biodiversity and enhancing Newtownmountkennedy's identity as a green and accessible destination

Community Input

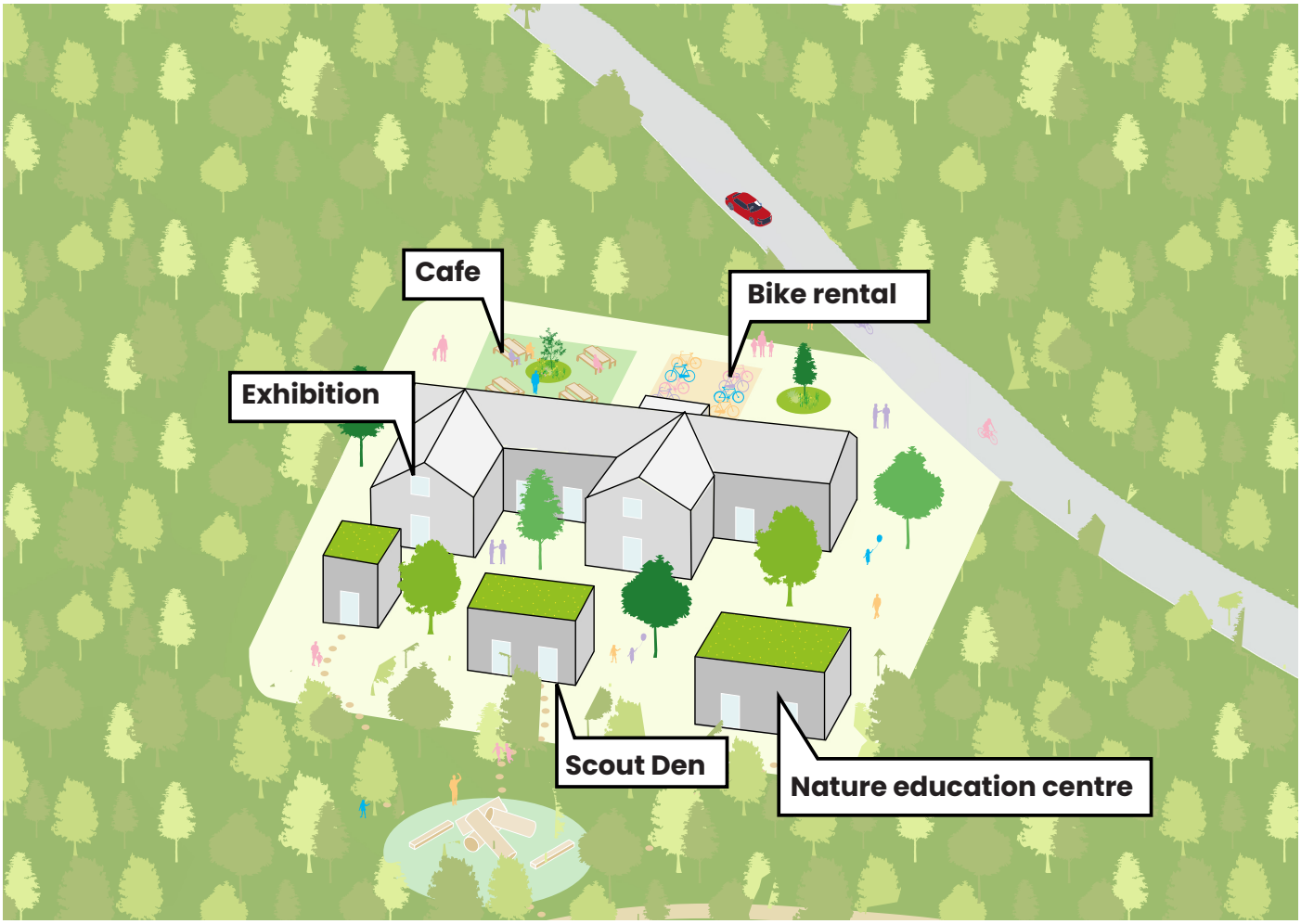
"The existing Coillte buildings could be reinvented and a forestry experiential and education centre created"

"It should indeed be multi-purpose but providing a social outlet for young people from the village as well."

"Bike rental sounds ok to me, but I would not want much development, if any, around our local woods as it is great as it is for walking and clearing the head, one of the few local places to experiencing calm"

Recommendations

The gateway centre is proposed as a reuse of the Coillte research lab, making it subject to a feasibility study and further discussions with Coillte as the primary stakeholder. The design should be nature-sensitive, minimizing its impact on the adjacent woodland while integrating seamlessly with the surrounding environment.



Indicative proposal

Case Study: Visitor Centre in Skomakerdiket Lake, Norway

This Visitor Center at Mt. Fløyen in Bergen aims to facilitate the use of this popular mountain landscape for children, youth, hikers and tourists. Building a new destination in an already much used natural area, required a balance between creating a visual presence whilst protecting and blending in with the surrounding nature. With this in mind, the architects wanted the pavilion to touch the ground lightly while also incorporating robust surfaces that could take the wear and tear of the many users.

GUINNESS

IMPACT AND IMPLEMENTATION

Mobility

Description

Traffic pressures in Newtownmountkennedy have increased of the lask number of years leading to jams and a less attractive town centre. The following projects and aspirations aim to improve mobility and active travel in the town.

Mobility

Name	Description	Key Enablers
M1 Safe Routes to School	Converting school street to one-way to improve safety and traffic flow/ Converting the school street to a pedestrian zone for safety and play.	Town Team, Schools, NTA, WCC,
M2 School Street - Glenbrook Access	Creating pedestrian access from school street to Glenbrook to reduce congestion.	Town Team, Matt Kelly Grounds, Glenbrook Management, WCC
M3 Permeability	Creating access between current dead-end roads for pedestrians and cyclists.	Town Team, Local home owners, residents associations, WCC
M4 Main Street Improvement	Increase public realm by relocating parking and widening pedestrian areas/ Convert Main Street to one-way to improve traffic flow and pedestrian space.	Town Team, WCC
M5 New Bus Route	Adding a bus stop close to proposed schools and activating unused stops.	Town Team, TII, NTA, WCC, Local Landowners,
M6 Connected Cycleway Net-work	A network linking existing and new cycleways across town and the wider region.	Town Team, Coillte, WCC, Local Landowners, Community Groups, NTA
M7 Active Travel Connections	Active Travel Connections and local trails with walking and cycle infrastructure, extending to local destinations.	Town Team, NTA, WCC, Local Landowners
M8 Bus Connections	Advocating for a bus route linking East to West (Kilcoole and Roundwood) through the local link program.	Town Team, NTA, TFI Local Link, Schools

Impact

Improvements in the mobility and active travel will reduce travel times, increase well-being, make the town more attractive and support climate mitigation.

Suggested Funding

Active Travel Investment Programme, RRDF, ORIS

Effort	Policy Objectives Aligment	Next Steps
Low	NPF: NPO 27 WCDP: CPO 12.13, CPO 12.14, CPO 12.19, CPO 7.11, NK15	Undertake a feasibility study to establish the viability of both potential options to determine which is most appropriate.
Medium	NPF: NPO 27 WCDP: CPO 12.13, CPO 12.14, NK15	Engage with Glenbrook and other stakeholder on proposals. Undertake a study with levels survey to understand feasibility
Medium	NPF: NPO 27 WCDP: CPO 12.11, CPO 12.12, CPO 12.13, NK15, NK16,	Review potential access improvements, consult local home owners, residents associations, seek funding through GMA or other relevant funds for access improvement works.
High	NPF: NPO 27 WCDP: CPO 12.11, CPO 12.12, CPO 10.2, CPO 18.3, NK9, NK16, NK15, NK18	Undertake a feasibility study including traffic report to establish the viability of both potential options to determine which is most appropriate.
High	NPF: NPO 27 WCDP: CPO 12.13, CPO 12.14, CPO 12.26, CPO 7.11	Engage with NTA on the potential for the future addition of bus services along the proposed route.
High	NPF: NPO 27 WCDP: CPO 12.12, CPO 12.13 CPO 12.17, NK8, NK15	Undertake a town wide active travel and mobility feasibility study building on identified routes
High	NPF: NPO 27,NPO 22, WCDP: CPO 12.13, CPO 11.38	Engage with NTA Active Travel and WCC on developing feasibility study to identify potential routes
High	NPF: NPO 27 WCDP: CPO 12.13, CPO 12.14, CPO 12.26	Revisit the proposal following increase in demand.

Public Realm

Description

Newtownmountkennedy's Main Street has acted as the town's core since it's early development but it lacks consistency in its expression and spaces. These projects and aspirations aim to better define the public realm making it attractive and welcoming.

Public Realm

Name	Description	Key Enablers
PR1 Town Branding	Creating a consistent town identity through street elements that link to the woodland context	Town Team, Tidy Towns Group, Coillte, local artists, Faillte Ireland, Local Business Associations, WCC
PR2 Enhancing Streetscape	Establishing a coordinated colour scheme on Main Street buildings to enhance heritage character and vibrancy.	Town Team, Tidy Towns, Business Owners, Local Business Associations, WCC
PR3 Heritage Trail	Marking and signposting the existing heritage trail.	Town Team, Community, Wicklow Heritage Forum, Tidy Towns
PR4 Public Realm Improvements	Creating a linked series of public realm spaces that are attractive and accessible.	Town Team, Local Property Owners, Business Associations, WCC

Impact

Improvements in the public realm design will build pride of place, help increase footfall, support climate resilience and increase Newtownmountkennedys reputation as a destination.

Suggested Funding

LEADER, TVRS, Local Enhancement Programme, Streetscape Enhancement Initiative, Creative Communities, RRDF, ORIS, Climate Action Fund, Historic Towns Initiative

Effort	Policy Objectives Aligment	Next Steps
Low	NPF: NPO 22 WCDP: CPO 11.8	Develop proposal for scheme design with funding potential through LEADER, TVRS, Local Enhancement Programme, Streetscape Enhancement Initiative, Creative Communities
Low	WCDP: CPO 10.19, CPO 8.18, CPO 5.9,	Engage owner of building to agree a coordinated colour scheme for the Main Street.
Low	WCDP: CPO 11.35, CPO 8.26, CPO 8.5, CPO 11.26 NK4	Develop proposal for scheme design and seek funding. Potential to integrate within PR1 Town Branding project.
High	NPF: NPO4, NPO 30, WCDP: CPO 5.1, CPO 5.6, CPO 5.9, CPO 5.23, CPO 7.8 NK18	Undertake a feasibility study to identify potential

Green Space

Description

Newtownmountkennedy is surround by great green spaces and natural woodland assets but access to these areas is limited and the towns recent growth is putting pressure of the existing recreational green space. These projects and aspirations aim to increase the access and provision of recreational green spaces.

Green Space

Name	Description	Key Enablers
GS1 Green Spaces Activation	Encouraging residents to make better use of underutilised green areas in housing estates.	Town Team, Local home owners, residents associations, WCC
GS2 Linear Park	A connected linear town park joining adjacent spaces for recreation and sport.	Town Team, Newtown Area Sports Development, Development Board, Glenbrook Management, Parkview Management, WCC
GS3 Vale Pacis Heritage Park	Transforming Valle Pacis into a heritage park with gardens, tearooms, and community spaces.	Town Team, WCC, Land Owner
GS4 Heritage Mill	Restoring the mill ruin as a heritage centre or picnic area, integrating it into the heritage park.	Town Team, WCC, Land Owner
GS5 Amphitheatre	A natural amphitheatre field north of Valle Pacis could be formalised for concerts or events while still serving as open space.	Town Team, WCC, Land Owner
GS6 Connected Woodlands	Connecting MK Woods, Valle Pacis, and southern Coillte woods to create a holistic woodland experience for recreation and active travel.	Town Team, WCC, Coillte, Land Owners, Neighbourwoods Group

Impact

Increasing the access to and provision of green spaces will have positive impacts on peoples well-being, can increase community cohesion and will reinforce the towns identity as a destination to access nature and woodlands .

Suggested Funding

NeighbourWood Scheme, ORIS, Sports Capital & Equipment Programme, Climate Action Fund, NPWS – Biodiversity and Habitat Grants, CWDF Community Heritage Grant Scheme

Effort	Policy Objectives Aligment	Next Steps
Low	WCDP: CPO 5.16, CPO 7.45, CPO 18.2 NK13	Through residents associations, explore the potential for underused spaces to but used by the community in coordination with WCC.
Medium	WCDP: CPO 5.6, CPO 5.16, CPO 7.45, CPO 18.2, CPO 18.5, CPO 18.10 NK10, NK12	Engage with the various landowners and stakeholder to agree participation in a sustainable development plan for the park
Medium	NPF: NPO 4,NPO 17,NPO 60, WCDP: CPO 5.1, CPO 5.6, CPO 5.17, CPO 5.18, CPO 8.14, CPO 8.13, CPO 8.10, CPO 8.26, CPO 5.14, CPO 7.45, CPO 7.48, CPO 18.2 NK10, NK13, NK21	Engage with the landowner of the potential to develop the heritage park as an accessible community asset.
High	NPF: ,NPO 17, NPO 60 WCDP: CPO 8.10, CPO 8.25, CPO 8.26, CPO 5.17 NK21	Interrelated with GS2
High	WCDP: CPO 5.16, CPO 7.45, CPO 18.2 NK13	Engage with the landowner of the potential to develop the amphitheatre as an accessible event space
High	NPF: NPO 60, NPO 62 WCDP: CPO 5.16, CPO 9.45, CPO 17.1, CPO 18.2, CPO 18.5 NK10, NK13, NK22	Engage with the landowner of the potential to develop connected network of woodlands and green-spaces building on existing routes and developed plans. Seek funding for a phased masterplan to be phased.

Community Amenities

Description

Social and civic amenities in Newtownmounkennedy have not grown as the same rate as housing, leaving a gap in provision. The following projects and aspirations have been identified opportunities to increase the provision of social and civic amenities.

Community Services

Name	Description	Key Enablers
CA1 Civic Centre	A new civic centre opposite St. Joseph's Church providing a library, event space, and meeting rooms.	Town Team, WCC
CA2 Community Grounds	An urban community and activity zone providing gathering spaces, nature buffers, pump track and youth facilities.	Town Team, Land Owner, Local Community Groups WCC
CA3 Forest School Mode	A site has been identified for new schools that reflect the town's identity and follow a forest school model.	Town Team, Dep. of Education, WCC

Impact

Increasing social and civic amenities will increase cohesion within the town, creating spaces for new and old local to meet, building a sense of community pride.

Suggested Funding

TVRS RRDF LEADER Community-Led Local Development, Local Enhancement Programme, Sports Capital & Equipment Programme

Effort	Policy Objectives Aligment	Next Steps
High	NPF: NPO 28 WCDP: CPO 5.9, CPO 7.54, CPO 9.7,	Develop a proposal and feasibility study for funding of a design for the new Civic Centre
Medium	NPF: NPO 4, NPO 28 WCDP: CPO 5.16, CPO 7.48, CPO 9.37,	Engage with landowner and community groups to develop a plan and use strategy for the site.
High	WCDP: CPO 7.17, CPO 9.44, CPO18.8,	Engage with the Dep. of Education on the project ambition and plans for the site development.

Employment & Commerce

Description

The following projects and aspirations have been identified as potential catalysts of local job creation and commercial activity.

Employment & Commerce	Name	Description	Key Enablers
	EC1 Town Centre Densification	Providing local business space and diverse housing by redeveloping Main Street with denser infill and backland projects.	Town Team, WCC, Land Owners, Local Businesses
	EC2 Mixed Use Development	A new mixed-use zone across from the existing business park for retail, work, and residential uses promoting sustainable development.	Town Team, Land Owner, WCC
	EC3 The Gateway Centre	Creating a Gateway Centre in Mountkennedy Woods with bike rental, exhibition, and Scouts Den facilities.	Town Team, Coillte, Failte Ireland, 3rd Wicklow Scouts

Impact

These projects and aspirations have to potential to support in the ambition of Newtownmountkennedy to become self-sufficient by providing employment and providing commercial services locally.

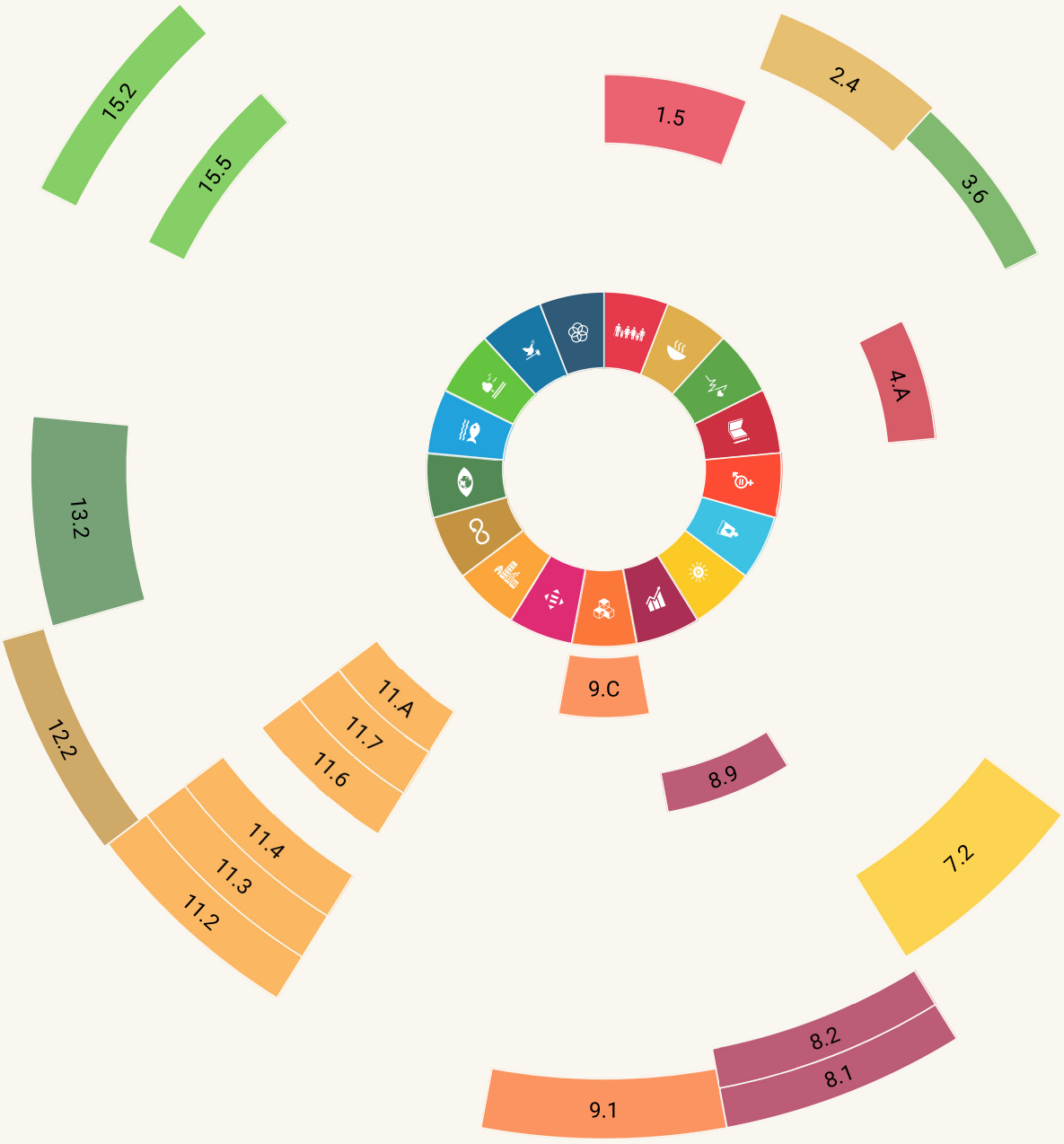
Suggested Funding

Private Investment, Local Enhancement Programme

Timeframe	Policy Objectives Aligment	Next Steps
Medium	NPF: NPO 35 WCDP: CPO 5.2, CPO 5.12, CPO 5.7, CPO 10.9,	Create an awareness for the ambition to increase density along the main-street. Engage landowners, in particular those with vacant sites.
High	WCDP: CPO 5.2, CPO 9.3, CPO 9.13, LAP: NK2	Engage with the landowner to discuss the potential future development of the site in coordination with WCC
High	WCDP: CPO 5.16, CPO 9.46, CPO 11.7 LAP: NK3, NK4	Engage with Coillte on potential development of the Gateway Centre. Undertake a feasibility study for its design and funding.

SDG Assessment

A Sustainable Development Goal Assessment using ACT's Accelerating Action Tool has been undertaken across the Newtownmountkennedy TCF plan to show the potential impact of the plan on the town's sustainable development. This can be used in support of applications for plan project funding.



NTMK TCF plan

An Accelerating Action Tool Assessment

41
Tags Selected

11/17
SDG Contributions

20/169
Target Contributions

Info

Name:
NTMK TCF plan

Owner:
NTMK Town Team, WCC

Owner Type:
Community

Type:
Plan / Strategy

Status:
Definition / Planning

Location:
Ireland

Tags

children, youth, older persons, persons with disabilities, vulnerable people, climate change, climate change mitigation, climate change adaptation, sustainability, resilience, human settlement planning and management, infrastructure, green and public spaces, transport, roads, buildings, schools, housing, environment, biodiversity, ecosystems, natural habitats, forests, natural resources, natural heritage, agriculture, internet access, tourism, culture, health and well-being, mental health, renewable energy, waste management, economic, job creation, employment, economic productivity, economic diversification, micro-, small-, medium-sized enterprises, policy, strategies / plans / programmes

SDG Targets

Contributing to 20 SDG Targets

1.5 - Build resilience to environmental, economic and social disasters

+ positive impact ◎ direct impact

2.4 - Sustainable food production and resilient agricultural practices

+ positive impact ◎ direct impact

3.6 - Reduce road injuries and deaths

+ positive impact ◎ direct impact

4.A - Build and upgrade inclusive and safe schools

+ positive impact ◎ direct impact

7.2 - Increase global percentage of renewable energy

+ positive impact ◎ direct impact

8.1 - Sustainable economic growth

+ positive impact ◎ direct impact

8.2 - Diversify, innovate and upgrade for economic productivity

+ positive impact ◎ direct impact

8.9 - Promote beneficial and sustainable tourism

+ positive impact ◎ direct impact

9.1 - Develop sustainable, resilient and inclusive infrastructures

+ positive impact ◎ direct impact

9.C - Universal access to information and communications technology

+ positive impact ◎ direct impact

11.2 - Affordable and sustainable transport systems

+ positive impact ◎ direct impact

11.3 - Inclusive and sustainable urbanization

+ positive impact ◎ direct impact

11.4 - Protect the world’s cultural and natural heritage

+ positive impact ◎ direct impact

11.6 - Reduce the environmental impact of cities

+ positive impact ◎ direct impact

11.7 - Provide access to safe and inclusive green and public spaces

+ positive impact ◎ direct impact

11.A - Strong national and regional development planning

+ positive impact ◎ direct impact

12.2 - Sustainable management and use of natural resources

+ positive impact ◎ direct impact

13.2 - Integrate climate change measures into policies and planning

+ positive impact ◎ direct impact

15.2 - End deforestation and restore degraded forests

+ positive impact ◎ direct impact

15.5 - Protect biodiversity and natural habitats

+ positive impact ◎ direct impact

Local Enterprise Office Supports

Through the Local Enterprise Office (LEO) in Wicklow, supports can be accessed to help enterprises that deliver on the ambition of this plan through supporting town centre regeneration in the activity.

The supports described below can be accessed at: https://www.wicklow.ie/Business/Business-Supports/Local-Enterprise-Office-Wicklow

Local Enterprise Office Wicklow

The Local Enterprise Office (LEO) Wicklow is a 'first stop shop' to provide support and services to help start, grow and develop small businesses in Co. Wicklow. As part of their role in promoting entrepreneurship, they provide a range of advice, information and supports to businesses depending on their stage of development.

LEO services include:

Business information and advice clinics: Every week they hold a number of free, one-to-one meetings that give you the opportunity to get general advice on starting or growing a business and provide relevant information on the type of state supports that may be available.

Training courses: LEO Wicklow provides a wide range of high-quality, concise and inexpensive training courses such as start your own business, online and social media marketing, bookkeeping and many more.

One-to-one mentoring: The Mentor Programme is designed to match up the knowledge, skills, insights and entrepreneurial capability of experienced business practitioners with small business owner/managers who need practical and strategic advice and guidance.

Financial supports: Funding support schemes include Trading Online Voucher, Feasibility Study Grant, Business Priming Grant Business Expansion Grant and Export Development Grant.

Events, management development & networking opportunities. LEO Wicklow runs a number of seminars, events and programmes on topical and strategic issues to assist owner-managers overcome the obstacles they face so that they can grow their businesses to their full potential. The LEO also supports active networks so Wicklow entrepreneurs can promote their business and exchange ideas with their peers.

Enterprise Education and Youth Entrepreneurship: Cognisant of the importance of fostering an enterprise culture in young people, LEO Wicklow actively engages in national initiatives such as the Student Enterprise Programme at second level and the Ireland's Best Young Entrepreneur Competition for 18 to 35 year olds.

Notes

Notes

Appendices

APPENDIX 1: Outline Heritage Report

APPENDIX 2: The Mountains to the Sea Green-Way A Feasibility Study Report

APPENDIX 3: Newtownmountkennedy Town Refurbishment Project Pedestrian Connectivity Between Main Street And Estates

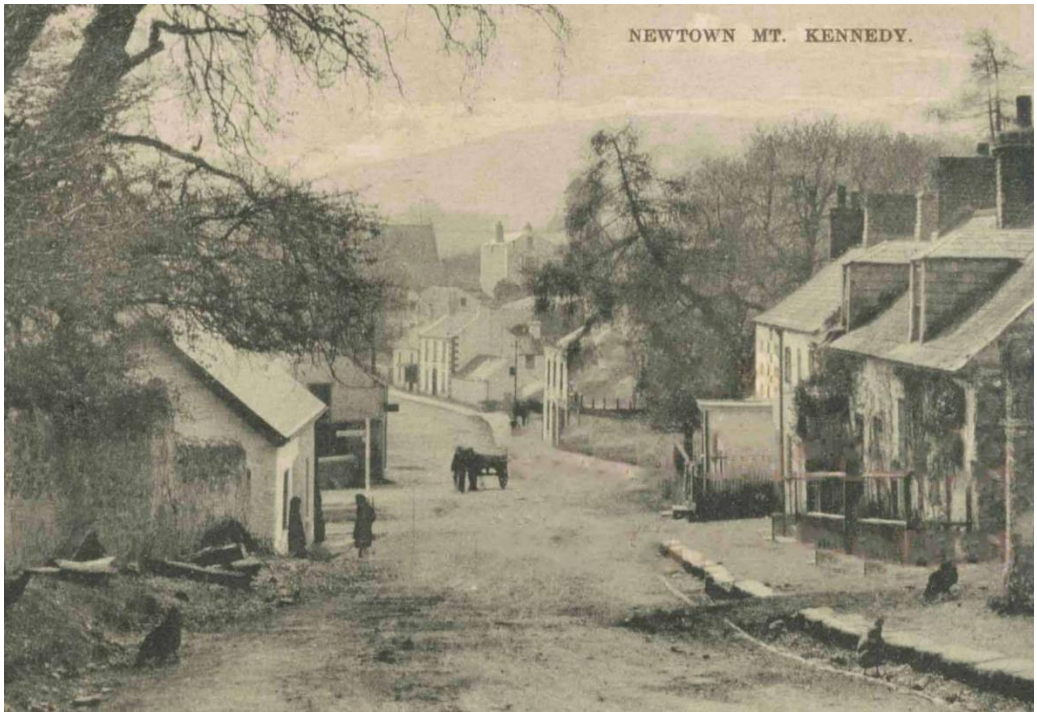
APPENDIX 4: Newtownmountkennedy Town Refurbishment Project Parking Assessment Report

APPENDIX 5: Town Team Shopfront and Signage Design Guidelines

APPENDIX 6: Newtownmountkennedy Town Centre Riverside Walk

APPENDIX 1: Outline Heritage Report

JAMES GRIEVE ARCHITECTS
SPECIALIST CONSERVATION ARCHITECTS
WWW.JAMESGRIEVEARCHITECTS.COM



Outline Heritage Report

For Town Centre First Plan

Newtownmountkennedy
Co. Wicklow

November 2025

CONTENTS

1.0 CONTEXT AND BRIEF

2.0 METHODOLOGY

3.0 EXECUTIVE SUMMARY

4.0 **UNDERSTANDING** - POLICY AND LEGISLATIVE CONTEXT

5.0 **UNDERSTANDING** – HISTORICAL DEVELOPMENT

6.0 **UNDERSTANDING** – TOWNSCAPE CHARACTER AND SETTING

7.0 ASSESSMENT OF SIGNIFICANCE

8.0 **CREATING** – TOWN CENTRE FIRST PROPOSALS

9.0 **CREATING** – HERITAGE VULNERABILITIES

10.0 **CREATING** – HERITAGE OPPORTUNITIES

11.0 **CREATING** – SUMMARY OF PROPOSALS

12.0 **CREATING** – DEVELOPMENT OF PROPOSALS

13.0 **CREATING** – VALLE PACIS

14.0 **CREATING** – PUBLIC REALM

APPENDIX A – GAZETEER OF HISTORIC BUILDINGS

1. CONTEXT AND BRIEF

1.1. James Grieve Architects have been appointed by Accelerating Change Together (ACT) to assist with a heritage assessment of the town of Newtownmountkennedy. The aim of this assessment is to support development of designs for a new Town Centre First Plan which will include options for reuse of existing buildings within the town, and incorporate new interventions to ensure the town is developed in a sustainable manner.

1.2. Town Centre First

The Town Centre First initiative seeks to place the historic core of Irish towns at the centre of regeneration and investment, addressing vacancy, promoting compact growth, and ensuring that future development enhances local character and community life. In Newtownmountkennedy, this means recognising the archaeological depth, architectural richness, and landscape setting of the settlement as fundamental to its identity and future prosperity.

This heritage assessment will therefore:

- Assist in the development of design options for the Town Centre First Plan, ensuring they are grounded in the cultural and historic context of the town.

- Explore opportunities for the reuse and adaptation of existing buildings, including protected structures and traditional fabric, as a driver of renewal.

- Provide guidance for the sensitive extension of a listed building, ensuring that new interventions complement rather than diminish heritage value.

- Highlight the role of heritage assets; medieval remains, 18th-century demesne landscapes, and the 19th-century Main Street, in shaping a vibrant, distinctive, and sustainable town centre.

1.3. James Grieve Architects is a chartered architectural firm, specialising in heritage reuse and conservation. The firm is directed by James Grieve, Specialist Accredited Conservation Architect (RIBA SCA), the highest level of accreditation within the RIBA Conservation Register. This designation is awarded only to architects with demonstrable and extensive experience in the care, repair, and adaptation of historic buildings, assessed by a panel of conservation peers against the International Council on Monuments and Sites (ICOMOS) guidelines and the BS 7913:2013 Guide to the Conservation of Historic Buildings.

2. METHODOLOGY

2.1. The methodology adopted for this heritage report follows established best practice guidance, including the Burra Charter (Australia ICOMOS, 2013), and the guidance outlined in BS 7913:2013 *Guide to the Conservation of Historic Buildings*. The approach is rooted in a values-based framework, whereby understanding the significance of the heritage asset is paramount to informing its ongoing management and potential adaptation. This report begins with a process of research and investigation aimed at establishing an understanding of the town's historical development, physical fabric, setting, and associations. Primary and secondary sources including archival records, historical maps, photographs, and previous surveys are consulted alongside an on-site survey of the town.

2.2. This understanding is synthesized into an outline Statement of Significance, identifying the heritage values; evidential, historical, aesthetic, and communal, that contribute to the asset's overall importance. This forms the basis for an appraisal of the town's current condition, vulnerabilities, and capacity for change. The appraisal takes into account external factors such as environmental risks, and development pressures, while also identifying opportunities for enhancement or adaptive reuse. The methodology ensures that any conservation or development proposals are clearly aligned with the overarching aim of sustaining the town's heritage significance, consistent with the precautionary and transparent decision-making ethos advocated by national and international conservation frameworks.

2.3. Information is presented within this report under three primary headings

Understanding: This section describes the heritage site, summarises its history, its relationship to the townscape and wider heritage context.

Assessing: This section provides an assessment of the significance of the town and its heritage elements.

Creating: This section describes the issues, vulnerabilities and opportunities associated with a range of aspects of the town, an overarching approach to the conservation of the site which should be considered, and general guidance and recommendations for the town's future maintenance and care.

2.4. The results and conclusions contained in this document are based on information available at the time it was prepared and written. Every effort was made to collect all relevant data, but the author accepts no responsibility for omissions or inconsistencies that may result from information becoming available subsequently to the completion of this document.

3. EXECUTIVE SUMMARY

3.1. Newtownmountkennedy occupies a pivotal position at the intersection of upland and coastal landscapes in north County Wicklow. Although today it is best known as a rapidly expanding commuter town, its heritage significance lies in the history of human settlement and in the distinctive palimpsest of archaeology, planned demesne landscapes, and 19th-century civic core. The combination of medieval origins, 18th-century "big house" culture, and Victorian town planning creates a heritage resource of local, regional, and national importance. Its significance can be summarised as below:

3.2. Archaeological significance

The Ballygarny–Mount Kennedy complex, comprising a motte, enclosure and associated medieval sites, anchor the town's earliest history. These monuments are tangible evidence of Anglo-Norman colonisation and territorial control, situated strategically along a north–south corridor that later became the Dublin–Wexford road. The archaeological resource has high potential for further discovery beneath the modern town, and forms part of a regional narrative of Norman frontier settlement in Wicklow. Its preservation and interpretation provide a crucial link to the pre-urban landscape.

3.3. Architectural significance

The architecture of Newtownmountkennedy is layered and diverse, reflecting changes in patronage, religion, and economy:

- Mount Kennedy House and Demesne represent the zenith of 18th-century neo-Classical country house design in Ireland, with contributions from architects James Wyatt and Thomas Cooley, interiors by Michael Stapleton, and painted decoration by Peter de Gree. This places the town within the national canon of Georgian architecture.
- Woodstock House (Druids Glen) and Altidore illustrate the breadth of country house typologies from castellated "toy fort" to refined late-Georgian villa, each embedded in demesne landscapes of designed planting, avenues, and prospects.
- The Main Street retains a coherent 19th-century civic and commercial character, with St Joseph's RC Church by Edmund William O'Kelly providing a dominant landmark, and smaller scale terraces, schools, constabulary buildings, and mills evidencing the Victorian consolidation of a service town.

Together, these assets illustrate the evolution of architectural patronage from aristocratic estate seat to Catholic emancipation-era parish centre and market/service economy, each leaving material traces of high integrity.

3.4. Landscape significance

The town is set within a designed cultural landscape of demesne planting, mature treescapes, and planned views, augmented by the natural backdrop of the Glen of the Downs and Wicklow uplands. Views along the Main Street, towards demesne entrances, and across the wooded valleys form a critical part of the town's identity. The survival of avenues, boundary walls, gate lodges, and treed belts means that the wider setting still communicates the visual grammar of the 18th- and 19th-century landscape ideal.

3.5. Social and community significance

Newtownmountkennedy's growth in the 19th century was driven by religious, educational, and commercial institutions that continue to define its community identity. The town's historic core remains the symbolic heart, providing a sense of continuity amidst rapid expansion. St Joseph's RC Church in particular retains strong social value, while former schools, constabulary buildings, and mills embody the narrative of civic life and public service.

'The Little Town With the Big Name'' – Historic Imagery

Summary – Heritage Values Newtownmountkennedy

Value Type	Description of Significance	Level of Significance	Key Assets / Examples
Archaeological Value	The Ballygarny/Mount Kennedy complex (motte, enclosure, church site) provides tangible evidence of early settlement and Anglo-Norman colonisation. High potential for subsurface archaeology across the town core.	National / Regional	WI013-series Recorded Monuments; Ballygarny mound; church enclosure.
Architectural Value	Range from nationally significant country houses (Mount Kennedy, Woodstock, Altidore) to a coherent 19th-century Main Street fabric with civic, religious, and commercial buildings. Represents continuity of patronage and settlement.	National	Mount Kennedy House; St Joseph's RC Church; former constabulary; terraces and shopfronts.
Historical Value	The layered narrative from medieval nucleus, through 18th-century demesne culture, to 19th-century civic consolidation reflects wider Irish social and political history (landlordism, Catholic emancipation, urbanisation).	Regional	Chronological development of the town; demesne estates; educational and religious institutions.
Aesthetic Value	Distinctive linear townscape of Main Street, set against wooded demesne landscapes and upland backdrop. Surviving avenues, treescapes, and boundary walls contribute to strong visual identity.	Regional / Local	Main Street vistas; views V1–V4 in LAP; mature trees; demesne approaches.
Social/Community Value	Strong communal attachment to parish church, schools, and community facilities. Ongoing use of Main Street as civic/commercial heart reinforces sense of place despite modern expansion.	Local / Regional	St Joseph's RC Church; former national school; public houses and shops; community initiatives.
Comparative Value	Distinguishes itself among Wicklow towns by its concentrated demesne landscapes and intact archaeological core, offering a unique contrast with nearby coastal and upland settlements.	Regional	Comparison with Delgany, Ashford, Greystones.
Vulnerability / Risk	Development pressure on archaeological sites; incremental loss of shopfront character; boundary erosion and visual intrusion in demesne landscapes; vacancy in historic buildings.	—	Town core terraces; Ballygarny complex; Mount Kennedy demesne; Altidore and Woodstock settings.

UNDERSTANDING:
4. POLICY AND LEGISLATIVE CONTEXT

4.1. Newtownmountkennedy's heritage sits within a robust statutory framework that recognises its archaeological, architectural, and landscape values. The Town Centre First Plan must operate within this framework, using heritage not as a constraint but as a catalyst for regeneration. It is a key aspiration of any successful Town Centre First Plan that heritage policy is embedded at the outset, positioning the historic core of the town as a key driver of sustainable growth. The key policies to be cognizant of, as the plan develops are:

4.2. International Conventions

Ireland's approach to heritage protection is shaped by several important international conventions. The UNESCO World Heritage Convention (1972) established the principle of safeguarding cultural properties of outstanding universal value and informs Ireland's duty to manage heritage within a global context. At European level, the Granada Convention (1985, ratified by Ireland in 1997) provides a framework for the protection of architectural heritage, while the Valletta Convention (1992) sets standards for the management and protection of the archaeological resource, particularly in relation to development. In addition, best-practice guidance developed by ICOMOS, including the Venice Charter (1964) and the Burra Charter (1979, revised), underpins international conservation principles such as minimal intervention, respect for authenticity, and recognition of social value. Together, these conventions provide a foundation for Ireland's national legislation and policy on the protection and sustainable reuse of heritage assets.

4.3. National Legislative Framework

At national level, heritage protection in Ireland is principally governed by the Planning and Development Act 2000 (as amended), which requires each local authority to maintain a Record of Protected Structures (RPS) and allows for the designation of Architectural Conservation Areas (ACAs) to safeguard townscapes of special interest. The National Monuments Acts 1930–2014 provide the legislative basis for the protection of archaeological sites and monuments, including the Record of Monuments and Places (RMP); any works at or near such sites require ministerial consent or licence. Complementing these statutes are the Architectural Heritage Protection Guidelines for Planning Authorities (2011), which set out statutory guidance on assessing works to protected structures and within ACAs. More broadly, the Heritage Act 1995 established the Heritage Council and placed an emphasis on promoting awareness, conservation, and sustainable management of heritage resources. Together, these instruments create a strong legal framework within which all proposals for the Town Centre First Plan in Newtownmountkennedy must operate.

4.4. Local Development Plan Policy

At regional level, the Eastern and Midland Regional Spatial and Economic Strategy (2019–2031) promotes compact growth and highlights the importance of revitalising historic town cores as drivers of economic resilience and identity. This is reflected locally in the Wicklow County Development Plan 2022–2028.

4.5. Wicklow County Development Plan 2022-2028

The Wicklow County Development Plan 2022–2028 provides the statutory planning framework for Newtownmountkennedy and sets out clear objectives for the protection and enhancement of heritage. The Plan

maintains a comprehensive Record of Protected Structures (RPS), which includes Mount Kennedy House, St Joseph's Church, and a range of civic and residential buildings along Main Street, and it recognises the archaeological significance of sites such as the Ballygarny motte and enclosure listed in the Record of Monuments and Places (RMP). It also identifies a series of views and prospects to be protected, alongside policies for the conservation of mature trees, avenues, and demesne landscapes that contribute to the town's character. In line with national policy, the Plan promotes compact growth and the adaptive reuse of existing buildings, emphasising heritage as a driver of regeneration rather than a constraint. For Newtownmountkennedy, the Development Plan therefore provides a strong policy basis to integrate conservation principles into the Town Centre First Plan, ensuring that growth enhances rather than diminishes the town's historic identity. A gazetteer of protected structures is included within Appendix A of this report.

4.6. Newtownmountkennedy Local Area Plan (2008–2018, extended)

The Newtownmountkennedy Local Area Plan (2008–2018, with its duration extended) provides more detailed, site-specific guidance for the town within the framework of the County Development Plan. The LAP includes a dedicated Heritage Map that identifies recorded monuments such as the Ballygarny motte and enclosure, lists of Protected Structures, and highlights important views, prospects, and groups of trees for preservation. It also sets out policies to safeguard the historic core of the town while accommodating future growth, emphasising the reuse of existing buildings and the maintenance of townscape character along Main Street. Although the LAP has now expired, it continues to serve as an important reference point until it is superseded by the forthcoming Town Centre First Plan, ensuring continuity of heritage policy and providing a valuable baseline for the assessment and management of the town's historic environment.

UNDERSTANDING:
5. HISTORICAL DEVELOPMENT

5.1. Early Origins and Medieval Settlement

Following the Anglo-Norman invasion of Ireland in the late 12th century, County Wicklow became part of the frontier zone between English-controlled territory (the Pale) and Gaelic-held lands in the Wicklow Mountains. The area around what is now Newtownmountkennedy lay within a strategic north–south corridor, forming a vital communication and military route between Dublin and Wexford - one that would later evolve into the modern Dublin–Wexford road (the N11).

The Anglo-Normans established manorial and ecclesiastical centres along this corridor to secure control and facilitate colonisation. Castles, parish churches, and agricultural settlements were laid out systematically on fertile lowlands such as the Newcastle barony, while upland areas remained under Gaelic influence for much longer. The nearby castle and manor of Newcastle, granted to the Archbold and later to the Fitzgeralds of Leinster, served as an administrative and defensive stronghold protecting the southern limits of the Pale. The district's network of roads, fords, and fortified enclosures reflected this dual purpose: to manage trade and movement, and to act as a military spine through contested territory.

Over time, this corridor became a focus of continuity. The medieval route influenced the siting of later post-medieval towns - including Newtownmountkennedy, which developed where estate lands, market activity, and road infrastructure converged. Thus, the town's location and long, linear Main Street directly echo its medieval strategic origins, rooted in Anglo-Norman colonisation and the enduring geography of control along the Dublin–Wexford axis.

The earliest evidence of settlement in the area lies at Ballygarny, just north of the modern town. Archaeological remains include a motte and bailey mound, enclosure, and church site (RMP WI013 series), likely dating from the late 12th or early 13th century. These monuments testify to Anglo-Norman colonisation in north Wicklow and the creation of a frontier landscape along the Dublin–Wexford route. The co-presence of ecclesiastical and defensive sites suggests that Ballygarny served as both a spiritual and administrative focus before the rise of the present town.

5.2. Seventeenth-Century Foundation and the Kennedy Estate

Before the name Newtownmountkennedy emerged in the late 17th century, the settlement was simply known as Newtowne, or sometimes Newtown-in-the-Ballygarny, referring to the nearby ecclesiastical and settlement complex at Ballygarny. The term Newtown itself is characteristically Anglo-Norman, widely used for planned or re-organised settlements laid out after the 12th-century Anglo-Norman arrival in Ireland. These settlements were often established along key transportation corridors to consolidate territorial control, administer lands, and promote agricultural productivity.

The formation of Newtownmountkennedy occurred in the late 17th century through the amalgamation of the existing settlement of Newtowne with the manorial lands of the Kennedy family at Mount Kennedy. The 1668 Hearth Money Roll records eleven houses in Newtowne and a single house at Mount Kennedy belonging to "Sir Rich. Kenedy, Kt." (Price 1931, 173). Mount Kennedy was the dwelling of Sir Robert Kennedy (1584–1668), whose home was designated a manor when he was created a baronet in 1665. His son, Sir Richard Kennedy, inherited the estate, and a Royal Grant

of 30 October 1671 authorised him to consolidate Ballygarny and surrounding lands into the Manor of Mount Kennedy.

This administrative act marked the formal recognition of Mount Kennedy as a manorial seat and provided the basis for the merging of Newtowne with the Kennedy estate in subsequent decades. By 1725, a Chancery Inquisition refers to the settlement as Newtowne Mount-Kennedy, establishing the composite name that survives today.

5.3. The Kennedys of Mount Kennedy

The Kennedys of Mount Kennedy were a Gaelic Catholic family, likely originating from Co. Tipperary, who rose to prominence in Dublin from the mid-16th to the 17th century. They worked as clerks and barristers, with Robert Kennedy (c.1584–1668), the family founder at Mount Kennedy, serving as Chief Remembrancer of the Court of Exchequer. Using wealth and influence gained through his office, he acquired around 7,500 acres in Newcastle barony between 1626–1640.

Robert's son Richard Kennedy trained as a barrister, became a captain in Cromwell's army to protect the family's holdings, and later supported the Restoration of Charles II. As a reward, he was made a judge of the Court of Exchequer, awarded another 7,500 acres, and in 1664 his father was created a baronet, with the family estate styled as the manor of Mount Kennedy. The line did not endure, however: by the early 18th century, Robert's grandson and heirs had all died, and Richard's younger son William became a Benedictine monk, dying in 1738 as the last of the male line.

5.4. Eighteenth-Century Estates and Demesnes

In 1769, the Kennedy estate was sold to General Robert Cunninghame, later 1st Baron Rossmore. He rebuilt the existing house at Mount Kennedy to the designs of James Wyatt, completed in 1784 by Thomas Cooley. The resulting structure, with interiors by Michael Stapleton and painted grisaille roundels by Peter De Gree, is the Mount Kennedy House that survives today.

This period also saw the development of other important demesnes in the town's hinterland, notably Woodstock House (later Druids Glen), attributed to Robert West with later alterations by Sir Richard Morrison, and Altidore Castle, a castellated early-18th-century residence associated with the Emmet family. These estates created a designed landscape of avenues, mature planting, and estate villages, embedding the gentry presence in the physical and social fabric of the area.

5.5. The 1798 Rebellion

Newtownmountkennedy was directly affected by the 1798 Rebellion, when fighting broke out between British Crown forces and Irish rebels. The rebels retreated into the Devil's Glen and Dunran Woods, where they were pursued by the local Yeomanry Cavalry. Contemporary accounts record that the Yeomanry set surrounding forestry ablaze, killing many rebels; the battle left some 170 men dead. This event underscores the turbulent role of Newtownmountkennedy within broader narratives of Irish resistance and suppression in the late 18th century.

5.6. Nineteenth-Century Town Consolidation

By the 19th century, Newtownmountkennedy had developed into a recognisable linear town along its wide Main Street. In his Topographical Dictionary (1837), Samuel Lewis records a population of 825 inhabitants

living in 123 houses, with a market house and a fever hospital (Vol. II, 441). He also notes Monalin House, home to T. J. Stamper, Esq., as a notable residence.

During this century, civic and religious institutions anchored the community:

- St Joseph's Roman Catholic Church (built 1861–65 by Edmund William O'Kelly) became a spiritual and architectural landmark.
- A constabulary barracks, national school, and mill buildings provided administrative and economic infrastructure.
- Rows of two-storey terraces with shopfronts defined the Main Street, many of which survive today as Protected Structures.

This consolidation reflected the broader social and political shifts of Victorian Ireland, including Catholic emancipation, expanding parish life, and the growing market economy.

5.7. Twentieth-Century Transition

The decline of the landlord system in the early 20th century reduced the dominance of the great estates, although Mount Kennedy, Woodstock, and Altidore remained prominent features of the town's setting. Over time, Newtownmountkennedy evolved into a service town for its rural hinterland. The later 20th century witnessed further change, particularly with the opening of the bypass in 1990, which redirected heavy traffic away from Main Street. While this improved the amenity of the historic core, it also reduced passing trade, necessitating new economic strategies for the town.

5.8. Twenty-First Century Expansion

Since the early 2000s, Newtownmountkennedy has undergone rapid growth as a commuter town within Greater Dublin. Major residential schemes such as Wicklow Hills, alongside the Parkview Hotel and town centre development, have expanded the footprint and added a new commercial focus. Despite this expansion, the historic Main Street retains its symbolic and civic role, with heritage assets providing continuity amidst change.

UNDERSTANDING:
6. TOWNSCAPE CHARACTER AND SETTING

6.1. The character of Newtownmountkennedy is defined by the interplay between its linear historic core, its landmark buildings, and its landscape setting of demesne estates and wooded valleys. Although the town has expanded rapidly in the late 20th and early 21st centuries, the traditional Main Street and its associated institutions continue to form the symbolic and civic heart. Understanding this townscape character is essential to guiding future development under the Town Centre First Plan.

6.2. Overall Form and Structure

Newtownmountkennedy is fundamentally a ribbon settlement, formed along the historic Dublin–Wexford road (now Main Street / R772). This broad, gently curving street provided the spine around which the town grew in the 18th and 19th centuries. The bypassing of through traffic in 1990 preserved this linear form, while recent expansion has introduced a more dispersed suburban morphology to the south and east.

The traditional town plan is legible as a single wide street punctuated by institutional landmarks, with side roads leading into residential estates and surrounding farmland. The coherence of this form distinguishes Newtownmountkennedy from more nucleated Wicklow villages.

6.3. Streetscape and Urban Grain

The Main Street retains a fine-grained urban morphology, consisting primarily of two-storey terraced houses and shops dating from the 19th century. Key characteristics include:

- Scale and height: buildings are generally two storeys, occasionally rising to three, creating a consistent eaves line.
- Plot pattern: narrow frontages with deep plots, many still legible behind the street line.
- Materials: rubble stone or rendered walls, pitched slate roofs, and timber sash windows (though many altered).
- Shopfronts: a mixture of traditional timber and later interventions; surviving historic examples provide important evidence of Victorian commercial character.

Landmark buildings punctuate the linear grain:

- St Joseph's Roman Catholic Church, built in 1861–65, dominates the north end of the street with its Gothic Revival form and basalt masonry.
- Civic buildings, including the former constabulary barracks, national school, and mill, add institutional weight to the core.
- Commercial nodes, such as the Village Inn and other long-established pubs, reinforce the social life of the street.

Despite modern shopfront alterations and infill development, the historic pattern of scale, rhythm, and plot division remains intact, giving Main Street its distinctive character.

6.4. Architectural Character

The architectural character of Newtownmountkennedy is shaped by its linear form along the old Dublin–Wexford road and by the interplay between estate architecture, 19th-century civic buildings, and modest commercial terraces. At its northern edge, the influence of the great demesnes is immediately apparent: Mount Kennedy House with its late-18th-century neo-Classical grandeur, and the nearby estates of Woodstock and Altidore, establish a landscape of scale, enclosure, and tree planting that continues to frame the town's setting. These designed landscapes, expressed in gate lodges, boundary walls, and long avenues, give Newtownmountkennedy a sense of architectural distinction uncommon in towns of its size.

18th Century painting of Mount Kennedy House

Mount Kennedy House – Current Condition

Within the town core, the Main Street retains a largely 19th-century grain of two-storey terraced houses and commercial premises, punctuated by civic and ecclesiastical landmarks. St Joseph's Roman Catholic Church (1860s) provides a dominant vertical accent in local stone, contrasting with the rendered frontages and shopfronts of adjoining plots. Former institutional buildings, including the constabulary barracks, schoolhouse, and mill structures, contribute to the sense of a service town that grew in step with its surrounding estates. Despite later alterations, many buildings preserve original proportions, traditional rooflines, and materials such as slate, granite, and brick dressings, giving the streetscape a cohesive character.

Examples of main town core Georgian housing stock

Although the town has seen significant modern expansion southwards and eastwards, the historic Main Street continues to embody Newtownmountkennedy's architectural identity. Its combination of estate grandeur at the edges and modest vernacular fabric at the core provides a layered built environment of both local distinctiveness and county-wide significance.

The town's architectural palette is modest but cohesive:

- Domestic/commercial terraces reflect Victorian building traditions, with simple proportions, timber joinery, and restrained ornament.
- Religious architecture is more expressive, with St Joseph's Gothic Revival massing and detailing providing architectural distinction.
- Estate-related architecture (such as lodges and boundary walls from Mount Kennedy and Altidore) frame approaches and reveal the influence of gentry landscapes on the town's edge.
- 20th-century insertions, including post office, Garda station, and modern shop units, are of variable quality but generally respect the two-storey scale.

This architectural character is not of monumental scale but of cumulative value, forming a coherent ensemble that reflects the town's social and economic history.

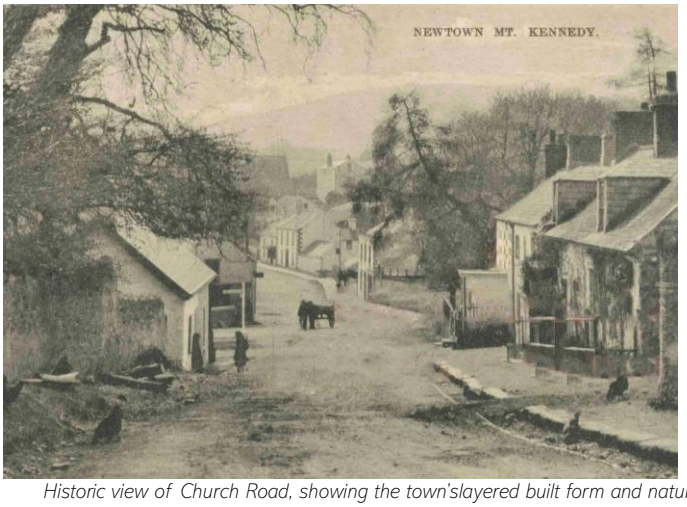
6.5. Landscape Setting

The setting of Newtownmountkennedy is one of its strongest heritage assets. The town lies between the Glen of the Downs to the north and the coastal plain to the east, framed by wooded demesnes that act as green buffers. Key components include:

- Mount Kennedy Demesne, with its mature planting, and designed avenues, directly abuts the town and forms a dramatic western backdrop.
- Woodstock/Druids Glen and Altidore Castle, with their treescapes and rolling parkland, extend the sense of a continuous designed landscape around the town.
- Mature trees and groups of trees, identified in the Local Area Plan Heritage Map, contribute to the quality of the public realm and reinforce the character of estate approaches.
- Topography and views, with long vistas along the Main Street (particularly towards the church), outward views across demesne planting, and framed views into wooded valleys, provide variety and visual interest.

6.6. Views and Prospects

An historic reading of Newtownmountkennedy is strongly reinforced by a series of key views and prospects that shape the perception of the town within its wider landscape. Along the Main Street, linear views north and south emphasise the historic spine of the settlement, terminated by treed backdrops and occasional landmark buildings such as St Joseph's Church. These framed perspectives give coherence to the town core and reinforce its historic scale.



Historic view of Church Road, showing the town'slayered built form and natural setting

There are currently no formally designated protected views within Newtownmountkennedy, but a number of important visual connections, such as long views along the Main Street, framed prospects towards St Joseph's Church, and outward views to surrounding demesnes and wooded landscapes make a significant contribution to the town's character and heritage value.sential to maintaining the town's legibility and sense of place.

6.7. Setting in the Wider Landscape

Beyond the immediate town, Newtownmountkennedy forms part of a wider network of historic settlements along the N11 corridor, including Delgany, Greystones, Ashford, and Rathnew. Its distinction lies in the concentration of demesnes that directly abut the settlement, making the relationship between town and estate unusually strong. This landscape context reinforces its regional heritage value.

7. OUTLINE ASSESSMENT OF SIGNIFICANCE

Newtownmountkennedy is significant as a layered historic settlement that brings together medieval archaeology, 18th-century estate landscapes, and a coherent 19th-century civic core, all of which remain legible within a rapidly expanding modern town.

At its foundation lies the Ballygarny archaeological complex, including a motte, enclosure, and church site that testify to Anglo-Norman colonisation and mark the town as an important medieval frontier settlement. This early nucleus underpins the historic depth of place and provides a direct link to the formative period of Irish settlement.

The 18th century introduced a second layer of significance with the creation of major country houses and demesnes of national importance, including Mount Kennedy, Woodstock (Druids Glen), and Altidore. Designed by leading architects such as James Wyatt, Thomas Cooley, and Sir Richard Morrison, and enriched by interiors from Michael Stapleton and Peter de Gree, these estates exemplify the artistic and architectural ambitions of the Irish gentry. Their landscapes of avenues, treescapes, and views remain a defining feature of the town's setting.

A further layer of importance lies in the 19th-century development of Main Street as a service and civic centre. Anchored by St Joseph's Roman Catholic Church and flanked by schools, constabulary buildings, mills, and shopfront terraces, the town core expresses the social and economic shifts of Victorian Ireland, including Catholic emancipation and the growth of market-based communities.

Together, these layers create a distinctive townscape where archaeological, architectural, and landscape values combine with strong social and community associations. The survival of this fabric, despite later bypassing and commuter-driven expansion, ensures that Newtownmountkennedy retains a clear historic identity.

Overall, Newtownmountkennedy is of:

- National significance for its major demesnes and architectural patrons.
- Regional significance for its medieval archaeological record and intact 19th-century streetscape.
- Local significance for its communal associations, civic institutions, and continued role as a parish centre.

Newtownmountkennedy exemplifies the layered heritage of Irish small towns, where medieval archaeology, Georgian demesne culture, and 19th-century civic growth combine. The survival of this layered identity, despite contemporary development pressures, gives the town high heritage value at county level, with elements of national significance

The town's layered significance provides both a responsibility and an opportunity: conservation and adaptive reuse of its heritage assets can act as a catalyst for regeneration, ensuring that the forthcoming Town Centre First Plan enhances rather than diminishes the qualities that make Newtownmountkennedy unique.

CREATING
8. TOWN CENTRE FIRST PROPOSALS

8.1. With the key principles of the heritage significance of Newtownmountkennedy established, the next stage of the assessment considers how the Town Centre First proposals may interact with the historic environment. Accelerating Change Together (ACT) is bringing forward a coordinated series of interventions across the town, including public realm upgrades, new mobility connections, adaptive reuse of existing structures, enhancements to green spaces, and the creation of new civic and community facilities. While each of these has the potential to support the vitality and liveability of the town centre, they also introduce potential impacts on the historic fabric, setting, and townscape character identified in the preceding sections.

8.2. This report therefore provides an outline heritage assessment of the proposals, examining where interventions may encounter sensitive heritage assets, where there is potential for enhancement, and where mitigation will be required to sustain the town's significance. The purpose of this assessment is not to constrain development, but to ensure that regeneration is informed by a clear understanding of the town's heritage values and vulnerabilities.

8.3. The assessment addresses three interrelated tasks:

Identifying heritage vulnerabilities relevant to proposed interventions
Drawing on the Statement of Significance, this report highlights areas of the town where the historic environment is most sensitive to change - such as the linear structure of Main Street, the setting of ecclesiastical sites, the integrity of demesne edges, and the archaeological potential of the town core. These vulnerabilities provide the baseline against which impacts can be understood.

Identifying opportunities for heritage-led enhancement
Many of the ACT projects - such as improved public access to Valle Pacis, the creation of a heritage trail, and enhancements to the Linear Park - offer opportunities to reveal and strengthen the town's heritage character. This assessment outlines how these interventions can be guided to maximise historic value, reinforce identity, and support community engagement.

Providing an outline assessment of project impacts
Each category of intervention - mobility, public realm, green infrastructure, adaptive reuse, and community facilities - has been considered in terms of its likely effect on archaeological, architectural, and landscape significance. This includes both positive contributions and areas of potential risk, such as the removal of historic boundary walls, changes to established patterns of enclosure, or impacts on the setting of key landmarks like St Joseph's Church.

9. HERITAGE VULNERABILITIES

9.1. Historic Street Structure

The historic street structure of Newtownmountkennedy is a key distinctive and sensitive heritage element. The long, linear form of Main Street reflects an early routeway that shaped the development of the town for centuries, establishing a coherent streetscape, building lines, and plot widths that continue to define its character. This structure is inherently vulnerable because unsympathetic alterations can disrupt the rhythm and proportion that give the street its historic identity. Any intervention that undermines the visual language of the street has the potential to undermine the legibility of the historic town core and diminish the values identified in the Statement of Significance.

Historic boundary walls and enclosures within the streetscape form a key characteristic of Newtownmountkennedy's heritage. These stone walls define long-established routes, frame key views, and express the historic rhythms of settlement and landownership that shaped the town's evolution. The cumulative effect of incremental losses to the street structure is particularly significant, as repeated openings or demolitions can erode the coherent enclosure patterns that distinguish areas such as St Joseph's Church, the approaches to Valle Pacis, and the northern edges near the former demesne.

9.2. Setting and Approaches

The setting and approaches of Newtownmountkennedy form an essential part of the town's heritage significance, shaping both its visual character and its experiential quality. The transitions between rural landscape, historic demesne edges, and the linear town core create a distinctive sequence of arrival that reflects centuries of settlement development. Mature tree groups, historic boundary walls, and subtle changes in topography all contribute to this sense of place. These settings are particularly vulnerable to change, as new infrastructure, or the introduction of visually dominant public realm elements can disrupt the delicate balance between built form and landscape. Interventions that seek to "open up" views or increase permeability may unintentionally weaken the historically enclosed qualities that define key approaches. Because setting is experienced at a town-wide scale, even small alterations such as loss of vegetation, changes to boundary lines, or modernised lighting can cumulatively erode the coherence of these approaches and diminish the historic character that frames the town in its wider landscape context.

9.3. Character-Defining Buildings and Vernacular Fabric

The character-defining buildings and vernacular fabric of Newtownmountkennedy, including its modest dwellings, traditional shopfronts, estate-influenced structures, and simple worker houses play a crucial role in shaping the town's identity. Although many are not individually protected, together they create a coherent architectural language that reflects the town's historical development and social history. This vernacular fabric is particularly vulnerable to incremental change. Unsympathetic alterations such as the replacement of traditional windows, loss of original roof materials, installation of modern shopfronts, or the application of non-traditional finishes can quickly erode architectural integrity. Vacancy and under-maintenance also pose risks, as deterioration can lead to pressure for demolition or redevelopment. Furthermore, new infill development that disregards established building lines, proportions, or materials can undermine the subtle relationships between structures that give the town

its cohesive appearance. Because the value of vernacular buildings lies in their collective effect rather than their individual prominence, even small-scale interventions can have a disproportionate impact on the historic character of the town.

A study undertaken by the Newtownmountkennedy Town Team has sought to define key principles of appropriate shopfront and signage, This document, adopting a 'Heritage Town Character Approach' recognises the cumulative risk of new inappropriate architectural features, and the opportunity these elements can present in creating a more legible and cohesive townscape rooted in historic placemaking.

9.4. Vulnerability of Archaeological Potential

Newtownmountkennedy possesses a rich though largely concealed archaeological potential arising from its early routeways, ecclesiastical associations at Ballygarny, historic milling activity, and long-standing patterns of land use. Much of this archaeological heritage survives beneath the modern townscape or within woodland, riverbank, and demesne settings where ground disturbance has historically been limited. This makes it particularly vulnerable to the types of interventions proposed within the Town Centre First Plan; such as new footpaths, cycle routes, public realm upgrades, drainage works, and the development of recreational trails. Even modest excavations for lighting columns, service trenches, or landscaping can inadvertently damage unrecorded features or disturb early deposits. The river corridor and Valle Pacis grounds are especially sensitive, given their association with historic industrial activity and potential early settlement. Because archaeological significance often cannot be fully understood until ground is opened, this vulnerability requires careful management through advance assessment, targeted testing, and mitigation to ensure that any surviving archaeology is identified, recorded, and protected wherever possible.

9.5. Vulnerability of Historic Landscape Features

The historic landscape features of Newtownmountkennedy - including mature tree groups, demesne planting, long-established hedgerows, historic field boundaries, and subtle topographical landforms - make a significant contribution to the town's character and sense of place. These elements provide continuity between the town and its wider rural and estate landscapes, reflecting patterns of land management and settlement that predate much of the built fabric. They are, however, particularly vulnerable to incremental change. The introduction of new paths, recreational routes, or green infrastructure can unintentionally fragment historic field patterns or disrupt the visual coherence of demesne edges. Removal of mature trees, whether for access improvements or urban realm upgrades, risks eroding the structural planting that has framed the town for generations. Changes to landform such as cut-and-fill works for trails or public spaces can further compromise the integrity of historically layered landscapes. Because these features often survive in subtle, interconnected ways, even minor alterations can cumulatively weaken the town's historic landscape character and reduce its ability to convey the relationships between settlement, demesne, and surrounding countryside.

9.6. Vulnerability to Cumulative Effects

The historic environment of Newtownmountkennedy is particularly vulnerable to cumulative effects, where multiple small changes over time combine to produce a significant and often irreversible erosion of character.

While individual interventions - such as widening a footpath, introducing new lighting, removing a short section of boundary wall, or altering a vernacular façade - may appear limited in isolation, their combined impact can weaken the town's historic grain, and gradually diminish the structure and legibility of the historic townscape. Similarly, repeated alterations to settings and approaches, even if minor, can disrupt long-established relationships between built form and landscape. These cumulative changes are difficult to perceive in the short term, yet over years they can fundamentally alter the character that the Town Centre First Plan seeks to protect. Recognising this vulnerability is essential to ensuring that individual project decisions are made with an awareness of their broader contribution to the town's heritage integrity.

10. HERITAGE OPPORTUNITIES

10.1. The Town Centre First Plan introduces multiple interventions that have significant potential reinforce the heritage character of Newtownmounkennedy if designed with heritage principles at their core. The following identifies locations and themes where heritage-led design can deliver the greatest benefits for the town's identity, legibility, and long-term sustainability.

10.2. Main Street – Reinforcing the Historic Linear Core

The historic linear form of Main Street offers one of the strongest opportunities for heritage-led enhancement within Newtownmountkennedy. As the principal structural spine of the town, its long, straight alignment reflects centuries of settlement development along an early routeway, and its character is reinforced by consistent building lines, traditional plot widths and modest vernacular buildings. Public realm interventions proposed through the Town Centre First Plan present a valuable chance to strengthen this historic identity by reinstating high-quality materials and reducing visual clutter. Sensitive design can re-emphasise the street's traditional proportions and make the underlying historic grain more legible to residents and visitors. Improvements that support active travel, such as widened footpaths or traffic calming, can be implemented in a way that respects the linear character, allowing people to experience the street at a slower pace and encouraging appreciation of its built heritage. By working with the existing rhythm of the street rather than imposing new spatial patterns, the Plan can reinforce Main Street as a distinctive, heritage-rich town core that anchors both community life and the wider regeneration strategy.

10.3. Architectural Heritage

The town's built environment ranges from modest vernacular dwellings and traditional shopfronts to distinctive 19th-century public and ecclesiastical buildings, all of which contribute to its character and sense of place. Key architectural assets such as St Joseph's Church - a well-preserved Gothic Revival building of 1865 with its basalt rubble walls, granite dressings, tracery windows, and expressive interior- demonstrate the quality and craftsmanship embedded in the town's fabric. Equally important are the historic structures of Valle Pacis, whose architectural character and landscaped setting provide exceptional potential for conservation-led reuse as a cultural or community destination, and the mill ruins, which represent a unique strand of the town's industrial heritage. Together, these buildings and structures form a coherent architectural story that spans religious, domestic, estate, and industrial histories. The opportunity now exists to reveal, repair, and celebrate this architectural richness - through sensitive conservation, improved presentation, sympathetic reuse, and interpretation that brings these stories to life. In doing so, the Town Centre First Plan can reinforce Newtownmountkennedy's distinctive identity and ensure that its architectural heritage remains central to the town's future evolution.

10.4. Reconnecting Nature and Settlement History

The river and Linear Park corridor offer an opportunity to reconnect Newtownmountkennedy's natural environment with its historic development. The river has long shaped the town's setting, influencing early land use, milling activity, and the formation of wooded edges that still contribute to its character today. Enhancing the Linear Park through sensitive landscaping, improved access, and well-considered recreational

routes creates the potential to reveal these layers of natural and industrial heritage while strengthening biodiversity. Interpretation of historic milling sites, former water management features, and the relationship between the river and adjoining estates can enrich visitors' understanding of how the town evolved. At the same time, careful design can ensure that new paths, viewpoints, and amenities sit comfortably within the landscape, preserving mature vegetation, riparian habitats, and the subtle topography that define the corridor. By making the river more accessible and legible without compromising its ecological or archaeological sensitivity, the Town Centre First Plan can transform the Linear Park into a key heritage and amenity asset that links nature, history, and community life.

10.5. Heritage Trail

The proposed heritage trail offers a valuable opportunity to connect the dispersed elements of Newtownmountkennedy's history into a coherent and accessible narrative. The town's heritage is not concentrated in a single monument or district but expressed through a series of buildings, landscapes, routeways, and stories that together define its character. A well-designed heritage trail can link these assets; such as the historic Main Street, St Joseph's Church, Valle Pacis, the mill ruins, the Linear Park, and the surviving demesne features into a legible sequence that encourages exploration and deepens public understanding. The trail can also interpret intangible heritage, including the town's origins along a strategic medieval route, its evolution into an estate-influenced settlement, and its industrial and religious history. By using discreet markers, digital interpretation, or carefully placed viewing points, the trail can enrich visitor experience without imposing on sensitive heritage fabric. In doing so, it has the potential to foster local pride, support cultural tourism, and ensure that the narrative of Newtownmountkennedy's past becomes an integral part of its future identity.

10.6. Encouraging Heritage-Led Regeneration

The Town Centre First Plan provides an opportunity to use heritage as a driver for regeneration. Adaptive reuse of historic structures such as Valle Pacis or the mill can deliver community and cultural benefits while preserving built fabric. Public realm designs that prioritise local materials and traditional detailing can create a distinctive identity that differentiates the town from generic contemporary developments. Through careful design, the Plan can enable new growth to sit comfortably within the historic grain of Newtownmountkennedy, ensuring that development is both place-sensitive and future-proof.

11. SUMMARY OF PROPOSALS

11.1. With the key heritage vulnerabilities and opportunities for Newtownmountkennedy identified, the next stage of this report provides an outline review of the specific interventions proposed within the Town Centre First Plan. Understanding how these projects intersect with the town's architectural, archaeological, and landscape character is essential to ensuring that regeneration strengthens, rather than diminishes, the qualities that make the town distinctive.

11.2. The Town Centre First Plan prepared by ACT sets out a wide-ranging programme of mobility improvements, public realm upgrades, green infrastructure enhancements, community facilities, and adaptive reuse of historic structures. These proposals represent a significant investment in the future of the town and carry the potential to reinforce local identity, improve social and environmental wellbeing, and enhance the day-to-day experience of residents. However, they also introduce a range of changes that must be considered in the context of the heritage baseline outlined in the previous sections.

11.3. The following summary provides an overview of the principal projects included in the Plan. It is intended as a high-level introduction to the scope and nature of the interventions prior to their heritage assessment. Each project is then considered individually in terms of its likely interaction with the historic environment - highlighting where impacts may arise, where opportunities for enhancement exist, and where mitigation or further assessment will be required. This structured approach ensures that heritage considerations are embedded at the earliest stage of design development, supporting a Town Centre First strategy that is both place-sensitive and future-focused.

MOBILITY PROJECTS

Project	Description	Opportunities	Risks & Constraints	Potential Mitigation Measures
M1 – Greenway Connections	New greenway links to Roundwood, Kilcoole, Newcastle; link to Park & Ride.	Enhances access to natural and heritage landscapes; improves interpretation potential.	Potential disturbance of historic boundaries, vernacular features, and woodland archaeology.	Route selection guided by heritage constraints; avoid wall removal; retain historic field patterns; ecological assessment.
M2 – Bus Connections	Improved bus links between settlements.	Reduces car dependency; reinforces historic linear settlement pattern.	Bus infrastructure (lay-bys, shelters) may visually intrude on historic streetscape.	Use discreet design, traditional materials palette, minimal ground disturbance.
M3 – Connected Cycleway Network	New cycle routes; Main Street pedestrian priority.	Opportunity to calm traffic and improve appreciation of historic core; reinstates walkability.	Risk of kerb loss, boundary wall impacts, and suburbanising streetscape.	Preserve historic kerbs/stonework; assess historic value of kerbs and roadways to be amended
M4 – New Bus Route Network	Expanded bus route serving western residential areas.	Supports sustainable access to heritage sites and town core.	New stops may require removal of historic fabric or trees.	Position stops away from historic walls; landscape-led screening.
M5 – Town Permeability Improvements	Path connections between neighbourhoods.	Opens access to heritage landscapes, demesne edges, and woodland routes.	Risk of new cuttings through historic boundaries or hedgerows.	Use existing field gaps or modern boundaries; avoid cutting historic enclosure lines.
M6 – Safe Routes to School	Improved pedestrian/cycle routes to schools.	Encourages walking along historic routes; new opportunities for interpretation.	Risk of over-widening paths or removing mature trees.	Prioritise soft measures (surfaces, lighting) over structural modifications.
M8 – Main Street Improvements	Traffic calming and placemaking upgrades.	Reinforces historic linear streetscape; improves appreciation of vernacular buildings. Allows enhanced public realm in historic cluster around church.	Overdesign could erode historic character; risk of inappropriate materials. Risk to historic boundary walls and setting of St Joseph's.	Heritage-led public realm palette; retain stone kerbs, walls, and plot boundaries. Keep wall removal minimal; consider gateways instead of full demolition; maintain enclosure.

PUBLIC REALM PROJECTS

Project	Description	Opportunities	Risks & Constraints	Potential Mitigation Measures
PR1 – Town Identity	Identity, signage, wayfinding.	Opportunity to tell the heritage story; improve visibility of heritage assets.	Excessive signage may clutter historic streetscape.	Discreet, unified signage in traditional materials; minimal mounting on historic fabric.
PR2 – Enhanced Streetscape	Increased activity, events, cultural programming.	Revitalises historic town core; supports reuse of historic buildings.	Intensification of use may require intrusive infrastructure.	Temporary/low-impact structures; heritage-led event management.
PR3 – Public Realm Improvements	Streetscape upgrades.	Potential restoration of character, materiality, planting, and lighting.	Risk of suburban character or loss of stone detailing.	Use local granite, traditional style lighting; avoid mass removal of boundaries.
PR4 – Heritage Trail	Mapped heritage route through key sites.	Major opportunity to strengthen heritage identity; increases tourism and awareness.	Risk of over-signage, surface impact on archaeology.	Discreet markers; minimal ground disturbance; digital interpretation options.

GREEN SPACES & NATURE ASSETS

Project	Description	Opportunities	Risks & Constraints	Potential Mitigation Measures
GS1 – Linear Park	Enhance riverside Linear Park.	Protects habitat and creates space for natural/historic landscape interpretation.	Works near watercourses may disturb archaeology or historic boundaries.	Archaeological testing; maintain riparian vegetation.
GS2 – Valle Pacis Heritage Park	Reuse of Valle Pacis for tea rooms/heritage centre, gardens, trails.	Strong adaptive reuse opportunity; enhances access to a key landmark.	Risk of insensitive alterations; landscape archaeology impacts.	Conservation-led design; preserve historic garden boundaries; impact assessments.
GS3 – Amphitheatre	Outdoor performance area.	Opportunity for cultural use linked to heritage.	Could disrupt setting, trees, or landscape archaeology.	Fit within natural landform; avoid excavation; ecological oversight.
GS4 – Mill Ruin Reuse	Stabilisation and reuse of mill ruin.	Saves significant industrial heritage; creates community asset.	Risk of structural loss if mishandled; new uses may alter character.	Structural conservation first; reversible interventions; retain machinery footprints.
GS5 – Green Spaces Activation	Upgraded open spaces.	Enhances town's green heritage; celebrates historic green edges.	Over-landscaping may "erase" historic character.	Use planting that reflects demesne landscapes; retain old boundary lines.
GS6 – Connected Woodlands	Trail network through demesne and Coillte lands.	Highlights natural heritage and estate landscapes.	Risk of erosion or disturbance to archaeology.	Raised paths/boardwalks; selective routing to avoid sensitive areas.

COMMUNITY SERVICES PROJECTS

Project	Description	Opportunities	Risks & Constraints	Potential Mitigation Measures
CS1 – Civic Centre	New multi-use civic/community building.	Potential to house heritage displays and archives.	Risk of visual impact if near historic town core.	Site carefully; use complementary massing and materials.
CS2 – Community Grounds	Sports/youth spaces.	Activation of underused land; potential interpretation of landscape heritage.	Could conflict with historic field patterns or archaeological features.	Place facilities in modern fields; avoid removing hedgerows.
CS3 – Forest School Model	Outdoor learning space.	Encourages engagement with natural heritage.	Risk to woodland archaeology.	Use low-impact huts; avoid digging; ecological monitoring.

EMPLOYMENT & COMMERCE

Project	Description	Opportunities	Risks & Constraints	Potential Mitigation Measures
EC1 – Mixed Use Development	Town-centre retail/residential/workspace.	Sensitive infill can reinforce historic grain.	Overdevelopment could overwhelm historic scale.	Respect plot widths; use appropriate massing; retain historic fabric where possible
EC2 – Gateway Centre	Visitor/commercial gateway.	Supports heritage tourism; improves orientation.	Risk of competing with heritage character at entry points.	Traditional materials; landscape-led design; limit signage.
EC3 – Town Centre Densification	Infill housing and redevelopment.	Revives town core; reuse of underused sites.	Loss of historic buildings or boundaries if unmanaged.	Retain historic buildings; require HIA for demolition proposals.

12. DEVELOPMENT OF PROPOSALS

12.1. While the Town Centre First Plan contains a broad suite of interventions, the heritage assessment that follows focuses on the two areas where the potential for both impact and benefit is most pronounced: the proposed works at Valle Pacis and the public realm interventions throughout the town centre. These projects are central to the spatial and cultural transformation envisaged by the Plan, and they interact most directly with the town's established architectural, landscape, and archaeological character.

12.2. The Valle Pacis proposals - including the adaptive reuse of the house, the enhancement of its grounds, and the integration of the mill and woodland landscape - have the capacity to deliver significant heritage gains, but also carry sensitivities linked to the building fabric, historical associations, and landscape archaeology of the estate. Similarly, the public realm works proposed for Main Street, the church environs, and key movement corridors offer opportunities to improve accessibility, legibility, and visual quality, yet must be carefully managed to avoid cumulative erosion of historic patterns, materials, and settings.

12.3. In the following section, this report outlines the key heritage principles that should guide the development of these major project areas. For each, we identify the heritage opportunities that can enhance the town's identity, the risks and constraints that require careful consideration, and the measures that can help ensure that interventions enhance rather than diminish the historic environment. By anchoring these priority projects within a clear heritage framework, the Town Centre First Plan can progress with confidence that its flagship interventions are rooted in a sound understanding of Newtownmountkennedy's cultural significance.

CREATING:
VALLE PACIS

CREATING:
13. VALLE PACIS

13.1. Valle Pacis is a protected structure of considerable architectural, historic, and townscape significance within Newtownmountkennedy. Constructed c.1840, the house embodies the polite domestic architecture of the early Victorian period, combining classical symmetry with refined detailing such as its fanlit entrance doorcase, sash windows, wrought-iron veranda, and well-proportioned rendered façade. Internally, the survival of features such as cornices, shutters, and fireplaces adds to its architectural integrity. As such, Valle Pacis is a representative yet distinctive example of the middle-class residences that expanded the built fabric of Wicklow's small towns in the 19th century.

Beyond its architectural merit, the house holds historic and social value. It illustrates the rise of a professional and mercantile class in Newtownmountkennedy, distinct from but closely linked to the surrounding estates of Mount Kennedy, Woodstock, and Altidore. Situated on the Main Street, its generous plot and set-back position differentiate it from the adjoining terraces, providing a visual counterpoint that enriches the rhythm of the townscape. The associated gardens, mill ruin, and woodland extend its significance into the landscape, representing a rare survival of a semi-rural enclave within the urban core. Taken together, Valle Pacis offers a tangible link between the estate landscapes that shaped the area and the growing service town that developed in the 19th century, making it an asset of both local distinctiveness and regional importance.

Current view of Valle Pacis

13.2. As part of the Town Centre First process, a suite of new proposals has been developed for the Valle Pacis estate, aimed at opening up this important protected structure and its grounds for wider community use.

13.3. These proposals include the provision of a new access route from a planned civic square, the adaptive reuse of Valle Pacis as tea rooms and a heritage centre, the creation of a heritage garden inspired by its historic grounds, the stabilisation and interpretation of the mill ruin, and the development of a forest trail linking the estate into the wider landscape. The preparation of

an outline heritage assessment is central to guiding these proposals, as it ensures that design decisions are grounded in a clear understanding of the building's architectural and historic significance. By mapping potential impacts, identifying risks, and recommending appropriate mitigation, the assessment allows the project team to balance the ambition for regeneration and public access with the need to conserve the unique character of Valle Pacis. In this way, heritage assessment does not act as a constraint but as an enabler of high-quality design, providing the framework for new uses and public realm improvements that both protect and celebrate the estate's value as part of Newtownmountkennedy's town centre.

Emerging Proposals for Valle Pacis and associated Mill building adaptive reuse

HERITAGE OPPORTUNITIES:

- Adaptive reuse of Valle Pacis as tea rooms and a heritage centre ensures long-term conservation through active occupation.
- Public access to heritage via a new square and woodland trail connects the estate into the everyday life of the town.
- Interpretation and storytelling: use of the house, mill ruin, and gardens to tell the story of Newtownmountkennedy's estates, industry, and community growth.
- Restoration and enhancement: chance to repair original features (sash windows, joinery, plasterwork) and reinstate historic garden layouts.
- Community and cultural hub: Valle Pacis can act as a focal point for local events, education, and heritage tourism.
- Integration with green infrastructure: forest trails and heritage gardens strengthen biodiversity while celebrating designed landscapes.
- Flagship project: sets a benchmark for heritage-led regeneration in Newtownmountkennedy and demonstrates the Town Centre First approach in action.

HERITAGE RISKS AND CONSTRAINTS:

- Loss of historic fabric: internal alterations for catering, WCs, or accessibility could damage or remove original features (joinery, plasterwork, fireplaces)
- Over-commercialisation: signage, outdoor seating, or intrusive fit-outs may erode the building's historic character.
- Setting impacts: new access routes or square connections could weaken historic boundary walls and garden enclosures.
- Archaeological disturbance: groundworks for garden paths, services, or mill stabilisation may affect subsurface archaeology.
- Visitor pressure: increased footfall along forest trails risks compaction, erosion, or damage to veteran trees and biodiversity.
- Financial sustainability: insufficient resources for conservation-grade works may lead to inappropriate repairs (e.g. cement render, uPVC, loss of authenticity).
- Compliance constraints: meeting modern fire, accessibility, and catering standards in a protected structure will require careful, often costly, design solutions.

MITIGATION MEASURES:

- Protecting historic fabric: carry out a full fabric survey before works; locate kitchens, services, and sanitary facilities in secondary or less sensitive spaces; ensure all interventions are reversible where possible.

- Sensitive commercial use: design signage, lighting, and outdoor seating to be discreet, high-quality, and sympathetic in scale, materials, and colour palette.

- Respecting setting and boundaries: retain and repair boundary walls, gates, and entrance features; integrate new access routes in a way that complements historic circulation patterns.

- Archaeological safeguards: commission pre-construction testing and archaeological monitoring for all groundworks; preserve in situ where feasible.

- Managing visitor pressure: route forest trails around root zones of veteran trees; use permeable path surfaces; install interpretation panels to encourage respect for sensitive areas.

- Ensuring conservation quality: require conservation-led specifications (lime-based mortars, slate roofing, timber sash repair); allocate sufficient budget for appropriate materials and skilled craftsmanship.

- Balancing compliance with heritage: engage early with fire and accessibility consultants experienced in historic buildings; adopt minimal-impact solutions such as platform lifts, mist suppression, and lightweight partitioning.

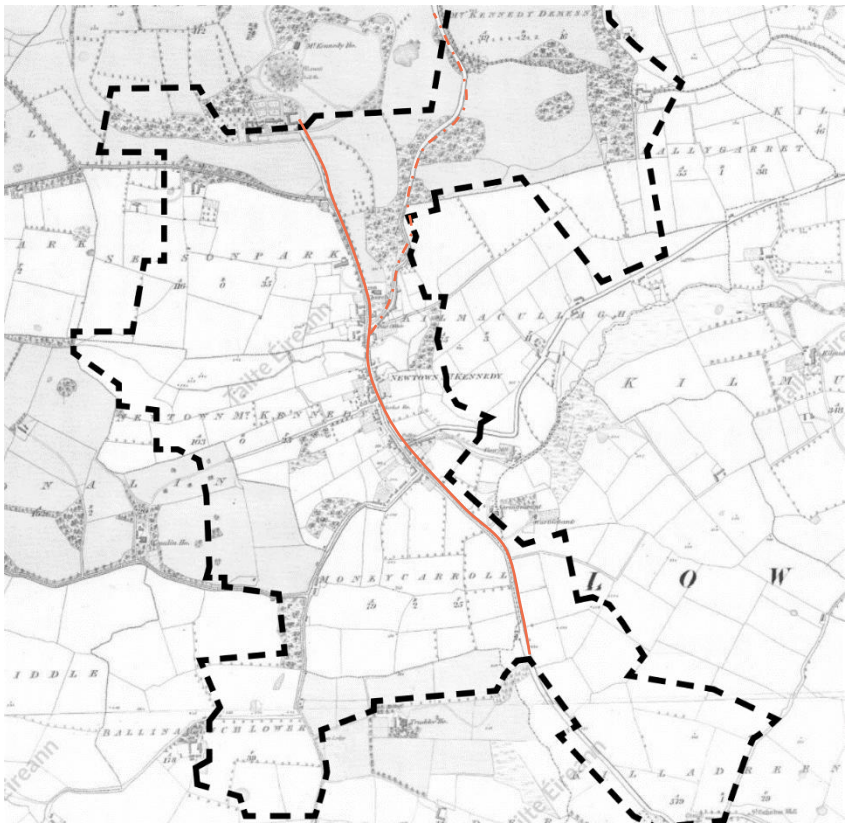
Heritage Opportunities – Villa Pacis

Theme	Opportunities	Risks & Constraints	Mitigation Measures
Adaptive Reuse	Brings Valle Pacis into active use as tea rooms & heritage centre; secures long-term conservation.	Internal alterations may damage or remove historic fabric (joinery, plasterwork, fireplaces).	Locate services in secondary spaces; use reversible interventions; undertake full fabric survey pre-works.
Public Access & Use	Improved access from new square integrates estate with town centre; enhances community value.	New routes could breach or diminish historic boundary walls/garden enclosures.	Retain/repair boundary walls and gates; design new links to respect historic circulation patterns.
Interpretation	Heritage centre, garden, and mill ruin offer storytelling and education opportunities.	Over-commercialisation risks eroding character (excessive signage, intrusive fit-out).	Keep signage and fittings discreet, high-quality, and sympathetic in design, materials, and scale.
Landscape & Setting	Forest trail and heritage garden strengthen links to biodiversity and designed landscape.	Visitor pressure could damage veteran trees and habitats; loss of historic garden authenticity.	Use permeable path surfaces; avoid root zones; base garden design on historic evidence/cartography.
Industrial Heritage	Stabilisation and interpretation of mill ruin prevent further decay; activate underused heritage asset.	Groundworks or inappropriate interventions could destabilise ruin or disturb archaeology.	Adopt lightweight / reversible additions; undertake archaeological monitoring and structural stabilisation.
Conservation Quality	Opportunity to restore original features (sash windows, shutters, plasterwork).	Budget or time pressures may result in poor repairs (cement render, uPVC, loss of authenticity).	Allocate adequate funding for conservation-grade works; specify lime mortars, slate, and timber repairs.
Compliance & Standards	New use brings building up to modern accessibility, fire safety, and catering standards.	Meeting standards in a protected structure can be complex and invasive.	Engage early with conservation specialists, fire engineers, and access consultants; adopt minimal-impact solutions.

CREATING:
PUBLIC REALM

CREATING:
14. PUBLIC REALM

14.1. The public realm of Newtownmountkennedy is defined by its historic linear Main Street, a route that has served as the town's organising spine for centuries. The spaces between buildings, boundary walls, gateways, and incidental green margins are not incidental but part of the historic grain of the settlement, reflecting the way in which plots, institutions, and demesnes were historically arranged. The rhythm of enclosure and openness, stone walls fronting churches and schools, garden plots set back from the street, and narrow lanes leading to service yards or mills, contributes significantly to the character of the town centre. These features give legibility to the streetscape, providing both physical structure and a tangible link with the town's 18th- and 19th-century development.



14.2. Although more recent interventions, such as modern retail units and widened carriageways, have altered the balance of spaces, the core pattern of enclosure, vistas, and framed views remains intact. Boundary walls play an important role: they not only delineate historic plots but also provide a sense of continuity and scale that anchors civic landmarks like St Joseph's Church within their settings. As such, the existing public realm is not simply a backdrop for movement but a heritage asset in its own right, embodying the material traces of past planning decisions and social patterns. Understanding this historic grain is therefore essential when evaluating proposals for change, as interventions in the public realm have the potential either to reinforce or to erode the qualities that make Newtownmountkennedy distinctive.

15. HISTORIC ANALYSIS

Historic and current views of Main Street showing historic boundary wall and railings to St Joseph's RC Church

Historic and current views of Main Street showing historic retaining wall to Mill Race

15.1. The public realm of Newtownmountkennedy is a defining aspect of its historic identity. Centred on the long, linear Main Street, the town retains a street pattern that has remained largely consistent since the 18th and 19th centuries. Stone boundary walls, gateways, and enclosed plots articulate the rhythm of the historic grain, while framed views to landmarks such as St Joseph's Church and the wooded edges of the surrounding demesnes reinforce the town's legibility and sense of place. Smaller-scale features, including forecourts, garden set-backs, incidental green spaces, rubble stone walls, and rendered elevations, can be seen to enrich the texture of the streetscape, contributing diversity and authenticity. Together, these elements provide continuity with the past and give Newtownmountkennedy a distinctive character within the Wicklow landscape.

15.2. Despite these qualities, the public realm is also subject to vulnerabilities that place its heritage character at risk. Incremental erosion of the steetscape has weakened the coherence of the historic grain, while modern interventions such as road widening, car parking, and oversized signage have disrupted the traditional scale and enclosure of the Main Street. Inconsistent maintenance of kerbs, paving, and planting further threatens the legibility of historic details and materials.

15.3. There are clear opportunities to strengthen and enhance the existing public realm. Conservation and sensitive repair of boundary walls, gateways, and kerbs would consolidate the town's distinctive rhythm of enclosure, while targeted restoration projects could reinstate lost features and reinforce historic plot structure. Public realm upgrades provide scope to highlight and frame important views, using materials, lighting, and planting to celebrate the presence of landmarks and landscape backdrops. New civic spaces, if guided by conservation principles, could act as gateways into the historic core without eroding its defining fabric. Discreet interpretation and wayfinding offer opportunities to improve public understanding of the town's development, while the integration of green infrastructure. including garden plots, mature trees, and incidental planting, could enrich both environmental quality and heritage character. Taken together, these opportunities demonstrate that well-conceived interventions can align the Town Centre First agenda with heritage priorities, supporting regeneration while safeguarding the historic grain that makes Newtownmountkennedy distinctive.

15.4. The public realm improvements proposed as part of the Town Centre First Plan have the potential to transform several key spaces within Newtownmountkennedy, strengthening the town's identity, improving accessibility, and creating more coherent and welcoming civic environments. By enhancing routes, edges, and gathering spaces, the public realm strategy can better connect residents to heritage assets such as St Matthew's Churchyard, St Joseph's Church, Fishers Square, Valle Pacis, and the Linear Park. When thoughtfully designed, these interventions can reinforce the distinctive spatial qualities of the town; its long linear street structure, its intimate side spaces, and its relationship with the surrounding landscape.

15.5. However, these benefits must be balanced with careful heritage consideration. Each of the key nodes within the public realm carries its own sensitivities. St Matthew's Churchyard, with its historic burial ground, mature trees, and quiet reflective character, requires a restrained approach that protects its contemplative setting and avoids over-formalisation. Any new

paths, lighting, or access points should respect the historic boundaries and the tranquil atmosphere of the churchyard.

15.6. Fishers Square, currently a modest and somewhat undefined space at the Dublin Road junction, presents a strong opportunity to create a more legible entrance to the town. Improvements here must be handled sensitively to avoid the loss of surviving boundary structures or the introduction of overly assertive elements that could detract from the understated architectural character of the adjacent buildings. Enhancements should aim to improve pedestrian comfort and create a coherent civic space while remaining visually and materially sympathetic to the historic context.

15.7. The proposed new viewpoint, located near the bridge between Dunnes Stores and the Parkview Hotel, has the potential to frame attractive views over the river valley and connect people more strongly to the town's landscape setting. However, proposals that involve removing historic boundary walls or altering established enclosure patterns would risk undermining the historic spatial structure of the town centre. Viewpoints should therefore be created through careful placement of openings, seating, or interpretation, rather than through extensive demolition of heritage fabric.

15.8. The creation of a new town square represents one of the most significant opportunities within the public realm strategy. A well-designed civic space could become a focal point for events, markets, and community life, enhancing the vitality of the town centre. To succeed as a heritage-led space, however, its design should reflect the proportions, materials, and urban structure of the historic core. Excessively large or overly contemporary interventions could feel out of scale or disconnected from the town's established grain. Integrating views to heritage landmarks, retaining historic elements where possible, and ensuring that the square supports rather than overwhelms its surroundings will be key design considerations.

15.9. The treatment of churchyard settings, including St Joseph's Church, requires particular sensitivity. These spaces hold architectural, cultural, and spiritual significance, and their character derives from their modest scale, traditional materials, and sense of enclosure. Public realm works that seek to "open up" churchyards or remove historic features risk diluting their distinct identities. Enhancements should focus instead on improving accessibility, reinforcing key views, and presenting the buildings and their immediate landscapes with respect and subtlety.

15.10. Across all these locations, a heritage-led approach to public realm design is essential. This means using materials and detailing that complement existing historic fabric, retaining and repairing significant features, and ensuring that new interventions enhance rather than compete with the established character of the town. With careful consideration, the public realm proposals can deliver meaningful improvements while preserving the unique qualities that define Newtownmountkennedy's sense of place.

15.11. International conservation guidance consistently emphasises the importance of retaining historic fabric as the primary source of heritage value. The Venice Charter (1964) and the Burra Charter (Australia ICOMOS, 2013) both underline that interventions should be minimal, reversible, and respectful of all periods of a site's history, with boundaries and enclosures recognised as integral parts of historic character. The Nara Document on Authenticity (1994) reinforces the idea that material fabric and setting are essential to authenticity, while UNESCO's Operational

Guidelines for the World Heritage Convention stress the need to safeguard the integrity of townscapes, including the intactness of associated structures such as walls. More recent frameworks, such as the UNESCO Recommendation on the Historic Urban Landscape (2011), encourage urban regeneration that retains the layering of fabric and spaces which give meaning to historic towns. Similarly, BS 7913:2013 highlights that historic fabric is irreplaceable and that associated structures and settings must be treated as part of a building's significance. Together, these standards make clear that the removal of historic walling or enclosure with heritage significance should be avoided wherever possible, as such features contribute not only to material authenticity but also to the sense of place and continuity that underpins sustainable town-centre regeneration.

16. Heritage Opportunities – Public Realm

Theme	Opportunities	Risks & Constraints	Mitigation Measures
Boundary Walls & Enclosures	Retain and repair historic walls and gateways to reinforce the rhythm of enclosure and historic grain.	Pressure to remove walls (e.g. at St Joseph's Church or new viewpoints) could erode historic fabric and setting.	Prioritise retention; if access is needed, introduce discreet gateways rather than full wall removal; repair using traditional methods.
Street Pattern & Grain	Celebrate the linear Main Street and historic plot divisions as defining elements of town character.	Modern interventions (road widening, car parks) risk disrupting historic enclosure and continuity.	Respect historic alignments; design upgrades to reinforce rather than weaken plot structure; avoid over-engineering.
Landmarks & Views	Frame and highlight key landmarks (St Joseph's spire, demesne woodlands) through public realm design.	Over-opening views may diminish the sense of enclosure; inappropriate signage or clutter may obscure landmarks.	Use subtle design cues (paving, planting, lighting) to guide views; limit visual clutter; maintain balance of openness and enclosure.
Materials & Details	Reinstate granite kerbs, stone paving, and traditional finishes to enhance authenticity.	Replacement with modern, incompatible materials undermines cohesion and heritage value.	Adopt conservation-led palette; specify durable, locally appropriate materials; train contractors in heritage works.
Green Infrastructure	Integrate mature trees, planting, and incidental green spaces into public realm upgrades.	Visitor pressure or poor design could damage veteran trees and biodiversity.	Route paths sensitively around root zones; use permeable surfaces; manage planting in line with conservation ecology.
Interpretation & Wayfinding	Provide discreet signage to tell the story of the town's evolution, linking archaeology, demesnes, and civic core.	Excessive or intrusive signage could clutter streetscape and compete with historic features.	Keep interpretive panels modest in scale and materials; consider digital or app-based interpretation where appropriate.
Civic Spaces & Connectivity	New public squares and connections can act as gateways into the historic core and support Town Centre vitality.	Over-remodelling or loss of fabric risks homogenising space and erasing historic character.	Base new designs on historic analysis; use gateways and thresholds rather than demolition; ensure continuity of historic plot boundaries.

APPENDIX A:
GAZETEER OF HISTORIC BUILDINGS

Building ID	Mount Kennedy Demesne
Representative Photograph	
Date	1784
RPS	13-20
NIAH	N/A
Description	Situated c. 50m NE of a large possible motte. The present house, completed in 1784 by Thomas Cooley for Robert Cuningham, stands on the site of a large Mansion House' built by the Kennedys and destroyed during the Williamite War. There is no visible trace of the earlier building (Bence-Jones 1978, 215). Five-bay, two-storey, late-18th Century house with D ends which follow, without a break, from the façade. It has painted, rough-cast walls, parapet with granite coping, hipped roof with small slates and hidden stacks. The pedimented doorcase is a later alteration.
Appraisal	

Building ID	Seasonpark House
Representative Photograph	
Date	c.1800
RPS	13-43
NIAH	16307010
Description	Detached three-bay two-storey glebe house, built c.1800. Now in private residential use. To the east is a long single-storey wing addition of c.1890 while to the centre of the west façade, is a recent flat-roofed single-storey porch addition. The glebe house is double-piled. It is finished in lined render with plain quoins and has moulded decorative dressings to the original front door. The original front door is now in use as a French window. All window openings are flat-headed and have six over six top-hung uPVC frames. Openings to the east addition are semi-circular headed and have intersection tracery patterns to the frames. The M-profile roof is pitched and slated with uPVC rainwater goods. Chimneystacks are rendered and have corbelled caps and clay pots. The glebe house is set well back from the line of the road within a large private garden and is accessed by a recently constructed curved gate screen.
Appraisal	Although somewhat altered, and undoubtedly re-ordered internally, externally this glebe house is substantially intact. The glebe house makes a valuable contribution to its setting.

Building ID	Old School House
Representative Photograph	
Date	c.1800
RPS	13-04
NIAH	16307008
Description	Detached single-bay one and a half-storey former school house, built c.1850, and now in use as a shop. A small gabled porch sits to the north of centre and has a replacement part glazed panelled door. Windows to other facades are flat-headed and have security bars. Frames are a mixture of sash and casement, in both timber and uPVC. The pitched roof has slate roof covering and overhanging eaves and verges with painted soffit and bargeboards and a mixture of cast-iron and uPVC rainwater goods. Rendered chimneystacks with corbelled caps and clay chimneystacks. The building sits on a prominent site junction of three roads.
Appraisal	A former school which has been successfully re-used as a shop and adds much to the architectural variety of the street.

Building ID	Saint Matthew's Church
Representative Photograph	
Date	1834
RPS	13-03
NIAH	16307009
Description	Situated c. 50m NE of a large possible motte (WI013-026----). The present house, completed in 1784 by Thomas Cooley for Robert Cuningham, stands on the site of a large Mansion House' built by the Kennedys and destroyed during the Williamite War. There is no visible trace of the earlier building (Bence-Jones 1978, 215).
Appraisal	Fine example of a Board of First Fruit's Gothic Church of Ireland church of the early 19th century which adds much to the quality of the architectural environment.

Building ID	Valle Pacis
Representative Photograph	
Date	c.1840
RPS	13-01
NIAH	16307011
Description	Detached three-bay two-storey house, built c.1840. The house is finished in un-painted roughcast render with plain surrounds to all openings and an eaves course A lean-to slated porch roof is supported on Regency-style wrought-iron supports which are now obscured with greenery; this frames the panelled door which is framed with pilasters with ionic capitols and supports a projecting cornice above which is a decorative fanlight. Window openings are flat-headed and frames are either three over six or six over six sash. The pitched roof is finished in slate and rainwater goods are cast-iron; there are no chimneystacks.
Appraisal	

Building ID	Main Street
Representative Photograph	
Date	c.1800
RPS	N/A
NIAH	16307007
Description	Semi-detached three-bay two-storey house, built c.1800. The house was re-rendered in the 1920s; it is finished in lined render with stylised quoins. The panelled front door is framed with pilasters with Ionic capitols which support a plain cornice over which is a spiders web style fanlight all of which is set within a semi-circular opening; there is a moulded surround. All window openings are flat-headed and have broad moulded surrounds; frames are three over six and six over six replacement top hung variety. The high parapet almost hides the pitched roof which is slate covered; no rainwater goods are visible. Rendered chimneystacks with corbelled caps and tall clay chimney pots.
Appraisal	Well preserved example of a late Georgian house within an urban setting which, despite some alteration, adds great variety and richness to the streetscape.

Building ID	Main Street
Representative Photograph	
Date	c.1860
RPS	N/A
NIAH	16307003
Description	Terraced three-bay two-storey house, built c.1860. The building is rendered with quoins. The four panelled door has a plain moulded surround with keystone motif and plain fanlight. All window openings are flat-headed and all frames are six over six sash; painted stone sills. Artificial slate to the pitched roof and cast iron rainwater goods. Rendered chimneystacks, with moulded caps and clay pots. The building is set hard on the pavement.
Appraisal	Well preserved house of c.1860 which in its original condition adds much to the streetscape.

Building ID	Main Street
Representative Photograph	
Date	c.1830
RPS	N/A
NIAH	16307004
Description	Terraced three-bay single-storey rendered vernacular house of c.1830. The replacement front door is part glazed. All window openings are flat-headed and all frames are two over one sash; painted stone sills. The lower sashes are replacement. Chimneystacks have been removed. The house sits hard on the pavement.
Appraisal	Although now somewhat altered this is still a rare example of a vernacular cottage within an urban setting.

Building ID	Main Street
Representative Photograph	
Date	c.1830
RPS	13-42
NIAH	16307002
Description	Detached six-bay two-storey rendered with moulded quoins former pair of houses, built c.1830; now in use as a public house. The building is double-gabled. The nine panel door sits within a semi-circular headed arched opening with moulded dressing with a petal pattern fanlight. A second entrance door in now obscured by a recent timber glazed lean-to porch which has a painted signboard. Windows to ground floor are one over one sash while those to the first floor are paired casement windows with semi-circular arch frames. All windows sit within flat-headed openings. Artificial slate to the pitched roof and cast iron-rainwater goods. Rendered chimneystacks, one with plain concrete coping and one with moulded cap. The building is set hard on the pavement.
Appraisal	

Building ID	St Joseph's Church
Representative Photograph	
Date	1865
RPS	13-39
NIAH	16307001
Description	Detached multiple-bay single-storey basalt rubble with granite dressings Gothic Revival Catholic church, built in 1865. The plan is cruciform but with later rear additions the footprint is approximately T-shaped. To the southern junctions between the nave and transepts are small lean-to porches; built of basalt rubble with granite dressing. Windows to the nave are simple plate tracery while those to gables are all triple lancet. The timber sheeted door sits within a shallow projecting gabled porch and has decorative strap hinges; it is set within a pointed arch headed opening with pilasters and moulded dripstone with label stops. Double reducing buttresses to the corners of the front façade with similar buttresses to the centre of the nave. A small Celtic stone cross surmounts the east gable while to the top of the south gable is a small bell-cote complete with bell. The church is slightly set back behind decorative wrought-iron railings which rise from low granite plinths. Pitched and slated roofs have cast iron-rainwater goods. A small grass side garden contains a small Marian shrine/statue. Behind the original altar rails is a plain modern altar. Rafters and original trusses are exposed. Windows have leaded glass with some figurative leaded glass but mainly simple geometric patterns. The original gallery has a plain replacement guard rail.
Appraisal	Well-maintained original Gothic Revival church, in a prominent urban setting, which adds great variety to the local streetscape. The interior, although re-ordered following Vatican II, retains much of its original character and is a strong asset to the town.

APPENDIX 2: The Mountains to the Sea Green-Way A Feasibility Study Report

The Mountains to the Sea Green-Way

A Feasibility Study

Report

January 2021

The European Agricultural Fund for Rural Development: Europe investing in rural areas

County Wicklow Partnership

LCDC

Rialtas na hÉireann Government of Ireland | Tionscadal Éireann Project Ireland 2040

Otium Leisure Consultancy

Broughshane House, 70 Main Street,
Broughshane BT42 4JW
Tel: +44 (0)28 2586 2070
Email: info@otiumleisureconsultancy.co.uk

TABLE OF CONTENTS

		Page No
1.	Executive Summary	1
2.	Introduction	16
3.	Strategic Relevance	20
4.	Need	24
5.	Consultation	39
6.	Newtownmountkennedy	55
7.	Feasibility?	66

Appendices

1. Surveys – Open Comments
2. Model – Benefits of Green Space on Physical and Mental Health
3. Greenway Case Studies
4. Indirect Economic Benefits – Modelling Approaches
5. Survey Results
6. Draft Activity Programme

Newtown 2050 is grateful to the County Wicklow Partnership and LEADER for supporting this study with funding. Many local people also generously helped with fundraising activities and took time to respond to surveys and workshops. Finally, hundreds of school children gave many insightful comments and ideas.

Thank you

ABSTRACT

Throughout history humankind has experienced many crises; wars continue to be waged, economic depressions are commonplace, extreme poverty still afflicts hundreds of millions of people worldwide, COVID-19 reminds us of the 1918 flu pandemic.

Global crises come and go. Not so the climate emergency and loss of biodiversity. This crisis is here to stay and in our betrayal of nature, we have caused it. Irreparable damage to Planet Earth, our home, has already happened. Now is the time to act much more decisively to halt further damage. If we don't look after our home, where will we live?

The challenge presented by climate change and loss of biodiversity is being answered by everyone; local communities, governments and global agencies. The case for action at a local level presents an opportunity to tackle the crisis in an inclusive and responsible way, with equality between us and the flora and fauna on which we depend, and with a vision that is as big as the challenge.

Photo Cover Page:
Aerial view of Newtownmountkennedy looking south west towards the Wicklow Mountains. The forested escarpment towards the top of the photograph defines the coastal sector of the project area. Recent housing developments are evident in the middle of the photograph.

1. Executive Summary

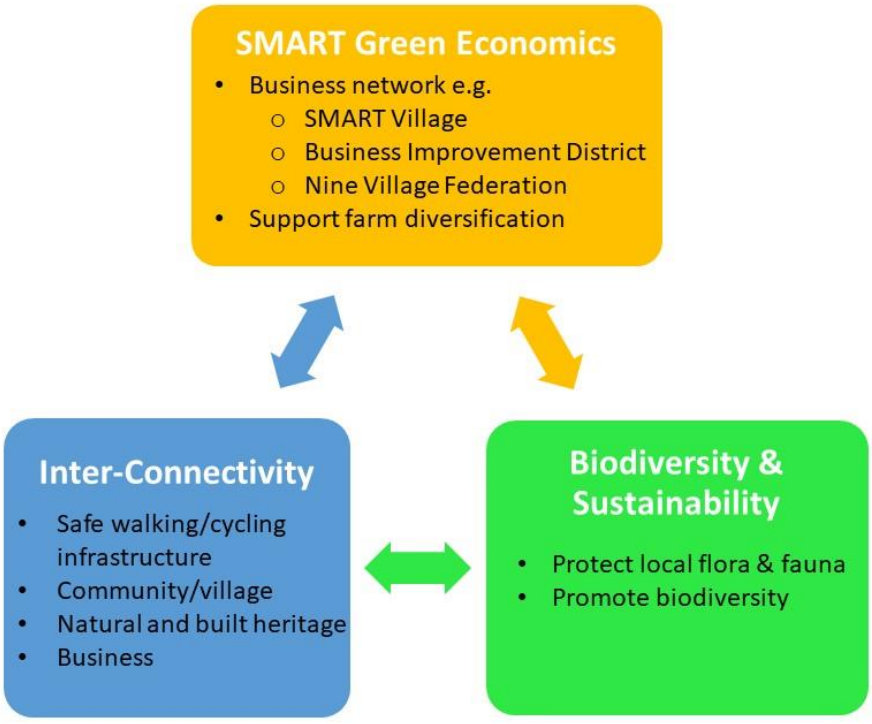
Introduction

1.1 This study has researched the feasibility of *'The Mountains to the Sea'*, Newtown 2050s vision of a critical infrastructure of interlinking walking and cycling routes, business development, and the promotion of biodiversity and sustainability in an area that embraces nine villages in north east Wicklow stretching from Glendalough to the sea; Newtownmountkennedy, Ashford, Kilcoole, Newcastle, Roundwood, Kilpedder, Laragh, Annamoe, Glendalough.

VISION

A critical infrastructure of routes to interlink rural villages in North East Wicklow. It entails creating a green economy, one in which environmental conservation, sustainable tourism, inter-village co-operation and the promotion of businesses under a common, legitimate pure green brand will be valued and promoted.

The vision is underpinned by and further explained in three inter-dependent strategic pillars.



1.2 The study has considered the project's strategic relevance, concluding that, on all levels Newtown 2050s vision and three strategic pillars demonstrate considerable potential to contribute to global, national and regional strategies and initiatives that seek to mitigate the worst effects of climate change and the loss of biodiversity. The vision is inclusive and the scope of the three strategic pillars means everyone can relate to and embrace one or more of the elements. This is a key understanding; that the project advocates community involvement and actions to supplement and complement the activities of government and its agencies. Newtown 2050 views it as essential that local communities and local organisations roll up their sleeves and make their contribution to national and global actions that combat the climate emergency. The people of Wicklow, as evidenced in this study's findings, want to contribute; this project gives them an opportunity to make a real and tangible contribution to something they feel strongly about.

1.3 The outworking and intended outcome of the vision is a sustainable Wicklow, most likely evidenced in a series of transition towns and villages – see section 1.20. Newtown 2050s vision can be looked on as a precursor to enabling people to change their behaviour, adopting a greener way of living on and with this earth.

Strategic Relevance

1.4 Virtually every international, national and regional development strategy produced over the last decade addresses the need to tackle the climate emergency and loss of biodiversity. Perhaps the most stark statistic is contained in the UN Climate Change Annual Report 2019 which states *'….. an estimated 1 million species are on the brink of extinction owing to human activity'.* Newtown 2050s vision resonates with a host of global and national strategies as these examples show:-

The Global Assessment Report on Biodiversity and Ecosystem Services; UN

'Goals for conserving and sustainably using nature may only be achieved through transformative changes across economic, social, political and technological factors'.

European Green Deal; European Commission

'The aim is that the EU will be climate neutral by 2050 by carrying out a series of initiatives that will protect the environment and boost the green economy.

EU Biodiversity Strategy for 2050; European Commission

'Making nature healthy again is key to our physical and mental wellbeing and is an ally in the fight against climate change and disease outbreaks. It is part of a European recovery that gives more back to the planet than it takes away'.

National Biodiversity Action Plan (NBAP)

The plan's vision is 'that biodiversity and ecosystems in Ireland are conserved and restored, delivering benefits essential for all sectors of society and that Ireland contributes to efforts to halt the loss of biodiversity and the degradation of ecosystems'.

Tourism Development & Innovation 2016-2022

In strengthening the appeal of Ireland for international visitors, the strategy aims to strengthen and enrich local communities as they take on an enhanced role in developing tourism at a local level. The strategy recognises Ireland's natural environment as 'the cornerstone of Irish tourism'.

Outdoor Recreation Plan for Public Lands and Waters in Ireland 2017-2021

Health benefits and wellbeing alongside economic benefits are cited as reasons for investing in outdoor recreation. Sport Ireland report - April 2020 - significant increases in walking and cycling during the early stay at home phase of COVID-19 restrictions.

Need

Climate Need

40 years of Global Change

1980
- 3.7 billion people
- 200 million vehicles
- 45 million barrels oil daily

2020
- 7.8 billion people
- 1.5 billion vehicles
- 100 million barrels oil daily

1.5 Ireland's National Climate Action Plan 2019 outlines the growing challenge of climate change that is facing Ireland and the rest of the world. The plan recognises *'the accelerating impact of greenhouse gas emissions on climate disruption must be arrested'* and sets out actions for all sectors of the economy. One of the largest sources of greenhouse gas emissions in Ireland is the transport sector; in 2018 transport was the second largest contributor to greenhouse gas emissions in Ireland. Alongside transport, agricultural activity is amongst the major contributors to greenhouse gas emissions. This project can offer an alternative source of livelihood for the rural community as it looks to diversify its farming activities and embrace climate change.

Health Need

1.6 Need is also evidenced from a health and physical activity perspective. The National Activity Plan reveals Irish statistics on the poor health consequences of physical inactivity to be significantly higher than European and global averages for heart disease, type 2 diabetes, breast cancer and colon cancer. The plan also acknowledges the social and economic cost of physical inactivity both in children and adults. The plan urges local authorities to prioritise the development of walking and cycling infrastructure. Exercising outdoors in rural environments, often referred to as Green Exercise, is increasingly seen to be more beneficial than exercising in urban environments, not least in relation to mental health. Interestingly, COVID-19 lockdowns have resulted in more people walking and cycling with sales of bicycles in 2020 rocketing. It is likely that the increased interest in outdoor recreation will continue at some level, lending weight to the need for this project.

Green Economics Need

1.7 Green economics, that is, connecting a green brand to the economy and promoting the parallel recovery of both, is recognised as the way forward. The need for such an approach is more pronounced in rural economics; in the Mountains to the Sea vision, the idea is that creating networks and partnerships through initiatives such as SMART Villages and Business Improvement Districts (BID) will encourage villages in the project area to share resources and connect businesses, supporting new and existing enterprises and building a vibrant and sustainable rural economy. By way of demonstrating what's possible, the feasibility study researches the *direct economic benefits* of the Great Western Greenway and the Waterford Greenway, and the *indirect economic/societal benefits* resulting from investment in infrastructure projects that promote greater levels of physical activity. Both approaches to measuring economic benefit demonstrate a positive return on investment in walking and cycling routes, although it's noted that this study has not looked at detailed routes or the cost of developing them.

Consultation

1.8 For the purposes of this study, four online surveys were conducted to gather opinions and ideas as well as inform people about the project. Key questions addressed current levels of walking and cycling, how new walking and cycling routes might be used, perceived benefits of the project and the level of support for it. One survey was conducted with the project area's community, another with businesses, a third with primary school children and a fourth with secondary school pupils. Local people were also able to join in online workshops and local organisations were invited to a stakeholders forum.

Community Survey

1.9 The large number of responses – 1,260 – to the community survey is in itself a reflection of the interest in Newtown 2050s vision, the results pointing to widespread support with over 200 people registering for project updates and offering to help move the project forward. Whilst residents of Newtownmountkennedy account for 39% of responses, the three villages of Newtownmountkennedy, Kilcoole and Kilpedder together account for 70% of the responses. These villages lie close to each other in the coastal sector of the project area and it may be the case that their residents are more aware of Newtown 2050s vision than residents elsewhere in the project area.

1.10 The community survey has, through the information obtained, achieved several notable results. It has engaged a significant percentage of those living in the project area, helping them understand and identify with Newtown 2050s vision and strategic objectives and it has sparked the respondents' imagination as to the project's potential to deliver outcomes that will have a positive impact on their lives, on community life and on local biodiversity.

Business Survey

1.11 The business survey – 23 responses – sought views on the SMART Village initiative, the Business Improvement District (BID) initiative and the idea of a Nine Village Federation. Support for and interest in these initiatives in terms of helping businesses in rural settings is evident in all the responses. In relation to SMART Villages, of the nine 'needs/challenges' presented to the respondents, *'job opportunities to allow young people the option of staying/living in their home area'* tops the list whilst *'fast broadband, sustainable travel, biodiversity protection, digital-hubs for remote working, farm diversification, social connections'* are also rated as very/extremely important. The idea of a BID initiative, which involves businesses working, investing and delivering projects as a collective is also favourably received. Similarly, the Nine Village Federation idea has sparked a good deal of interest amongst the respondents. The level of interest in and support for these business initiatives merits further investigation and consultation. The business survey respondents confirm their support for the Green-Way and its potential benefits whilst highlighting concerns such as vehicle parking, ancillary facilities and the need to mitigate the risk of an adverse impact on flora and fauna. The challenge is to successfully promote Wicklow's unique selling point and not to promote its destruction.

Schools Survey

1.12 Over the coming years the Mountains to the Sea project will have a telling impact on today's children hence the importance of seeking input from this generation. For primary schools that responded to the survey, 58% of the children either walk or cycle to school, however, nearly three times as many children walk as cycle. The lack of suitable paths is cited as one of the reasons why more children cannot walk

or cycle to school. The primary school children were able to express their opinions in final comments; the most perceptive comment covered health benefits, reduced air pollution, impact on climate change and traffic congestions; *'It might make the journey shorter, lead to more exercise and fitness, less air pollution. Would lessen the impact of climate change. Would not be stuck in the car, less cars/traffic on the road. Good for the community'.*

1.13 For secondary school pupils, nearly two thirds of the 161 respondents rely on family members to get about, that is, being driven, although a significant number walk or cycle to most places. For those that don't walk or cycle much as part of their normal activities, the most frequently cited reason, at 39%, is the lack of safe paths/trails/routes, with a further 18% reckoning that walking or cycling on roads is not a safe option for getting about. The flip side of safety concerns preventing walking and cycling is that 97% of the pupils stated they would walk or cycle more often if safe paths were developed. The open comments recorded by these secondary school pupils - over half of the pupils recorded a comment – demonstrate an excellent understanding amongst young people of the challenges in developing the proposed Green-Way and the benefits that it could bring. Here are two such comments:-

'I think the government should fund it because they pay for roads and the Green-Way is the human equivalent of roads'.

'There should be a lot of them webbing across and connecting to each other so they could take users to lots of places. They would be used more then'.

Online Public Workshops

1.14 A series of three public workshops was delivered during November 2020; these were delivered online due to COVID-19 restrictions on public gatherings. Five topics were covered – here's a sample of key findings:-

Recreation	▪ People see the Green-Way as providing more options and more opportunities for recreational activities, whether cycling, walking, running or even horse-riding. There is a sense that people look forward to having opportunities for outdoor recreation, perhaps as a result of COVID-19 'lockdowns' that have constrained people in getting out of their homes. Having a network of off-road routes that can be easily accessed by people living locally is viewed as a significant step forward in the provision of recreational facilities in the area. Many of the participants suggested they would be able

	to *'stay local'* for recreational activities and *'explore the surrounding areas'*. Whilst the long-term vision is to construct a completely new network of routes, in the meantime certain routes could follow forest tracks or, in suitable locations such as the sea road in Newcastle, a pedestrian and bicycle priority system would discourage non-local traffic whilst promoting active travel.
Nature	▪ Being able to connect with nature appears to be an important consideration for families, more than for individuals. This points to parents' recognition of the need to encourage awareness of nature and natural habitats in their children. One comment referred to a *'greater appreciation of the outdoors'* which implies a greater appreciation of nature.
Exercise	▪ Regular exercise reduces the incidence of life-limiting conditions and it's never too late to get started! The workshops emphasised the opportunities for older people to exercise through using the Green-Way, either walking or cycling; one comment suggested *'it may encourage some older people to try cycling as they will feel safer than sharing roads with vehicles'*. The connection being made between exercise and safety is clear, again highlighting that opportunities for older people to exercise in the project area are, perhaps limited. Another comment draws attention to the fact that having options for exercising close to home means a car journey is not required.
Opportunities	▪ The workshop participants recognise the opportunities for local businesses presented by the Green-Way, for both existing businesses and new businesses. The potential for smaller businesses, locally owned, is viewed as being important. Comments point to a range of businesses including bike rental, outdoor wear, bed & breakfast, cafes and food outlets. The thinking amongst the participants is that the Green-Way will attract not only 'new' visitors but it will also encourage people living locally to stay within the area for the recreational activities that the Green-Way makes possible. Given that the Green-Way routes will link villages, discussion also identified the potential for existing shops to benefit from a spin-off from increased footfall in the area.
Biodiversity	▪ As one of the project's main drivers and objectives, it's perhaps gratifying to note that local people, as evidenced in discussion across all workshops, put the importance of biodiversity and its protection at the top of the list of all impacts. One participant reckons, *'if planned and managed properly the Green-Way could create an amazing biodiversity – 25km x 4 or 6 metres is a lot of planting'*. Other comments refer to opportunities for localised wilding and creating a wildlife corridor. Another comment draws

	attention to construction of the Green-Way; *'the materials have to be non-oil based. Keep the insects and wildlife being able to live alongside us'.* Yet another comment highlights the risk that inappropriate lighting would kill insects. This concern regarding biodiversity emphasises the importance of taking care not to compromise the project's objectives during construction. There is a danger of killing the very thing that makes Wicklow special. An environmental classification index assigned to all areas would highlight areas less critical than others, allowing more or less human intrusion; road-widening is not a sustainable solution.

Online Stakeholders Forum

1.15 The Stakeholders Forum was well attended by local organisations and agencies, giving Newtown 2050 an opportunity to explain the project and listen to the views of those who will play a key role in helping to move it forward. The mood of the workshop was positive, lending weight to the validity of Newtown 2050s vision. A key piece of advice is to split the project into 'bite-size chunks' that are achievable, each one adding to the overall vision and building momentum along the way. Attendees highlighted the importance of several key themes in the following discussion:-

Think local business development.

- Local businesses are changing due to COVID-19; some of this change is for the better and can continue. There is a need for the development of business hubs, including an improvement to Broadband to allow more people to work locally, taking commuting pressure off the N11. Wicklow is full of small horse riding businesses - they and other small businesses need more connections - bridle paths for horses? This project primarily supports the development of local small businesses.

Physical Connectivity

- Connections between the villages is key. There needs to be an audit of what each village has to offer in terms of parking/business/infrastructure, etc. The intention is that each village brings its strengths to the project rather than trying to replicate others' strengths.

Health Benefits

- The traditional way of looking at health has changed - now, physical and mental health as well as community health is important. All the work being done by statutory organisations and non-statutory community organisations converts to *community health*. In this regard the project is primarily a health project.

Safety

- This theme is very important given consultation shows that people do not feel safe using roads to cycle or walk. Currently there is no safe route to commute from Newtownmountkennedy to secondary school in Kilcoole - there is a need for a safe alternative to car or bus.

Newtownmountkennedy

1.16 The decision to embrace Newtownmountkennedy as a case study has given rise to several proposals, most notably connecting to the railway station in Greystones and to the secondary school in Kilcoole, so connecting villages in the coastal sector, demonstrating and emphasising how the villages associate with each other. The idea of these local routes was born out of a desire to engage residents in the move towards a sustainable village. As a real and visible project it has the support of many residents, however, the search for off-road cycle and walking routes is just a first step on a much bigger journey which all communities must start to give everyone hope for the planet. Whilst the Mountains to the Sea project will play out differently across the project areas, in Newtownmountkennedy the idea of routes connecting with nearby villages is attractive, real and popular.

1. Newtownmountkennedy ↔ Greystones

Northwards from Newtownmountkennedy taking in the Garden Village housing development and Kilpedder then turning east to Greystones, picking up the existing cycle path on the town's outskirts to connect to the train station and schools.

2. Newtownmountkennedy ↔ Kilcoole

East from Newtownmountkennedy, connecting to the centre of Kilcoole and Coláiste Chraobh Abhann, a co-educational, multi-denominational second level community college.

1.17 With HUB13, a *remote working hub,* already operational close to Newtownmountkennedy, it offers an example of how other villages and farm businesses might get involved in the government's recent – December 2020 – announcement prioritising remote working[(1)]. In looking to encourage new and existing businesses in the tourist and food & drink sectors, Newtownmountkennedy will tap into the expertise and resources of agencies such as Fáilte Ireland and initiatives such as Wicklow Naturally. As a destination in its own right Newtownmountkennedy is seen to have a rich history and heritage which could be used to help draw visitors to the village.

1.18 The promotion of biodiversity and sustainability in Newtownmountkennedy and in the project area can be pursued in two ways:-

- By planting trees, shrubs, wildflowers, etc on either side of two proposed routes between the village and Kilcoole and Greystones. If an average 4 metre width of planting is achieved along these two routes it is estimated

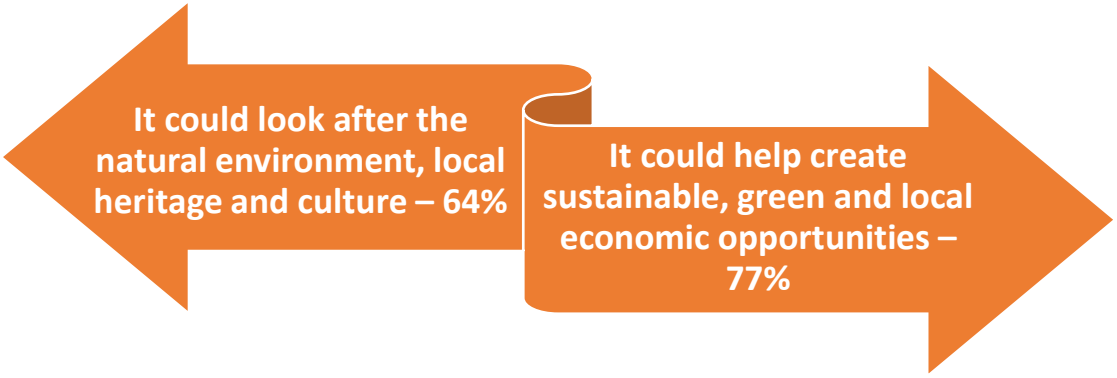
(1) *The Department of Community and Rural Development announced it is examining the possibility of developing around 400 remote working hubs.*

approximately 4 hectares of planting could be put in place[2]. Dense planting – about 3 trees per square metre – will maximise the biodiversity gain.

- By designating the project area as a biodiversity reserve and mobilising local people, schools, businesses and stakeholder organisations and agencies to be pro-active in protecting and promoting biodiversity.

Nine Village Federation

1.19 Newtown 2050 has brought this vison and project proposal to a point where it has engaged local people, local communities and stakeholder organisations and agencies. The next steps will require an entity that is representative of the entire project area, that is, the nine villages identified by Newtown 2050 and their environs. The idea of a Nine Village Federation[3], mooted by Newtown 2050, was tested in the online community survey by asking *'Do you support the creation of a Nine Village Federation?'* and proposing eleven potential outcomes for respondents to select. Of the 1,003 survey respondents who addressed this question, 94% expressed support for the idea of a Nine Village Federation. The two top scoring outcomes were:-



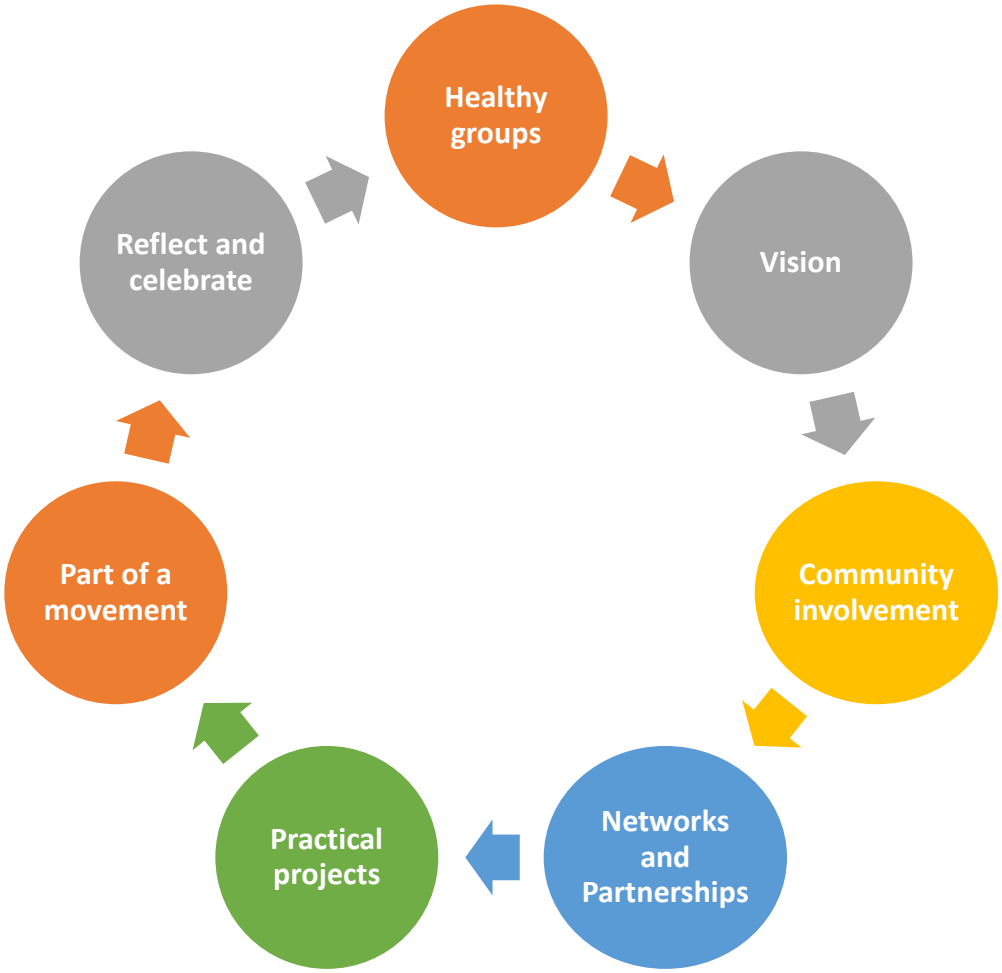
Other high scoring outcomes speak of *attracting more visitors, community benefit, promoting and safeguarding biodiversity across the project area, lobbying for continued investment in sustainable green infrastructure, allowing people to make greener choices, help to develop events and programmes unique to the project area.* One such programme could be squads of young 'Route Rangers' trained and engaged under the government's post COVID-19 back to work scheme, physically planning, designing, building and managing Green-Way routes. These teams of young people, employed locally, would partner with and be mentored by experienced professionals, a positive move to help address unemployment in the wake of COVID-19, incentivised by EU Green Deal funding and benefiting the entire community.

[2] *Assumes 11 kilometres of paths and 2 metres width on each side of the path.*

[3] *At this stage the name is not finally determined – many consultation comments don't like the use of 'federation' – eg, very 'Game of Thrones'!*

What Works Elsewhere?

1.20 Bringing Newtown 2050s project to the attention of local communities, organisations and agencies has clearly sparked imaginations and engaged people in the vision. What is achieved by the project will be measured in part by what it helps other achieve. A good starting point is to form the Nine Village Federation. In so doing, Newtown 2050 could usefully check the project's status against the essential ingredients for a transition community as presented by the Transition Network[4].



[4] *The Transition Network is a global '**movement of communities/coming together to reimagine and rebuild our world'.** Member group Laois Environment Action Forum – LEAF – promotes all things green.* www.transitionnetwork.org

Feasible?

feasible (adjective): able to be done

The Vision

1.21 The vision presents highly attractive and desirable concepts that, in fitting with the visions of global, national and regional organisations and strategies have a great deal of integrity even at this aspirational stage. The study simply, yet importantly, tests the idea that a green approach to economics, to connectivity and to biodiversity is relevant and necessary right now. It has tested the idea with organisations, with individuals and with communities in the project area. Whilst the study has not identified a network of routes, the vision has caught the imagination of everyone involved in consultation. Action on climate change, by government and its agencies and by communities, matters to everyone. The study evidences that people are behind the need for a plan and local actions that make a difference to their lives; without a plan in place, past mistakes and missed opportunities will repeat and strategies for addressing climate change risk failing. The big question is who will take the lead on taking actions that will begin to deliver the vision.

The Strategic Pillars

1.22 **Inter-Connectivity** across the project area is deemed to be feasible but only if it is delivered in a series of projects, each of which is financially and technically realistic, and, well, feasible. Comprising a coastal sector, and an uplands sector the topography of the project area suggests 'one size fits all' is not possible, that paths/trails will be a mix of *flat, undulating, hilly, forest, open* to suit the terrain and the land that is secured to host routes. The study has not considered detailed routes, however the entire network could be anything from 25 kilometres to 50 kilometres and above. Indeed, if the early routes are proven to meet their objectives, the potential of the network will only be limited by funding. The two routes put forward for Newtownmountkennedy as early routes need to be further developed and tested for technical and financial feasibility.

1.23 **Green Economics,** explained for this project *as empowering and encouraging local businesses in accommodation, eco-tourism, hospitality, food & drink*, green economics is deemed to be feasible based on evidence gathered from research and consultation. However, any and all efforts to empower and encourage local businesses must be considered in tandem with the ongoing strategies and work of central government, the council and other stakeholder agencies. The work of economic development is specialised, requiring resources, key skills and experience. Care is needed to ensure that efforts to progress economic development within this project supplement strategies and activities that are already in place, therefore, more research is needed to identify how best to

empower and encourage local businesses without risking duplicating or even compromising existing work.

1.24 **Biodiversity & Sustainability** and the creation of a single designated area is, based on the evidence from research and consultation, eminently feasible given that it will be achieved partly through the construction of paths and trails and partly by designating the entire project area as a biodiversity reserve and involving the twelve and a half thousand residents in green living. As a 'Mountains to the Sea' vision, there will clearly be different zones with altitude and terrain changes; this can be seen as an opportunity to educate urban visitors as well as local residents about biodiversity in the field by comparing and contrasting zones. In many ways it will be a showcase for the council and wide government, a test-bed and proving ground for similar initiatives throughout the country.

What Next?

1.25 This study evidences the relevance of Newtown 2050s vision and the considerable interest it has generated in people living and working in the project area, in council members and officers and in a wide range of stakeholder organisations and agencies. With Transport Infrastructure Ireland's recent allocation of a team of engineers to County Wicklow for the next five years, the vision may begin to be realised sooner than expected. Most importantly, delivery needs an organisation with effective leadership that is representative of the entire project area. The following steps for What Next? are based on the research and extensive consultation conducted for the study.

Step 1: Update Residents and Stakeholder Organisations

- **Rationale:** The work of the feasibility study has built a momentum and an expectation that something will happen, as well as building interest in and support for the project. Around 200 individuals who responded to the community survey are willing to help as things move forward, and stakeholder organisations expect to hear more about the project. The study's findings allow Newtown 2050 to present a 'shovel-ready' project to key stakeholder organisations, not least Wicklow County Council in the knowledge that upcoming funding schemes through the LEADER programme will seek to promote biodiversity. It is imperative that lines of communication are maintained.

Step 2: Establish a Nine Village Federation

- **Rationale:** Newtown 2050 is, by its very name, generally associated with Newtownmountkennedy and its close neighbour Kilcoole, as evidenced in the geographical spread of responses to the community survey, yet the project area covers nine villages. It is important that the entity taking the project forward is representative of the entire project area. The Nine Village Federation, established as a constituted group, will add to the project's credibility and lend weight to funding applications. Care is needed in setting up the federation that the skills and experience needed to move things forward - marketing, financial, technical, leadership, administration, etc - are matched to those stepping forward as volunteers. The federation will need a financial resource to cover operational costs - administration, office accommodation, work programmes, etc. As the federation establishes itself, paid staff will be needed to implement work programmes, however, volunteers will continue to shape, lead and oversee the project.

Step 3: Prepare a Strategy and Master Plan

- **Rationale:** The complexity of the project points to the need for a strategy and master plan to (i) communicate to residents, stakeholders and potential funders how the work of the federation will make a difference, and (ii) establish a plan of action, setting out a work programme over a period of time. The strategy and master plan demonstrate professionalism in the federation's approach and give accountability for its work. In their preparation it is strongly recommended that the federation engages with and gets buy-in from a range of partner organisations on an ongoing basis.

1.26 These three What Next? steps will focus minds and help in taking the project to a point where it can begin to realise Newtown 2050s vision of a unified rural community influencing the way people think about the environment, changing the way people go about their daily lives – and making a difference. The scale and scope of Newtown 2050s Mountains to the Sea vision and the three strategic pillars that underpin it is extensive. However, it is presented at a time when looking the other way is no longer an option.

Leadership

1.27 Tackling climate change and biodiversity loss is clearly a global challenge that is being addressed by governments. The success of their actions will depend in some measure on how they bring communities on board and work with them. To this point The Mountains to the Sea Green-Way vision has been crafted and led by the community. Such a community effort is best continued from the bottom up by a group that takes its lead from Newtown 2050, building on their pioneering work which has recognised the imperative of creating a vision and a community-based solution to climate change that is as big as the challenge.

1.28 In clustering nine villages to deliver on inter-connectivity, green economics and biodiversity & sustainability, the project is reflected in the county's development objectives within the upcoming Wicklow County Development Plan 2021-2027. This creates an opportunity for the council to adopt the project, integrate it into the plan and lead the Nine Village Federation to fully realise the project's considerable potential over the coming years. Local government is encouraged by the Local Government Reform Act 2014 to have a strong role in community development. The Mountains to the Sea Green-Way proposal presents a potential model for collaborative working and themed community development, addressing global challenges through local actions, that can be tested and replicated in like-minded communities across the county, and potentially, across the country.

The Last Word

1.29 The outputs and outcomes of Newtown 2050s vision and of government action on climate change and biodiversity loss will be realised in the coming years and decades. The United Nations recognises the role that young people are playing in advocating action, therefore, it is appropriate to give the last word to a young person's response to the schools' survey.

> ***'More needs to be done for climate change. It's ridiculous how little we are doing to save our home'.***

2. Introduction

Vision and Purpose

2.1 Commissioned by Newtown 2050, the purpose of this study is to consider the feasibility of developing a critical infrastructure of trails to *'interlink rural villages in North East Wicklow. It entails creating a green economy, one in which environmental conservation, sustainable tourism, inter-village co-operation and the promotion of businesses under a common, legitimate pure green brand will be valued and promoted'.* Newtown 2050s intention is to engage with and inform local communities and key organisations about their vision through the work of this study. Their mission statement is:-

'To assist the sustainable development of our village and environs by the promotion of social and employment opportunities through a sensitive environmental approach and proper planning. To develop the area's full tourism potential and seek the creation of public access routes for the benefit of the whole community. To foster and establish the development of a smart green economy and built environment that will enhance the quality of life of all residents of the area'.

2.2 The project that will deliver the vision embraces a 10km wide, approximately 25km long project area between Glendalough and the coast.

Within the project area are nine villages – Kilcoole, Newtownmountkennedy, Kilpedder, Newcastle, Roundwood, Glendalough, Ashford, Laragh, Annamoe. The topography of the project area, with a steep escarpment to the west of Newtownmountkennedy, effectively creates two sectors; (i) coastal sector; (ii) uplands sector. Newtown 2050 aims to designate and develop the project area, showcasing projects in sustainable living and ecotourism and to become home to industries and activities that identify with the 'Green' brand and contribute to the sustainable image of the area. The vision is to promote 'biodiversity' or biological diversity. Quite simply, biodiversity is the name given to the variety of life found on Planet Earth, both plant and wildlife, from the tiniest plant to the biggest animal, on land or in the sea. With biodiversity in mind, the routes will educate users that we are custodians of every living thing.

The village of Newtownmountkennedy looking west across the coastal sector to the Irish Sea.

Strategic Pillars

2.3 Newtown 2050 aspires to unite communities and make a positive contribution to the lifestyles of the people living within the area, not in a short term commercial sense but within a long term holistic objective. With that in mind the project has three inter-dependent strategic pillars:-

Inter-connectivity

- A physical network of paths and trails creating safe school commutes between villages; safe walking and cycling for locals and for work commutes to rail and transport services; options for activity tourism including bed nights. Also, relieving traffic congestion on the N11 to and from Dublin City by enabling a network of remote working hubs in areas where remote working is increasing.

Economics

- Empowering local businesses to take advantage of gaps in accommodation and activity offerings building on existing products and resources and exploiting the growing interest in ecotourism. Encouraging the growth of local producers of good quality food and drink and hospitality outlets. Co-ordinating the efforts of businesses under a single brand, such as Wicklow Naturally, will benefit everyone.

Biodiversity and Sustainability

- Creating a single designated area, or transect, embracing pristine areas sensitive to disturbance and areas where greater levels of activity can be tolerated. Being pro-active in the use of natural materials and promoting biodiversity – wildflowers, nature trees – in the development of paths and trails. Embrace farm diversification and mitigate the environmental impact of development in the area.

Global Need

2.4 In advocating this project, Newtown 2050, in their awareness and recognition of global climate challenges, seeks to bring to the attention of key influencers and organisations the need to think differently about how people and communities are serviced and supported, and to influence the attitudes of people and communities towards the environment. Climate targets and well-being targets are complementary, requiring both supply and demand policies. Physical infrastructure must be informed by social infrastructure, not vice versa. In the field of energy *'…….this means focusing on a future of mobility strategies and creating an ambitious platform for public transportation, cycling paths, pedestrian pathways and new ways to stimulate healthy living'.*[(5)]

2.5 A 2019 United Nations report[(6)], complied by 145 experts from 50 countries, concluded that *'nature is declining globally at rates unprecedented in human history. Human actions have severely altered 75% of all land and 66% of the world's marine environments. Ecosystems are collapsing and biodiversity is disappearing'.* Newtown 2050 is wedded to the belief that every government and every community must act to mitigate the scale of change and avert its most harmful effects through intelligent policies and community engagement.

(5) *Professor Mariana Mazzucato writing in 'Time' magazine; 2 November 2020.*

(6) *'Global Assessment Report on Biodiversity and Ecosystem Services'. United Nations Intergovernmental Science Policy Platform on Biodiversity and Ecosystem Services; May 2019.*

Ireland's Response

2.6 Ireland's Climate Change Advisory Council, an independent advisory body set up in 2016, looks at how Ireland can *'achieve the transition to a low-carbon, climate resilient and environmentally sustainable economy and society by 2050'.* In its annual review – published September 2020 – the council states:-

> ***'The imperative for climate action remains, despite the understandable immediate focus on COVID-19. Ireland is already seeing the negative impact of climate change and, regardless of the future success of national or global mitigation measures, adaptation to climate change is essential because of the effects of continuing global emissions'.***

2.7 The review goes on to state Ireland won't meet its 2020 targets and even with the development of the Climate Action Plan *'huge efforts are required to meet Ireland's existing 2030 targets'.* Local authorities are urged to look at their existing functions, integrating climate action and putting adequate resources in place for delivery.

2.8 The review highlights the role of *communities, organisations and groups* in tackling climate change challenges at a local level. Regarding transport, the review states *'Better planning at local and regional level can support walking and cycling'.*

County Wicklow's Response

2.9 The county's response is evident in the work of the council and many other statutory and voluntary sector organisations. The council leads the way in its Climate Change Adaptation Strategy published in September 2019. The strategy presents six thematic areas with a set of actions. Many of the actions link to the visions and efforts of Wicklow's local community organisations in tackling climate change, eg,

3. Strategic Relevance

3.1 The project's strategic pillars point to its relevance in contributing to policies and activities taking place at every level as global organisations and governments have come to recognise the urgent need to pursue a co-ordinated response to climate change and to support a green economy. Newtown 2050s vision is to make a difference in helping to mitigate the effects of climate change by focusing on the green 'brand'. Here's how it strikes a chord with strategic thinking globally, nationally and locally.

Strategy	Thinking	Strategic Links
Climate Change Annual Report 2019; United Nations	'Climate change is inherently global. Greenhouse gases affect climate around the world no matter where or by whom they are emitted. We are collectively responsible for addressing climate change. Ecosystems suffer from extreme change; an estimated 1 million species are on the brink of extinction owing to human activity. There is enough scientific certainty to warrant sweeping cohesion'.	▪ Reduced carbon footprint ▪ Encourages sustainable businesses ▪ Supports farm diversification ▪ Improved interconnectivity between villages
The Global Assessment Report on Biodiversity and Ecosystem Services; UN Intergovernmental Science-Policy Platform on Biodiversity and Ecosystem Services	▪ Nature and its vital contributions to people, which together embody biodiversity and ecosystem functions and services are deteriorating worldwide. ▪ Goals for conserving and sustainably using nature may only be achieved through transformative changes across economic, social, political and technological factors.	▪ Promote biodiversity ▪ Protect local flora and fauna ▪ Designate routes and trails as bee 'corridors' ▪ Designate the project area as an ecosystem reserve
European Green Deal; European Commission	The European Green Deal plans to make the EUs economy sustainable by turning climate and environmental challenges into opportunities. The aim is that the EU will be climate neutral[7] by 2050.	▪ Carbon footprint reduced ▪ Pro-active use of natural materials ▪ Biodiversity promoted ▪ Green brand promoted

[7] *Activities are climate neutral/CO2 neutral if they do not put a strain on the climate, ie, they do not add to greenhouse gases.*

Strategy	Thinking	Strategic Links
EU Biodiversity Strategy for 2030; European Commission	The strategy explains why we need to protect biodiversity:- ▪ It is essential for life ▪ It provides for businesses ▪ Biodiversity loss and the climate crisis are independent. When one gets worse, so does the other. ▪ Nature regulates the climate and nature-based solutions are essential for emission reduction and climate adaptation. ▪ More than 75% of global food crop types rely on animal pollination. ▪ Biodiversity loss results in reduced crop yields, increased economic losses and the loss of potential new sources of medicine.	▪ Biodiversity promoted ▪ Local flora and fauna protected ▪ Embraces pristine areas sensitive to disturbance ▪ Mitigates environmental impact of development
National Biodiversity Action Plan (NBAP); Department of Culture, Heritage and the Gaeltacht	In its third NBAP, Ireland's vision for Biodiversity is set out, *'that biodiversity and ecosystems in Ireland are conserved and restored, delivering benefits essential for all sectors of society and that Ireland contributes to efforts to halt the loss of biodiversity and the degradation of ecosystems'.*	▪ Designate the project area as an ecosystem/biodiversity reserve ▪ Involve local communities in biodiversity awareness, protection and promotion ▪ Embraces farm diversification ▪ Pro-active use of natural materials
Tourism Development & Innovation: A Strategy for Investment 2016-2022; Fáilte Ireland	Ireland's tourism sector engages *'every village, town and city employing in the region of 205,000 people, or 11% of the working population. In total the sector contributes over €6 billion to the economy'*. The strategy's aim is to strengthen the appeal of Ireland to international visitors. In so doing, the objectives include strengthening and enriching local communities as they take on an enhanced role in developing tourism at a local level.	▪ Options for activity tourism ▪ Encouraging local producers ▪ Farm diversification promoted ▪ Domestic tourism growth encouraged ▪ Longer stays in the project area ▪ Tourism 'honeypots' relieved through dispersal

Strategy	Thinking	Strategic Links
Outdoor Recreation Plan (ORP) for Public Lands and Waters in Ireland 2017-2021; National Parks & Wildlife Service, Coillte and others.	State bodies own and manage 15% of the land in Ireland which contributes €15 billion to the national economy. Government invests heavily - €165 million in the 5 years of the ORP – to manage, maintain, upgrade and expand the recreation assets on public lands, with value to the national economy estimated at €142 million annually. A recent research report by Sport Ireland[8] evidences an increase in recreational walking from 29% of the population prior to COVID-19 restrictions to 40% during the stay at home phase of restrictions. Running and cycling activity also increased significantly.	▪ Relieving traffic congestion ▪ Safe walking and cycling ▪ Safe school commutes ▪ Improved health outcomes
National Trails in Ireland; National Trails Office	There are over 4,000km of designated trails in Ireland. The National Trails Office (NTO) is the central resource for planning and developing recreational trails for '*walking, cycling, horse-riding or canoeing in both urban and rural environments*'. The NTOs work is evidenced in, amongst others, the work of the Department of Transport, Tourism and Sport, Sport Ireland, Fáilte Ireland, the National Parks & Wildlife Service, Coillte, Cycling Ireland, Horse Sport Ireland, the Irish Farmers Association.	▪ Critical infrastructure of paths and trails constructed ▪ Use of natural materials ▪ Surfaces suited to surrounding environment
Strategy for the Future Development of National and Regional Greenways; Department of Transport, Tourism and Sport, 2018	The Greenways Strategy, launched in 2018 is to '*assist in the strategic development of nationally and regionally significant Greenways constructed to an appropriate standard*'. It is expected these projects of scale may '*facilitate the development of linked and complementary projects*' outwith the strategy.	▪ Complements local Greenways ▪ Offers nature-focused experience ▪ Encourages more recreational activity ▪ Provides safe off-road commuting

[8] *'Impact of COVID-19 Restrictions on Sport and Recreational Walking'; Sport Ireland April 2020.*

Section Summary

3.2 These strategic approaches and others referenced throughout this report demonstrate that the project proposed by Newtown 2050 will contribute to global efforts in the ongoing response to climate change and biodiversity loss. Importantly, a key emphasis in Newtown 2050s vision and mission statement is that the project's strategic actions are informed by the desire to make a difference in the lives of everyone living in the project area. In this sense the project's most important outcome is the impact it will have on the social infrastructure of an entire rural area, which will be achieved by engaging and educating communities, and by connecting people to people, addressing global challenges along the way.

4. Need

Introduction

4.1 The scope of this project includes nine settlements: Kilcoole, Kilpedder, Newtownmountkennedy, Roundwood, Laragh, Annamoe, Glendalough, Ashford, Newcastle. For the purposes of this study these settlements are referenced as 'villages' – see Table 4.1 for the settlement classification and hierarchy as presented in the current County Development Plan 2016 – 2022. The nine villages are selected as a result of discussions and consultation carried out by Newtown 2050 prior to the collation of this report. As the project evolves other settlements may be included.

Socio-Economic Context

Population

4.2 Key population data is presented for the nine villages. The total population of all nine villages is 12,533, nearly 9% of the total population of County Wicklow.

Table 4.1: Comparison of Key Population Data

Settlement name and classification	Population Census 2016	% Under16	% Over 65	% travel to school/work by car/motorbike	% travel school/work on foot/bike
Newtownmountkennedy (Moderate growth town)	2,835	26%	10%	62%	10%
Ashford (Small growth town)	1,425	21%	12%	64%	6%
Kilcoole (Small growth town)	4,239	27%	8%	61%	16%
Newcastle (Rural town)	924	23%	12%	67%	4%
Roundwood (Rural town)	948	31%	9%	57%	16%
Kilpedder (Large village)	1,255	23%	12%	69%	2%
Laragh (Large village)	342	19%	9%	55%	19%
Annamoe (Small village)	274	19%	15%	49%	7%
Glendalough (Rural area)	291	14%	14%	52%	16%
County Wicklow	142,425	24%	13%	61%	13%

Comments

- Kilcoole is the largest of the settlements with a population of 4,239.
- Six of the villages/settlements have a population under 1,000.
- The top three villages in terms of the percentage of under 16s are Roundwood (31%), Kilcoole (27%) and Newtownmountkennedy (26%), all higher than that for County Wicklow (24%).

- Laragh (19%) and Annamoe (19%) have lower percentages of under 16s with Glendalough the lowest at just 14%.
- Annamoe (15%) and Glendalough (14%) have the highest percentage of people over 65, both higher than that for County Wicklow (13%).
- Kilcoole (8%), Roundwood (9%) and Laragh (9%) all have much lower percentages of older people compared with the other six villages and County Wicklow.
- Given the rural settings, the percentage of people who travel to school or work by foot or by bicycle ranges from 2% for Kilpedder to 19% for Laragh. This seems a comparatively high value for Laragh and possibly reflects that more people work locally.
- Kilpedder has the highest percentage of people – 69% – who travel to work/school by car or motorbike.

Newtownmountkennedy

4.3 Located in north east Wicklow, Newtownmountkennedy is within commuting distance of Dublin, 40km to the north, close to the Wicklow Mountains National Park to the west and with access to the sea at Greystones, Kilcoole and Newcastle to the east. Newtownmountkennedy is therefore an attractive residential option both for local families and for people relocating to the area. The town is designated a 'moderate growth town' in Wicklow's County Development Plan; the population increased by 17% between 2011 and 2016, the fastest growing town in Wicklow, with further growth expected to take the population to around 6,000 persons by 2028[9], more than doubling the 2016 population of 2,835. The town has seen a good deal of house building in recent years, eg, the Wicklow Hills housing development has recently completed 250 homes with another approximately 600 planned.

This 300 year old coach house at the entrance to the village is now a GPs surgery.

[9] *Review of Newtownmountkennedy LAP 2018.*

4.4 Newtownmountkennedy is serviced by a number of shops and a public house on the village's Main Street with the Mount Kennedy shopping centre just off the street catering for larger retail outlets such as Dunnes Stores. The Parkview 60-bed hotel is the main provider of overnight stays; both the shopping centre and hotel were built in the mid 2000's at the time of the 'Celtic Tiger'. Newtown Business and Enterprise Park established in 2012 and located on the south side of the village has 50 industrial and business units. The village is adjacent to the N11 – Dublin city centre is 35km and Wicklow town is 15km. Coillte's headquarters building is located just north of the town.

4.5 Newtownmountkennedy is a thriving community hub with a range of community organisations, including Newtownmountkennedy Community Forum, Newtownmountkennedy Tidy Towns, Newtown 2050 and a number of sporting groups including Newtown GAA, one of the oldest GAA clubs in the county and Newtown United FC. There are three schools in or close to the town; Newtownmountkennedy Primary School, Newtownmountkennedy/Kilcoole Educate Together National School and St Catherine's Special School on the site of Newcastle Hospital.

Opened in November 2020, the Artisan Market has shop units for local crafts.

Ashford

4.6 Located on the eastern side of County Wicklow, approximately 11km south of Newtownmountkennedy, Ashford is the most southerly of the nine settlements in the project area. The village was formerly on the N11 main route from Dublin to Rosslare until bypassed by the M11 in 2004. Described as a 'scenic village', Ashford is home to the famous Mount Usher Gardens located on the banks of the River Vartry, one of only three Irish gardens with a top rating from the UK's 'The Good Gardens Guide'. The village is connected to the rest of the county via the R763 and R764 to Roundwood and Annamoe and the R772 to Newtownmountkennedy and Wicklow town. The County Development Plan 2016-2022 notes the town historically developed in two points around Ballinalea and Nun's Cross, avoiding the central valley along the river. During the 20th century, the village then grew in three main areas – along the main road, at Ballinalea (such that these two areas effectively combined), and around Nun's Cross. Ashford has two churches, a number of pubs, a GAA facility, two primary schools and a range of local shops and businesses. Ashford Studios, a state-of-the-art, purpose-built film and television studio facility, located just north of the village uses many of Wicklow's natural and built heritage locations in shoots. The sequel to 'Vikings', a Netflix production, is to be filmed at the Studios in 2021. Ashford is identified as a 'small growth town' and as such the County Development Plan 2016-2022 places importance on local indigenous growth and investment.

Kilcoole

4.7 The village of Kilcoole, located approximately 5km to the east of Newtownmountkennedy is perhaps best known for doubling as the fictional village of Glenroe in RTE's popular soap opera which ran to 2001. The coast at Kilcoole is accessed by a narrow and somewhat dangerous road – no footpath – leading 1km from the village to a train halt which services the Dublin Rosslare railway line. Parking at the train halt is also used by walkers accessing the coastal path. An area of wetland known as 'The Murrough', identified as a Special Protected Area, extends along the coast from Kilcoole, south to Wicklow town. It comprises three distinct areas: Kilcoole Marshes, East Coast Nature Reserve, Broad Lough. This area is home to many endangered species of plant and animals; its significance for biodiversity is recognised by its inclusion in the Natura 2000 network of EU designated sites. The beach in Kilcoole is the summertime home of the Little Tern, one of the few places in Ireland where these birds nest. The whole of the 15km coastline stretch from Greystones, through Kilcoole to Wicklow Town has a pathway of varying quality – the path keeps to the seaward side of the Dublin Rosslare railway line. In the 2013-2019 Local Area Plan, Kilcoole is designated a Level 4 'Small Town', serving a local catchment with a range of shopping facilities, including one supermarket, 2 medium-sized convenience stores (max 1,000m^2) and a relatively large number of smaller shops.

4.8 Kilcoole has a number of community organisations, for example, Kilcoole Tidy Towns, Kilcoole Development Association and Kilcoole Heritage Group. Sporting groups include Kilcoole Athletics Club, St Anthony's Kilcoole FC and Kilcoole GAC. Kilcoole is serviced by Kilcoole Primary School, enrolment 461 and Coláiste Chraobh Abhann Secondary School with an enrolment of around 800 and expected to rise to over 1,000 by 2022.

The narrow Sea Road in Kilcoole joins the train halt and the village, a distance of 1.5km. The local community has marked symbols on the road as it is a popular cycling and walking route, yet narrow and hazardous in parts.

Newcastle

4.9 The coastal settlement of Newcastle is situated 2km to the east of the N11 route on the R761, 4km south of Kilcoole and 4km from Newtownmountkennedy. Historically, the town centre developed around the church, rectory, national school and the ruined castle. In the nineteenth century a 'second' town centre developed further east around the junctions of the R761 and Sea Road. The town saw further growth in the 1970s with the development of housing estates, a community centre, playground, GAA club and a playground. Together with Avoca, Donard, Roundwood and Shillelagh, Newcastle is identified as a 'Rural Town' in the current County Development Plan and recognised as providing economic and social services to populations of these settlements and their rural hinterlands.

4.10 Located two kilometres to the east of Newcastle is Blackditch Wood (East Coast Nature Reserve), an 89-hectare priority woodland and wetland Nature Reserve established by Birdwatch Ireland in 2002 and classified as a special protection area. The reserve comprises a variety of habitats, including birch forest, fen and willow scrub, natural grasslands, a conifer plantation and farmland, which support a wide range of birds, flora and insect species. A series of walkways and hides allows access by the public for birdwatching.

Roundwood

4.11 Approximately 9km from Newtownmountkennedy along the R756, Roundwood, generally regarded as one of the highest villages in Ireland at 230m above sea level, serves as a principal gateway to the Wicklow Mountains National Park. The village has a range of local retail and community facilities servicing residents and visitors. The current County Development Plan has zoned land to accommodate approximately 200 new houses. Loop walks at close-by Vartry Reservoir Lakes (reservoirs built in the 1860s) were completed in June 2018, offering approximately 20km of walks for local and visitor use. The Roundwood & District Community Council (RDCC) report the addition of this 'eco-tourism' product will bring economic benefits to the village. RDCC aspire to link the Vartry Reservoir walks with Bray Head-Sugarloaf Way, the Wicklow Way and the Avonmore Way.

Roundwood. Visitors pass through the village on their way to Glendalough. Whilst only having a single main street, the village has five bar/restaurants and plenty of take-aways - three in this picture.

Kilpedder

4.12 Kilpedder village is located approximately 2km north of Newtownmountkennedy and close to the Glen of Downs Nature Reserve, a 2 km long wooded glacial valley with steep sides formed of the same quartzite as the two Sugarloaf hills close by. The N11 divides the townland into Kilpedder East and Kilpedder West. In the 20 years between the 1996 and 2016 census, the population of Kilpedder increased from 480 to 1,255 people. In the current County Development Plan Kilpedder is categorised as a 'Large Village' and as such the plan notes that "*large villages provide a range of community services and facilities and are an important social point for the local community*." The plan recognises that in order to safeguard the future of large villages, it is important that growth is encouraged and facilitated in a sustainable manner and further states the

Kilpedder. The village borders the N11 against the backdrop of Downs Hill forest.

boundaries of the villages and rural clusters will be reviewed as part of the 2021-2027 County Development Plan review process.

Laragh and Glendalough

4.13 The village of Laragh lies at the junction of three roads, R115, R755, and R756 through the Wicklow Mountains, and is primarily known for its proximity (1.5km) to the monastic settlement of Glendalough and the wider Glendalough Valley including the Upper and Lower Lakes. The Upper Lake acts as the main gateway to the Wicklow Mountains National Park. Glendalough also has a strong historic association with lead mining; there is a 'miner's village', long deserted, at the top of the Upper Lake. Laragh is defined as a 'Large Village' in the County Development plan, although its population is approximately one third of Kilpedder, also a 'Large Village'. Glendalough is defined as a rural area.

Laragh. This stopping point with cafe is fronted by a 'village' green and some provision for parking. The creeper-covered Georgian style house is likely part of the attraction.

4.14 The 'Laragh-Glendalough Settlement and Tourism Plan 2016-2022' notes the following:-

'*The area performs two main functions - firstly, Glendalough acts as a prime tourist attraction, attracting both international and local visitors; and secondly, the village of Laragh provides a service function, providing for the day-to-day needs of the local population and some of the service needs of visitors. The retail and social services that Laragh provides includes a number of convenience shops, a primary school, post office, Brockagh Community Centre, Catholic and Church of Ireland Churches and GAA pitches. Tourist infrastructure in the area includes a variety of service and accommodation options including The Glendalough Hotel and craft shops, Lynham's Hotel, The Wicklow*

Glendalough National Park offers a range of walking trails from easy to 'hill walk'.

Heather Restaurant and accommodation, Celtic Crafts shop, the Woollen Mills Factory Outlet, and a number of B&Bs, guest houses and youth hostels'. 'Glendalough is one of Ireland's prime tourist attractions, it is considered that the economic benefit that should be resulting from the nearly 1 million visitors that come to the area every year, ***is not being fully realised****.*

Annamoe

4.15 Annamoe village is located approximately half-way between Roundwood and Laragh on the R755 from Roundwood to Rathdrum. The village comprises a number of houses located linearly along the R755 south of the bridge over the Annamoe River. This small stone humpback bridge is noted as a common place for tourists to stop and view the Wicklow Hills. Annamoe Trout Fishery, a 4-acre lake offering fly or bait fishing, is found on the upstream side of the bridge. The great spotted woodpecker, the first species of woodpecker to settle in Ireland around 2010, is found in woodlands near the village. Annamoe is the smallest settlement in the cluster of nine villages; residents likely look to Roundwood and Laragh for shopping and services.

Annamoe. This attractive antiques 'shop' is the only shop in the village.

Rationale for Expenditure

The National Climate Action Plan 2019 and Programme for Government 2020

4.16 The National Climate Action Plan has committed to an additional 500,000 public transport and active travel journeys daily by 2035 as part of a suite of measures to reduce transport emissions by approximately half in the next decade. Programme for Government (PFG) calls for an average 7% annual reduction in overall greenhouse gas emissions from 2021 to 2030 and to achieving net zero emissions by 2050. Actions in PFG related to cycling and walking for which the transport sector is tasked with undertaking are as follows:-

Table 4.2: Programme for Government - Actions related to Cycling and Walking
• *'Each local authority will be immediately mandated to carry out an assessment of their road network, to see where space can be re-allocated for pedestrians and cyclists. This should be done immediately'.*
• *'The Government will commit to an allocation of 10% of the total transport capital budget for cycling projects and an allocation of 10% of the total capital budget for pedestrian infrastructure. The Government's commitment to cycling and pedestrian projects will be set at 20% of the 2020 capital budget (€360 million) per year for the lifetime of the Government'.*
• *'In addition to this expenditure commitment, we will undertake other measures to help enable the continued increase in the numbers of people walking and cycling each day. We will: Mandate that every local authority, with assistance from the National Transport Authority (NTA), adopts a high-quality cycling policy, carries out an assessment of their roads network and develops cycle network plans, which will be implemented with the help of a suitably qualified Cycling Officer with clear powers and roles.*
• *'Dramatically increase the number of children walking and cycling to primary and secondary school by mandating the Department of Transport to work with schools across Ireland, local authorities, the Green Schools programme and local initiatives, including Cycle, Bus and School Streets'.*

4.17 As noted in the online survey for this study, 75% of respondents feel current provision in the project area for cycling and walking is 'Not Safe' or 'Somewhat Unsafe'. Whilst there are a number of reasons why more people do not cycle or walk more, it is becoming widely recognised that roads are not safe for these activities. The National Travel Survey 2020 in the UK found that 66% of adults agreed that *'it is too dangerous for me to cycle on the roads'*. It is of interest to note that safety is a key element of Greater Manchester's vision to construct 1,800 miles of a fully joined up cycling and walking network; *'the network must be **safe** enough for a 12-year child to use and navigate'.*

Smarter Travel

4.18 For at least two generations, planning and transport practice in Ireland has focused on the car. The unintended consequence of this has been to suppress walking and cycling across all sectors of society resulting in reduced levels of physical activity resulting in poorer health, whilst air pollution and greenhouse gas emissions continue to rise. *'Smarter Travel: A Sustainable Transport Future, A New Transport Policy for Ireland'* was published in 2009. It set out national transport policy for 2009 to 2020 and contained 49 actions covering four themes. In an open report

published in July 2020 to The Organisation for Economic Cooperation and Development,[10] An Taisce noted the following:-

> *'A cornerstone target of the Smarter Travel policy was that commuting journeys made by car should drop from 65% to 45% by 2020 while commuter journeys by walking, cycling and public transport should increase to account for 55%. As the 2016 census data from the Central Statistics Office demonstrate, Ireland has failed to achieve that - the share of car journeys to work has risen since 2005 and actually surpassed the Smarter Travel baseline'*.

4.19 Projects such as the proposed network of linked trails have a high-level of public support and there is a clear demand for increased safe cycling and walking infrastructure in order to help reduce car dependency, thereby helping to combat climate change. Both the online survey and online focus groups demonstrate an overwhelming desire to have infrastructure in place that allows a reduction in car journeys through access to safe cycling and walking provision. In the survey, 60% of respondents reckon they could reduce car trips by 25% if they had access to safe walking/cycling infrastructure.

Sustainable Mobility Policy Review

4.20 The Department of Transport, Tourism and Sport (DTTS) carried out an extensive public consultation on its Sustainable Mobility Policy from November 2019 to February 2020. Sustainable Mobility, as defined by the DTTS, can be described as linking people and places in a sustainable way by supporting:-

- comfortable and affordable journeys to and from work, home, school, college, shops and leisure;
- travelling by cleaner and greener transport, and;
- a shift away from the private car to greater use of active travel (walking and cycling) and public transport (e.g. bus, rail, tram)

4.21 The review examines all aspects of active travel and public transport policy and will result in the development of a new 10 year sustainable mobility policy framework. The new policy will support Programme for Government and replace Smarter Travel: A Sustainable Transport Future 2009-2020 and the National Cycle Policy Framework 2009-2020. Relevant to this project are the references to walking and cycling submissions to be considered in the new policy; the following examples are noted in the review:-

[10] *The Organisation for Economic Co-operation and Development (OECD) is an international organisation that works to build better policies for better lives; Ireland is a member country.*

- There was a view among submissions that there is an imbalance towards catering for motor traffic and that current policy favours car dependency and road building.
- Submissions stressed the importance of physically separate cycling infrastructure as an overarching goal.
- Mandate the use of The World Health Organisation Health Economic Assessment Tool (HEAT) in the economic assessment of all publicly funded projects.

Health and the Importance of Physical Activity

4.22 The National Activity Plan for Ireland launched in January 2016 draws attention to some stark statistics:-

- Only 19% of primary and 12% of post-primary school children meet physical activity recommendations with girls less likely than boys to meet the recommendations and the likelihood of meeting the recommendations decreasing with increasing age.
- 10% of active sports participants at primary school have dropped out of sport by the first year of post-primary.
- One in four children are unfit, overweight or obese and have elevated blood pressure. The Childhood Obesity Surveillance Initiative's 2017 report stated *'we still have a significant way to go in creating environments in our homes, schools and communities where every child has the potential to grow and develop healthy from birth into adulthood. Excess weight in children will damage their health both now and into the future'.* Childhood obesity has enormous health implications for individuals and for society in the future; obesity is a major killer.
- Only 32% of adults are meeting the national physical activity recommendations.

4.23 The National Activity Plan further reveals Irish statistics on the poor health consequences of physical inactivity to be significantly higher than European and global averages for heart disease, type 2 diabetes, breast cancer and colon cancer. The plan also acknowledges the social and economic cost of physical inactivity; for example, inactive children are at risk of poorer self-esteem, higher anxiety and higher stress levels and more likely to smoke, use alcohol and illegal drugs than active children. For adults, inactive employees have double the number of days off work due to sickness compared to physically active employees. In later life, inactive people have much poorer mental and physical health outcomes, putting an obvious burden on the healthcare system. The plan notes:-

"Being physically active is one of the most important steps that people of all ages can take to improve their health and wellbeing."

4.24 There is of course no one solution to getting people more active, instead, provision of more active lifestyles is required in all aspects of modern living that includes

being able to walk and cycle more as part of normal daily activities. The proposed network of safe walking/cycling trails aligns well with targets laid out in the National Activity Plan which state that local authorities should prioritise the development of walking and cycling infrastructure, for example, through the creation of connected cycle and footpath networks as well as in the development of local and regional parks. Without this sort of critical infrastructure there is a risk that the health of people living in east Wicklow will suffer through lack of opportunities for easily accessible physical recreation.

Green Exercise

4.25 There is an increasing body of research demonstrating the physical and mental health benefits of exercising outdoors in natural environments, often referred to as 'Green Exercise'. Studies report the importance of the walking environment – *'walking has a greater effect and cognitive restorative effect for adults of poor mental health in rural as opposed to urban settings'.*[(11)] The UK mental-health charity MIND ran a study of 'green exercise' (physical activity outdoors), questioning people involved in gardening, conservation and cycling as well as walking groups. Of those surveyed, 90% said they feel green exercise benefits their physical health – but an even higher proportion, 94%, feel that it improves their mental health[(12)]. The potential causal relationship for improved mental and physical health through use of green space can be demonstrated – see Appendix 2. A network of trails as proposed would create opportunities for people to be more active in attractive health-giving natural environments.

Greenways in Ireland

4.26 Ireland has seen significant development in Greenways, initially guided by the National Cycle Network and delivered through the Smarter Travel[(13)] policy (2009) and the National Cycle Policy Framework (2009). The National Cycle Network is broadly defined as a 2,000km network of thirteen corridors, prioritising traffic-free sections. The government's '*Strategy for the Future Development of National and Regional Greenways*', published in 2018, notes a change in investment. The focus of the strategy is on Greenways of scale of not less than 20km whilst investment in shorter Greenways falls under the remit of existing programmes such as the Outdoor Recreation Infrastructure Scheme and government departments such as the Department of Rural and Community Development. The strategy looks to develop Greenways of strategic significance primarily to capitalise on tourism potential, wherein National Greenways are defined as at least 100 km and Regional Greenways are at least 20 km in length. The perception of how a Greenway is defined has changed with time and location. Newtown 2050s vision for the Mountains to the Sea Green-Way embraces trails and routes in different

(11) C3 Collaborating for Health *Review: The benefits of regular walking for health, well-being and the environment, September 2011.* C3 is a registered charity based in London.

(12) *MIND, Ecotherapy: The Green Agenda for Mental Health (2007).*

(13) *Smarter Travel promotes the use and development of sustainable means of transport – walking, cycling and public transport.*

geographies but with a unifying purpose, that of environmental and community benefit.

Wicklow Long Distance Trails and Greenways

4.27 Wicklow is home to the largest area of mountains and hills in Ireland. The highest mountain, Lugnaquilla, at 925m is the highest mountain in Ireland outside County Kerry. Whilst there are many well recognised walks and trails there is just one Greenway in the county, the Blessington Greenway, a 6.5 km trail that links the historic town of Blessington and the Palladian mansion at Russborough House. There are four existing long-distance trails and four proposed trails/Greenways in the county as follows:-

Existing

St Kevin's Way

- A 30km trail that starts at Hollywood, via Wicklow Gap descending to Glendalough and monastic ruins. An alternative spur starts in Valleymount.

Wicklow Way

- A long-distance trail that begins in Dublin's southern suburb of Rathfarnham across the Dublin and Wicklow Hills and finishes in the small County Carlow village of Clonegal.

Avonmore Way

- A 12km trail from Laragh to Rathdrum.

The Murrough

- 15km trail of varying quality from Kilcoole to Wicklow Town via Kilcoole Marsh, East Coast Reserve and Board Lough.

Proposed

Mountains to the Sea Route

- A 25 km proposed route linking Glendalough to the coast at Kilcoole.

East Coast Greenway

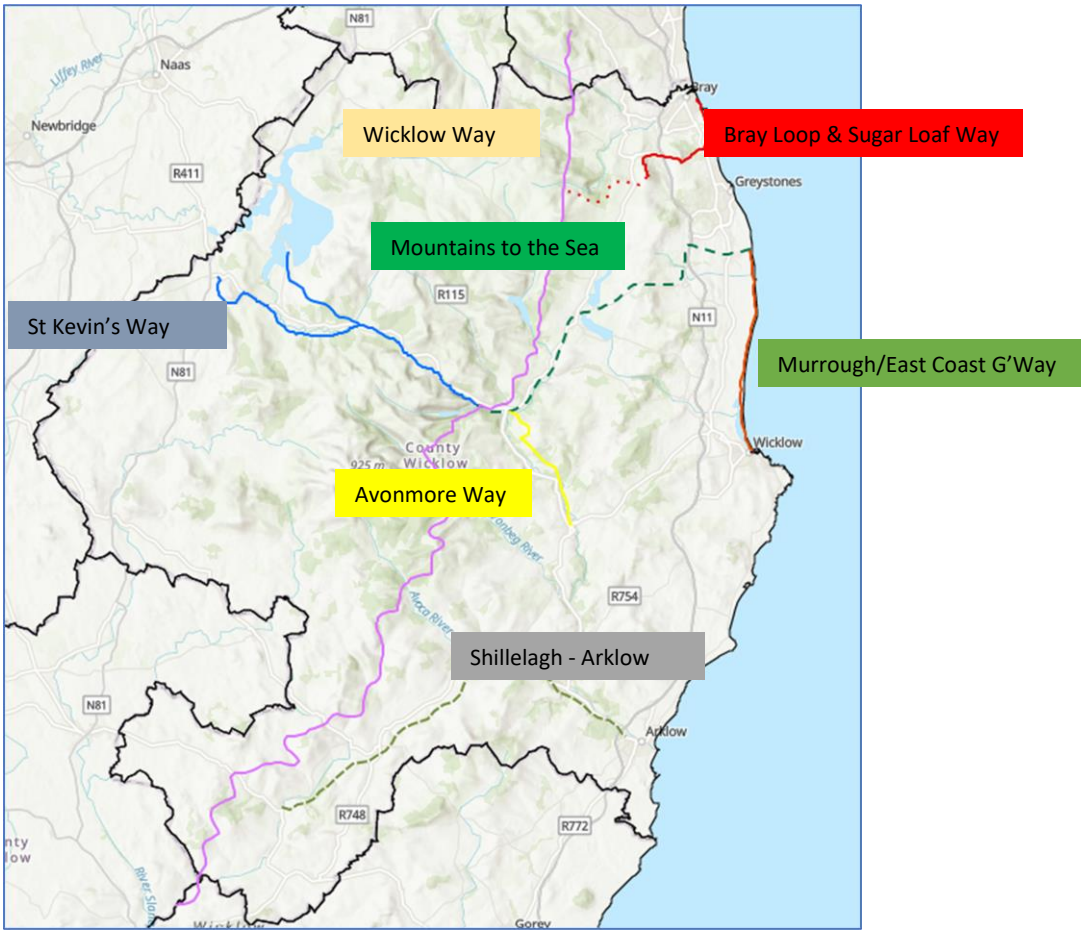
- Proposed route to link Greystones to Wicklow town along the Murrough Reserve- feasibility study completed, next stage is to prepare an Environmental Impact.

Arklow to Shillelagh Wicklow Greenway

- A proposed 37 km route that would re-purpose an old railway route between Arklow and Shillelagh.

Bray to Woodenbridge (Sugar Loaf Way)

- Aspirational trail that would see a number of smaller trails linked to create a 60km route starting at Bray train station taking the villages of Kilmacanogue, Roundwood, Annamoe, Laragh and Rathdrum.



Map showing existing and proposed long distance trails in Wicklow; routes are approximate

4.28 It is noted the council has launched a public consultation exercise for the proposed development of a short section (5km) of Greenway from Kilmacanogue to Southern Cross at Bray Retail Park; consultation runs to January 2021.

Economic Benefits of Greenways/Trails

4.29 The economic benefits of Greenways/trails can broadly be viewed as being of *direct* or *indirect* financial benefit. Direct economic benefits include user spends on food, accommodation, equipment hire and other visitor related expenses whilst indirect economic benefits can include benefits generated through a range of health, wellbeing, social and environmental outcomes for which an economic value can be calculated. Whilst Greenway users will be both residents and visitors, it is expected that residents will account for a larger proportion of the indirect benefits and visitors account for more of the direct economic benefits. Both direct and indirect economic benefits are presented in fuller detail in the following sections.

Direct Economic Benefits

4.30 Tourism is one of the largest and most important sectors of the national economy, providing employment for approximately 260,000 people. In 2018, out-of-state

(Overseas and North Ireland) tourist expenditure amounted to €5.6 billion whilst domestic tourism expenditure amounted to €2 billion, making tourism a hugely important industry. With regard to County Wicklow, Fáilte Ireland's figures for 2017 indicate 275,000 overseas visitors generated a revenue of €73m with a further 319,000 domestic visitors generating an estimated €49m in revenue. Wicklow is part the Ireland's Ancient East brand.

4.31 Fáilte Ireland recognises that Greenways infrastructure plays an important role in Irish tourism. They boost the appeal of Ireland in the travel market, add value to the existing high tourism offering and support the development of rural communities and job creation in the rural economy, as well as protecting and promoting natural assets and biodiversity. Fáilte Ireland's ambition is for Ireland to be recognized internationally as a year-round activity destination. They note there has been significant growth in cycling tourism in Ireland in recent years; in 2018 it was the second largest activity with 450,000 overseas visitors participating in cycling while on holiday. A projected annual growth in cycling tourism of 4% is expected to continue to 2028. The development of a critical infrastructure of trails as proposed through this project aligns well with Fáilte Ireland's tourism vision and would be a valuable tourism asset both for the area and for County Wicklow. The following two case studies, for the Great Western Greenway and the Waterford Greenway, demonstrate the potential direct economic benefits of Greenways; they are presented as Appendix 3.

Indirect Economic Benefits

4.32 Three modelling approaches (PARC, SROI, HEAT) demonstrate how the return on investment in infrastructure such as a Greenway can be calculated in terms of reduced health costs resulting from increased physical activity, and how broader outcomes such as biodiversity, active travel, social connections and others can be accounted for; see Appendix 4 for detailed analysis of each approach.

Section Summary

4.33 For some time government has worked to effect a modal shift in how people choose to travel in everyday life even as major road networks are improved to facilitate cars. Measures to promote active travel, thereby reducing car journeys, have not met targets to date. It's clear that at least part of the challenge is that commutes to work have become longer as more city-based workers move to live in outlying rural areas, meaning that active travel options – walking, cycling – are often not an option. What's needed is the holistic approach presented by Newtown 2050 that makes active travel viable by promoting remote working, walking and cycling connections between villages, public transport stations and bus stops, local business development and a greater appreciation of the environment. This 'packaging' approach is intended to better support the rural community in a way that is both green and sustainable.

5. Consultation

Online Surveys

5.1 For the purposes of this project four online surveys were conducted as detailed below. The community survey and business survey allowed a broad cross-section of the community, both within the project area and the wider county of Wicklow, to engage in the consultation process. In addition, the school surveys captured the views of young people aged 11 to 18 years, an age group often overlooked in such consultation exercises. A comprehensive analysis of survey results is presented as Appendix 5.

Type of survey	Number of responses	Period of distribution	Platform
Community Survey	1,260 individuals	7 September to 30 November 2020	Survey Monkey
Business Survey	23 businesses	21 September to 30 November 2020	Survey Monkey
Secondary School Survey	220 pupils from three schools	24 October to 30 November 2020	Survey Monkey
Primary School Survey	4 classes from 3 schools: Kilcoole Primary School, St Francis National School, Newcastle and Newtownmountkennedy Primary School	14 October to 30 November 2020	Google Documents – the class teacher asked the questions and recorded the number of responses by a show of hands.

Community Survey Results

5.2 The community survey captured information on a range of topics including gender, age, employment status, walking/cycling habits, potential use of the proposed Green-Way, reduction in car journeys, creation of a Nine Village Federation, and the perceived benefits of the project. The level of interest in the community consultation, partly reflected in the large number of survey responses – 1,260 – is in itself an indication of support for Newtown 2050s vision, further evidenced in the survey responses. Whilst residents of Newtownmountkennedy account for 39% of the responses, the three villages of Newtownmountkennedy, Kilcoole and Kilpedder together account for 70% of the responses. These villages lie close to each other in the lower reaches of the Wicklow Hills and it may be the case that their residents are more aware of Newtown 2050s vision than residents elsewhere in the project area; they may also identify with the vision as being peculiar to village communities.

5.3 The profile of respondents is of interest, as 60% are the 35 years to 45 years age band, whilst 65% have children. This suggests young families have a particular interest in and that they understand the proposed project and how it can benefit parents and children, especially the improved facilities for cycling and walking that it will deliver. Currently, cycling and walking activity is at a low ebb in the project area with 75% of respondents rating provision for cycling, walking and running as either *not safe (42%)* or *somewhat unsafe (33%)*. Almost two-thirds of children *never* or *rarely* walk or cycle to school with 57% saying *it's not safe;* a safe cycling/walking route to school could persuade a significant number of children who presently travel to and from school by car to try a more sustainable and healthier way to travel. Backing up this possibility is the 78% of respondents who are open to making less use of their car and making more trips on off-road trails, with nearly all of these respondents reckoning they could reduce the number of their car journeys by at least 28%. Only a third of respondents said *no* to the possibility of investing in an electric bike for everyday travel on the proposed Green-Way so this is something that should be factored into the design of key sections of the network, say, between villages and schools.

5.4 Responses to the question *'….. how would you see yourself, family members and visitors using the proposed Green-Way'?* most likely reflect a perception that Greenways are intended primarily for exercise, leisure and pleasure rather than journeying to/from school or a place of work or connecting communities. The project's strategic pillars – *inter-connectivity; green economics; biodiversity & sustainability* – must constantly be kept to the forefront when advocating the project's merits to encourage a holistic understanding of and support for its vision.

5.5 People need to see how they, their families and their community will benefit from an infrastructure project in order for them to give it their support. The series of seven 'benefits' statements posed in the survey received high levels of support, from 96% agreeing the *Green-Way would attract more visitors to the area*, to 70% agreeing it *would provide safe travel routes to school, work and social destinations*. The 'softer' benefit of making the countryside and nature more accessible is well up the list at 93%; given that most of the respondents already live in rural areas this suggests that countryside access needs to be improved and, that when it is improved, people will respond accordingly.

5.6 The idea of a Nine Village Federation is supported by 92% of respondents. This lends weight to the project's inter-connectivity objective from a social perspective. The top scoring reasons as to why people think a federation is a good idea are *'it could help create sustainable, green and local economic opportunities',* and *'it could help look after the natural environment, local heritage and culture'.* Co-operation between the villages is part of Newtown 2050s vision and the formation of a federation with effective leadership has considerable potential in actioning the vision.

5.7 The community survey has, through the information obtained, achieved several notable results:-

- It has engaged a significant percentage of those living in the project area, helping them understand and identify with Newtown 2050s vision and strategic objectives.
- It has sparked the respondents' imagination as to the project's potential to deliver outcomes that will have a positive impact on their lives and community life in general.
- It demonstrates that the idea of the villages in the project area working together to deliver the vision has widespread support. Importantly, nearly 200 respondents have indicated they are willing to get directly involved in helping to move things forward.

Long Answer Comments

5.8 The community survey included five long answer questions – a full copy of these responses is presented as Appendix 1. In total, 674 comments were recorded, the vast majority in favour of the project. Over 200 people registered their contact details to offer assistance and giving permission for Newtown 20250 to contact them with project updates.

5.9 A small number of these comments raised concern about the project. These can be categorised into three broad areas; (i) concern for biodiversity as a result of increased use of the countryside; (ii) concern that existing infrastructure cannot cope with increased visitors (parking, toilets, littering etc); and, (iii) concern regarding anti-social behaviour on or near the route. What is called for is more wildness and remoteness; getting the right balance between more access to the countryside and promoting, not endangering, biodiversity will be challenging.

Business Survey Results

5.10 Economics is one of the project's three strategic pillars:-

> *'Empowering local businesses to take advantage of gaps in accommodation and activity offerings, building on existing products and resources and exploiting the growing interest in ecotourism. Encouraging the growth of local producers of good quality food and drink and hospitality outlets. Co-ordinating the efforts of businesses under a single brand, such as Wicklow Naturally, will benefit everyone'.*

Tourism is clearly a key element here, however, Newtown 2050s vision broadens the project's responsibility to include all businesses; *'….. the promotion of businesses under a common, legitimate pure green brand will be valued and promoted'.* One idea that the business survey explored is the setting up of business hubs to facilitate people working locally.

5.11 Of the 23 businesses which responded, 7 are located in Newtownmountkennedy. Interestingly, 10 businesses in the uplands area responded, perhaps demonstrating the need for support in developing existing businesses in particularly rural locations. About half of the respondents stated that at least 60% of their business activity is related to tourism. Most of the respondents *definitely support* the proposed Green-Way with the remainder stating they would *need to know more about it* before giving it their full support. All the respondents see the possibility of new business opportunities being generated by more tourists, however, a small number of businesses which responded - 3 - have no links to tourism and consequently do not see their business benefiting from more tourists.

5.12 The business survey sought views on the SMART Village initiative, the Business Improvement District (BID) initiative and the idea of a Nine Village Federation. Support for and interest in these initiatives in terms of helping businesses in rural settings is evident in all the responses. In relation to SMART Villages, of the nine 'needs/challenges' presented to the respondents, *'job opportunities to allow young people the option of staying/living in their home area'* tops the list whilst *'fast broadband, sustainable travel, biodiversity protection, digital-hubs for remote working, farm diversification, social connections'* are also rated as very/extremely important. The idea of a BID initiative which involves businesses working, investing and delivering projects as a collective is also favourably received. Similarly, the Nine Villages Federation idea has sparked a good deal of interest amongst the respondents. The level of interest in these business initiatives merits further investigation and consultation. The open comments recorded by the business survey respondents confirm their support for the proposed Green-Way and its potential benefits whilst highlighting concerns such as vehicle parking, ancillary facilities and the need to mitigate any environmental impact on flora and fauna.

Schools' Survey

5.13 The schools' survey was distributed during October 2020 electronically to all secondary schools in the county – 14 no. – and all primary schools in the project area. Responses were received from three primary and two secondary schools.

Primary	▪ Saint Francis National School, Newcastle
	▪ Kilcoole Primary School
	▪ Newtownmountkennedy Primary School
Secondary	▪ St Gerard's School, Bray
	▪ Temple Carrig School, Greystones
	▪ Coláiste Chraobh Abhann, Kilcoole

5.14 Primary Schools

- Whilst 51% of children who responded to the survey travel to/from school by car, a significant 58% either walk – 43%, or cycle – 15% with the remaining 3% travelling by bus. That 58% either walk or cycle is perhaps a reflection of the relative proximity of primary schools to residential areas within villages. However, nearly three times as many children walk as cycle to/from school.
- Looking at the reasons as to why children don't walk or cycle to/from school, 16% stated there are no suitable paths whilst 14% said their parents don't allow them to walk or cycle to/from school. The provision of paths for cycling and walking may help to change parental attitudes. Only 11% of the children said they don't have a bicycle; this could be addressed through bicycle loan schemes.
- Children were asked *'Where else do you walk or cycle to'?* A significant 45% walk or cycle with their parents *'for fun'* whilst the same percentage walks or cycles to a local play park. The biggest percentage – 72% - walk or cycle to visit friends, most likely in their immediate neighbourhood. Nearly all of the children – 91% - agree that the Green-Way is a good idea whilst 81% reckon they would cycle/walk more if it is built.
- A range of activity options that the children might be interested in was suggested to them. The most popular are *nature walks with school* and *family walking trips* whilst half of the children said they would *walk or cycle to school.*
- The children were able to express their opinions in final comments. The most perceptive comment covered health benefits, reduced air pollution, impact on climate change and traffic congestion; *'It might make the journey shorter, lead to more exercise and fitness, less air pollution. Would lessen the impact of climate change. Would not be stuck in the car, less cars/traffic on the road. Good for the community'.*

5.15 Secondary Schools

- A total of 220 pupils between the three participating schools submitted a response, of which a third were 13 year olds; pupils in year groups 8 to 11 accounted for 82% of the responses.
- Nearly two thirds of pupils rely on family members to *get about*, that is, being driven, although 46% either walk – 28%, or cycle – 18%, to most places. For those that don't walk or cycle much as part of their normal activities, the most frequently cited reason is the *lack of safe paths/trails/routes*, with a further 18% reckoning that *walking or cycling on roads is not a safe option for getting about*. The flip side of safety concerns preventing walking and cycling is that 97% of the pupils stated they would walk or cycle more often if safe paths were developed. Thinking about how often they would use the proposed Green-Way 82% of the pupils would use it at least a *few times a month* with the top activities being fitness activities and using it with family and friends.

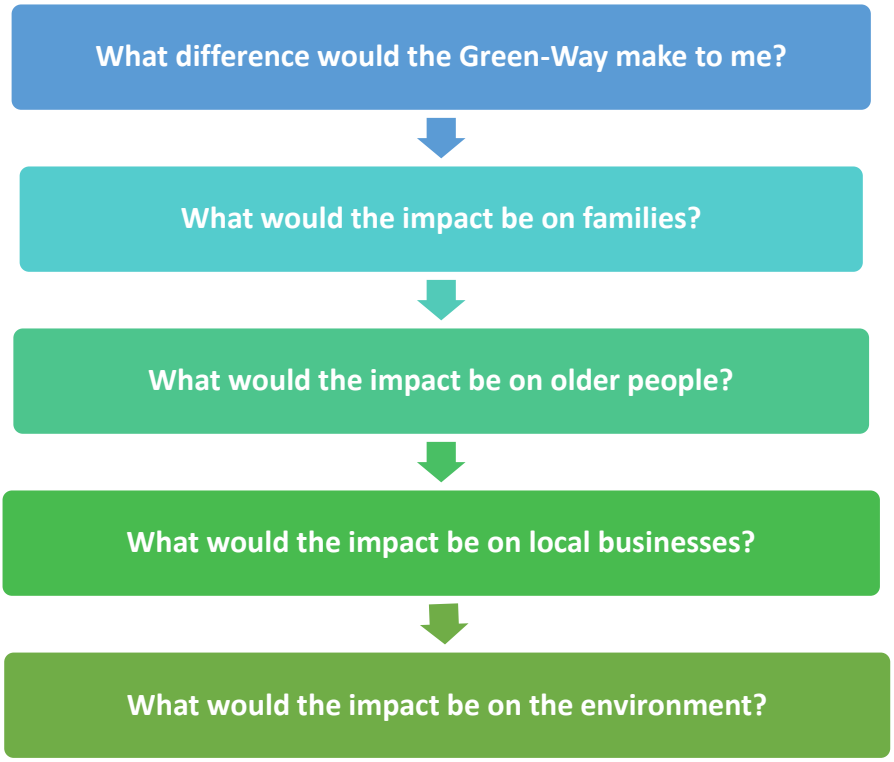
- The open comments recorded by these secondary school pupils - over half of the pupils recorded a comment – demonstrate an excellent understanding of the challenges in developing the proposed Green-Way and the benefits that it could bring. Here are two such comments:-

'I think the government should fund it because they pay for roads and the Green-Way is the human equivalent of roads'.

'There should be a lot of them webbing across and connecting to each other so they could take users to lots of places. They would be used more then'.

Online Public Workshops

5.16 A series of three public workshops was delivered during November 2020. These were delivered online due to COVID-19 restrictions on public gatherings. Each workshop addressed the same five topics:-



Topic 1: What difference would the Green-Way make to me?

The Green-Way has the potential to make a difference to individuals' lives through using it and what that means for recreational opportunities, for ways of getting around and for health outcomes. This discussion encouraged people to think about themselves and how their lives might change. A number of key themes and describing words emerge:-

Safety

- Uppermost in people's minds is safety, both in walking, cycling and recreational activity such as running. One participant made the point *'there are no facilities in Newtownmountkennedy for the elderly in wheelchairs or young children in buggies to walk safely'.*

Connections

- The potential for people to walk/cycle/jog between villages is recognised. The vision is presented as 'The Mountains to the Sea' and several participants look forward to the opportunity to travel the 25 kilometre (approximately) distance as a day-trip adventure.

Recreation

- People see the Green-Way as providing more options and more opportunities for recreational activities, whether cycling, walking, running or even horse-riding. There is a sense that people look forward to having opportunities for outdoor recreation, perhaps as a result of COVID-19 'lockdowns' that have constrained people in getting out of their homes. Having a network of off-road routes that can be easily accessed by people living locally is viewed as a significant step forward in the provision of recreational facilities in the area. Many of the participants suggested they would be able to 'stay local' for recreational activities and 'explore the surrounding areas'.

Less Car Use

- The road system in the project area is not particularly suited to other modes of transport, especially cycling. With a network of routes that welcome cyclists the participants feel they will be able to reduce their use of the car, especially for shorter journeys between villages. There is a sense that people look forward to having less reliance on cars, that the Green-Way will lead to lifestyle changes; one participant stated *'I would actually get to use my bike'.* It is often the case that roads in rural areas are not welcoming to cyclists, yet the sale of bicycles in Ireland increased by 30% in 2020 over 2019, likely due to COVID-19.

Health

- Many participants made the connection between using the Green-Way and improved physical and mental health. There is a sense of frustration that living in the project area means there are fewer opportunities for health-promoting and accessible exercise with some participants travelling - by car - outside the area to access facilities. The prospect of a Green-Way on people's doorstep is clearly linked to improved health outcomes by the participants.

Nature

- Perhaps surprisingly the opportunity presented by the Green-Way to get out into nature and appreciate the environment was mentioned less than other aspects that directly affect individuals' lives. Comments related to nature include *'I'll be able to explore the countryside', 'I'll see new parts of the countryside'* and *'I'll show off the area to my friends and family'.* The bigger picture of biodiversity and climate challenges addressed through this project need to be communicated alongside the benefits to individuals.

Topic 2: What would the impact be on families?

The potential to impact on families is quite different from the difference the Green-Way will make to individuals. This discussion encouraged people to consider the impact on family groups, especially those with young children. The following themes emerged across each workshop:-

Safety

- As in the previous discussion topic, safety is high on the list. Several mentions were made of *'safe, sustainable travel to/from school*' which would have the knock-on effect of reducing short car journeys between home and school. People see the routes as being *'safe and inclusive for those walking or with mobility devices for exercise/travel*'. The Green-Way is clearly linked with people being able to access safe walks in the project area.

Nature

- Being able to connect with nature appears to be an important consideration for families, more than for individuals. This points to parents' recognition of the need to encourage awareness of nature and natural habitats in their children. One comment referred to a *'greater appreciation of the outdoors'* which implies a greater appreciation of nature.

Family & Community

- Perhaps unsurprisingly the possibilities for families spending time together presented by the Green-Way are seen as being important. One suggestion is *'..... it will enable the family to get out of houses and integrate in the community'.* Another participant suggests the Green-Way is *' ..... a way for the community to come together with a shared goal'.* This latter point recognises that the project to develop the Green-Way will bring people together for a common purpose. 'Family' and 'community' are viewed here as one and the same thing; one comment suggests the Green-Way will give a *'greater sense of identity for Wicklow newcomers'* whilst another reckons it will create *'opportunities for intergenerational activities'*. There is a sense that the project will give the area an identity with one comment referring to *'community pride*'.

Health

- Following on from the emphasis on health benefits for individuals it's also an important outcome for families. The workshop participants look forward to establishing *'healthy habits in children for life (cycling)'* and the positive impact on mental health. These and similar comments point to parents' growing understanding of the need to involve children in exercise for mental as well as physical health. Often it is difficult to access recreational facilities in rural settings so the Green-Way is seen as an important asset for families as well as for the community.

Social

- There is a view that the Green-Way will be somewhere that people can meet; *'a meeting point for family members'* is how one participant put it, whilst another said *'it will give easy access for community and social involvement, eg, walking groups'.* The simple impact of people meeting and talking on the Green-Way and the benefits to families and the wider community are recognised here.

Topic 3: What would the impact be on older[14] people?

As Ireland's population gets older, especially in rural areas, and life expectancy increases, people need places to walk, exercise and socialise, moving easily between communities and staying in touch with each other. The physical and mental health benefits of regular exercise and socialising among older people are well documented. The discussion shows a clear understanding of these benefits.

The 2016 census reveals 37.2% of the population is aged 45 and over compared with 27.6% in 1986. The average age of the rural populaton is 2.4 years older than the urban population.

Safety & Access

- Having somewhere safe for older people to walk is a common theme across the workshops; several people wondered about the surface, suggesting wheelchairs/pushchairs should be able to access the routes. The issue of safety and accessibility is raised across the workshop topics. This begins to inform how routes should be constructed; whilst it will not be possible for routes to always be flat, there should at least be 'inclusive' sections, suitable for wheelchairs and mobility aids and generally safe for older people.

Connections

- For older people, connections are as much about connecting with each other as they are about connecting places. In this regard some participants wondered about the need for ancillary facilities such as seating and even cafes which *'are not currently present at many walking spots'*. About half of the participants talked about how the Green-Way would *'decrease isolation in older people through connecting villages and neighbours'* and encourage *'community activities to combat loneliness'*. Other comments similarly spoke of how integration with others in the community would alleviate loneliness whilst some suggested the Green-Way would provide volunteering opportunities in caring for the route and participating in group projects. Village life can benefit enormously through volunteering, especially by older people, who are likely to be retired from full-time employment.

Exercise

- Regular exercise reduces the incidence of life-limiting conditions and it's never too late to get started! The workshops emphasised the opportunities for older people to exercise through using the Green-Way, either walking or cycling; one comment suggested *'it may encourage some older people to try cycling as they will feel safer than sharing roads with vehicles'*. The connection being made between exercise and safety is clear, again highlighting that opportunities for older people to exercise in the project area at the moment are, perhaps limited. Another comment draws attention to the fact that having options for exercising close to home means a car journey is not required.

[14] *For statistical and public administrative purposes 'older people' are generally regarded as 60 or 65 years and above.*

Topic 4: What would the impact be on local businesses?

With 'Green Economics' one of the project's strategic pillars, workshop participants were encouraged to consider how they think local businesses might benefit from the Green-Way, not only existing businesses but also through opportunities for new businesses. A good deal of the commentary is linked to more people coming into the area through domestic and/or international tourism.

Opportunities

- The workshop participants recognise the opportunities for local businesses presented by the Green-Way, for both existing businesses and new businesses. The potential for smaller businesses, locally owned, is viewed as being important. Comments point to a range of businesses including bike rental, outdoor wear, bed & breakfast, cafes and food outlets. The thinking amongst the participants is that the Green-Way will attract not only 'new' visitors but it will also encourage people living locally to stay within the area for the recreational activities that the Green-Way makes possible. Given that the Green-Way routes will link villages, discussion also identified the potential for existing shops to benefit from a spin-off from increased footfall in the area.

.

Start-ups

- The participants also see opportunities for start-up businesses to meet the needs of people visiting and using the Green-Way. Ideas for start-ups reflect the 'green' brand that the Green-Way will promote, including food and drink producers, farm diversification, heritage tours, walking guides, equipment hire, etc. The potential for start-ups is reckoned to be limited only by the eventual scale and scope of the routes and how they are marketed.

Support

- For local businesses to derive benefit from the Green-Way the workshop participants see a need for them to be supported. What 'support' will look like is not yet clear, however, it could include (i) mentoring to be aware of emerging opportunities and how to take advantage of them; (ii) marketing; (iii) product development (iv) inclusion in Green-Way branding.

Competition

- There is clearly some concern that, in drawing attention to the project area non-local businesses may become interested in setting up shop; the specific concern is that some new businesses, perhaps even 'multi-nationals' would have a detrimental impact on small local businesses. Such a development would seem to fly in the face of the project's objectives in relation to empowering local businesses and encouraging local producers; efforts will be needed to avoid this happening.

Topic 5: What would the impact be on the environment?

In each workshop session this was the last topic to be introduced. The discussion demonstrates a clear understanding of environmental issues and the positive impact that the Green-Way will have. There is also an understanding of the need for environmentally-friendly construction of the Green-Way and the need for care in its operational management.

Biodiversity

- As one of the project's main drivers and objectives, it's perhaps gratifying to note that local people, as evidenced in discussion across all workshops, put the importance of biodiversity and its protection at the top of the list of all impacts. One participant reckons, *'if planned and managed properly the Green-Way could create an amazing biodiversity – 25km x 4 or 6 metres is a lot of planting'*. Other comments refer to opportunities for localised wilding and creating a wildlife corridor. Another comment draws attention to construction of the Green-Way, *'the materials have to be non-oil based. Keep the insects and wildlife being able to live alongside us'*. Yet another comment highlights the risk that inappropriate lighting would kill insects. This concern regarding biodiversity emphasises the importance of taking care not to compromise the project's objectives during construction.

.

Management

- Beyond construction, concerns are also raised regarding management, as evidenced in the following comment, *'poor management can result in very negative impacts – litter, traffic, damage to habitats, etc and this is a particularly sensitive area'*. Other comments relating to management referred to the need for route maintenance, eg, drainage, surface condition and the maintenance of ancillary elements such as signage, litter bins, seating, fencing.

Education

- The opportunity to educate people about biodiversity and climate change is seen as a critical part of the project, particularly school-age children. The starting point here is children being able to use sections of the Green-Way to travel – walk or cycle – to and from school. The importance of appropriate signage is highlighted by participants. Whilst education about the project's objectives is important, workshop discussion also highlighted the need to educate people to respect the Green-Way; examples put forward of unacceptable behaviour include lighting fires, littering, dog fouling, disturbing wildlife and farm animals.

Reduce Carbon Emissions

- As with biodiversity, the impact of the Green-Way on climate change through reducing car journeys and the resultant reduction in carbon emissions is fully understood by the workshop participants. One participant sees this as a significant opportunity for the project, *'If through the Green-Way project, we make a significant effort to reduce carbon emissions aligned to local development, this could put the area on the Irish map in terms of awards given we are the Garden of Ireland'*.

Stakeholder's Forum

5.17 Held in November 2020 this virtual workshop brought together a Stakeholder's Forum, comprising representatives of key organisations which have an interest in the vision proposed by Newtown 2050. The objective of the workshop was two-fold; (i) to inform these organisations about the project and the rationale behind it, ie, climate change and the loss of biodiversity; (ii) to hear how the work of other organisations complements Newtown 2050s vision. Representatives from the following organisations were in attendance:-

- Wicklow County Council – elected members, planning department
- Wicklow Tourism
- Newtownmountkennedy Community Forum
- County Wicklow Partnership
- National Parks & Wildlife Service
- Newtown 2050
- Teagasc Agriculture & Food Development Authority

Also invited but unable to attend were the Wicklow Uplands Council and Coillte, both of which had been consulted before the workshop, and Simon Harris, TD for Wicklow and Minister for Further and Higher Education, Research, Innovation and Science.

Also invited and in attendance was a representative from the consultancy team commissioned by Fáilte Ireland and partners to prepare a Visitor Experience and Management Master Plan (Glendalough and Wicklow Mountains National Park) and Visitor Orientation Recommendations (Co Wicklow). The consultant's remit includes the preparation of a Recreational Trail Master Plan.

5.18 The Forum commenced with a presentation, describing the vision, the project's strategic pillars and a summary of the survey and consultation work undertaken in the weeks prior to the workshop. The first of two 'work' sessions asked the attendees to consider how Newtown 2050s vision fits with the strategic plans of their organisation. Here's a summary of the comments and discussion:-

- *Newtownmountkennedy Community Forum* see the project as bringing groups and residents in the village together and contributing to more community engagement. Newtown 2050s vision is supported by the village community and its businesses, recognising the project will help to link local villages by ways that reduce the carbon footprint. Children getting to and from school presents a particular opportunity for this project, especially thinking of children living in Newtownmountkennedy and attending the secondary school in Kilcoole.

- Three elected members serving on *Wicklow County Council* were present. They made a number of points:-

(i) Newtown 2050s vision clearly fits with the county's tourism plan which looks at various 'honeypot' tourist sites and how to disperse visitors to other parts of the county. Connectivity, as referenced in Newtown 2050s vision, is at the very heart of the county tourism plan, the objective being to extend the length of time visitors remain in the area. One of the key tourist sites from which the council is keen to disperse visitors is Glendalough.

(ii) A good deal of work has taken place in the Roundwood area in terms of local walks. The county is under-provided in bed-nights and places to stay, however, there are hotels which could be better utilised.

(iii) Landowners will have concerns when it comes to route planning; how these concerns are handled will be a critical element in delivering the project.

(iv) The project will need to look at the development plans/strategies for the villages in the project area to be informed of their infrastructural needs.

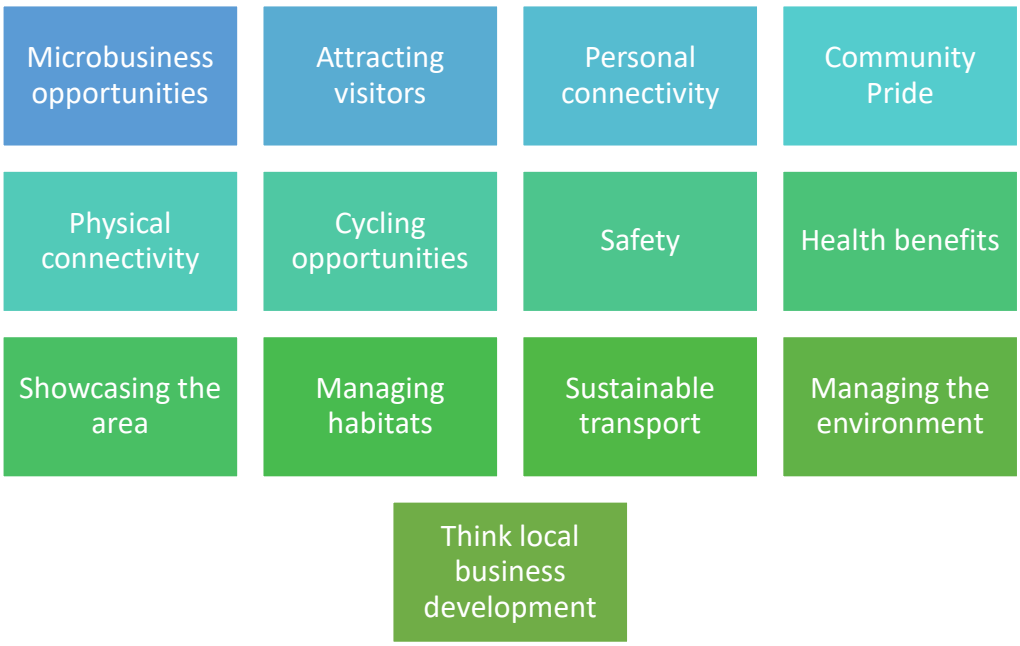
(v) The early thinking for this project was to achieve connectivity between Roundwood, Kilcoole, Newtownmountkennedy and the coast. This is something that should happen, however, there is a risk that if the project is too big the cost will mean nothing will happen. The focus should be on smaller projects that, taken together achieve the vison in the long term. Newtown 2050s representative responded to this concern by confirming that the vision will be progressed through a number of projects, each of which will be designed to be achievable in terms of cost.

- *Wicklow Tourism's* representative highlighted that eco-tourism is the way forward, especially in light of international trends in tourism. Cycling around the villages in the project rather than having to drive is an attractive proposition. Wicklow Tourism is keen to see how the project will progress.

- *Wicklow County Council (Planning Department)* views this as a very interesting project that is well worth pursuing given that connectivity between the villages is an issue. There is a need for a master plan/strategy for routes and trails in the county and Newtown 2050s project could feed into Fáilte Ireland's Visitor Experience and Management Master Plan project. Adhering to Greenway specifications may be an issue if Newtown 2050s project is focusing on trails and connectivity between villages. Funding opportunities for smaller projects are more plentiful than for larger projects. There is no doubt about the huge growth in walking and cycling trails in Ireland; the question is posed – is it possible to create and obtain funding for a long distance route which is not necessarily a Greenway?

- The *County Wicklow Partnership* representative agrees that achieving connectivity between one village and another, not necessarily by a Greenway, has examples of what can be achieved, such as Cinque Terra in Italy, where five coastal villages are connected by trails. Regarding LEADER funding, any community project that includes walks is eligible to apply. There are also grants for start-up businesses such as cycle rental.

The second work session sought to identify key themes coming out of the foregoing discussion. To start the discussion, the key themes emerging from the survey responses were presented on screen, as follows:-



5.19 Attendees highlighted the importance of several key themes in the following discussion:-

Think local business development.

- Local businesses are changing due to COVID-19; some of this change is for the better and can continue. There is a need for the development of business hubs, including an improvement to Broadband to allow more people to work locally, taking commuting pressure off the N11. Wicklow is full of small horse riding businesses - they and other small businesses need more connections - bridle paths for horses? This project primarily supports the development of local small businesses.

Physical Connectivity

- Connections between the villages is key. There needs to be an audit of what each village has to offer in terms of parking/business/infrastructure, etc. The intention is that each village brings its strengths to the project rather than trying to replicate others' strengths.

Health Benefits

- The traditional way of looking at health has changed - now, physical and mental health as well as community health is important. All the work being done by statutory organisations and non-statutory community organisations converts to *community health*. In this regard the project is primarily a health project.

Safety

- This theme is very important given consultation shows that people do not feel safe using roads to cycle or walk. Currently there is no safe route to commute from Newtownmountkennedy to secondary school in Kilcoole - there is a need for a safe alternative to car or bus.

Section Summary

5.20 The approach to consultation was partly shaped by the COVID-19 pandemic, necessitating online workshops and survey work carried out solely by electronic means. Despite these restrictions, consultation has engaged a great many individuals and stakeholder groups; the community survey obtained responses from 10% of the project area's population. However, the level of engagement from schools and local businesses was low, when matched against the level of engagement from individuals. Having said this, the information obtained across all consultation methods points to a great deal of interest in and support for the project's vision and the three strategic pillars, effectively mandating the project to move forward.

5.21 Whilst consultation produces key information and statistics in response to set questions and discussion topics, the *open comment* opportunity in survey work often reveals important issues, ideas or simply expressions of support that complement responses to set questions. Appendix 1 presents the complete set of open comments to the community, business and schools surveys – 887 responses in total. It isn't possible to review each and every comment in this analysis however it is recommended that the comments are used to help inform discussion on the strategy and masterplan for the project when the time is right as they offer advice on what can be achieved, where care is needed and what should be avoided. Reading all the comments gives the reader an overwhelming sense of local interest in the proposed project and its objectives, support for it going forward, eager anticipation of how it will impact positively on everyone's lives, and finally, pride that it will be happening on the doorsteps of the villages' residents. Here is a small selection of the open comments:-

Community Survey

- *'Overall in favour! Would like more detail in map, to know more about its path and end point in Kilcoole. Would it connect to Greystones/DART or some sort of transport connection? Green-Way of this kind would be a huge benefit to us as a family and we could switch to 1 car instead of 2'.*
- *'Adequate funding needed to see the project through. Proper joined-up thinking to bring it all together. Proper funding to pay local people to make this happen – stop over-reliance on volunteers and treat this as a wise and lucrative investment into sustainable regeneration for the area and a Just Transition for farmers seeking to diversify'.*
- *'Depending on the route it could end up funnelling visitors into specific areas, eg, Glendalough effect. There is a view that we sacrifice Glendalough to commercial tourism and that keeps the rest of the uplands unspoilt – be careful what we wish for'.*
- *'Greenways can cause considerable damage to the local environment by destroying habitats'.*

Business Survey

- *'I am involved in marketing consultancy. This will encourage more local business, more prosperous economy, lead to more work'.*
- *'We could develop our 'gate to plate' offering for passers-by, especially at sweetcorn time'.*
- *'Parking central to the village of Roundwood. If the Green-Way goes ahead we will need parking more central to the village itself'.*
- *'Any initiative that enables our communities to develop and flourish, while simultaneously protecting an area of outstanding natural beauty is to be applauded. Best of luck and we will do what we can to support'.*

Schools' Survey

- *'Instead of driving to a place to do a non-environmentally friendly activity, people can have fun and exercise in the Green-Way'.*
- *'Less people using cars to get places will obviously release less emissions but more needs to be done for climate change. It is ridiculous how little we are doing to save our home'.*
- *'I think government and local councils should fund it. They should be built near a main road so that it can be accessed easily by tourists but then diverge from the road so that the scenery would be more pleasant. It should go through multiple towns and villages so that there are different places where it can be accessed and where people can take a break. I think it should end by the sea, possibly Greystones'.*

6. Newtownmountkennedy

Introduction

6.1 Newtownmountkennedy[15] is a growing settlement, variously referred to as a village or small town; it is categorised as a *large town* in the current County Development Plan. In recent years housing developments have significantly increased the village's population and permission is in place for a further 630 houses. Lying just off the N11 it has effectively become a commuter village for many of its residents; approximate distances by road to larger conurbations are:-

The Dublin Area Rapid Transit (DART) train service runs between Greystones and Dublin whilst the South Western Commuter Train service runs between Wexford/Rosslare and Dublin with a halt at Kilcoole.

6.2 Within the coastal sector of the project area the villages/settlements lying closest to Newtownmountkennedy are Kilcoole (4km), Kilpedder (2.5km), Greystones (7km), Newcastle (4.4km), Ashford (8.8km). Road distances from Newtownmountkennedy to villages/settlements in the uplands sector are:-

[15] *'Newtownmountkennedy' is often shortened to 'Newtown'.*

6.3 Newtownmountkennedy lies between the Irish Sea and the Wicklow Mountains in an idyllic rural setting. The village of Kilcoole is its nearest neighbour; with Kilcoole accounting for 22% and Newtownmountkennedy accounting for 39% of the community survey responses there is clearly an affinity between the two villages. The nearest secondary school to Newtownmountkennedy - Coláiste Chraobh Abhann - is in Kilcoole and a wide range of services and retail outlets in Kilcoole supplement the offering in Newtownmountkennedy.

Planning Context

6.4 The Wicklow County Development Plan 2016-2022 is presently under review as the new County Development Plan 2021-2027 takes shape. Under the Planning and Development Act 2000 the County is required to make a development plan every six years, addressing mandatory objectives which include the *'zoning of land, provision of infrastructure, the conservation and protection of the built and natural environment, the development and renewal of areas in need of regeneration, the preservation of the character of the landscape and the promotion of sustainable settlement and transportation strategies in urban and rural areas'.*[(16)] Furthermore, Wicklow's new development plan is informed by the Regional Spatial and Economic Strategy (RSES) for the Eastern and Midland Region – adopted June 2019 – which promotes three key principles – Healthy Placemaking, Climate Action, Economic Opportunity.

Healthy Placemaking	• To promote people's quality of life through the creation of healthy and attractive places to live, work, visit and study in.
Climate Action	• The need to enhance climate resilience and to accelerate a transition to a low carbon economy recognising the role of natural capital and ecosystem services in achieving this.
Economic Opportunity	• To create the right conditions and opportunities for the region to realise sustained economic growth and employment that ensures good living standards for all.

(16) *Wicklow County Development Plan 2021-2027; Issues Booklet. Wicklow County Council.*

6.5 Whereas in the County Development Plan 2016-2022 Newtownmountkennedy is designated as one of six *principal growth towns,* the RSES identifies Bray and Wicklow-Rathnew as the county's key towns, with all other towns to be designated as either 'Self-Sustaining Growth Towns' or 'Self-Sustaining Towns' based on assessment criteria. Set out in the RSES, sustainable development that *'promotes compact growth, reduces transport demand and encourages low carbon transport modes'* is highlighted as one of the primary areas of transition for the region. There is a strongly held view within Newtown 2050s members that housing developments in Newtownmountkennedy have already reached and even exceeded the village's capacity for sustainable development; housing growth over the past decade has increased the number of vehicles on the N11 for commutes and everyday living, and low carbon transports modes – active travel – have not been encouraged. Many local people support the regional authority's view that land in the village earmarked for large-scale residential development should be de-zoned and significant barriers on future expansion put in place.

6.6 It's noted that Newtown 2050s three strategic pillars closely align with the policies and objectives proposed for the new County Development Plan[17], evidenced in a sample of numbered recommendations that appear in recent council papers:-

51.	Include policies to support new employment development in appropriate locations that will improve economic resilience and reduce to (sic) need for unsustainable commuting patterns.
53.	To retain and enhance policies and objectives with regard to enterprise development to ensure that entrepreneurialism and enterprise is promoted, smaller local businesses are fully supported and the development of co-working spaces/hubs is facilitated.
65.	To provide greater focus for walking trails, cycling infrastructure, greenways and blueways taking into account the potential benefits for local people and tourists.
70.	As part of the green infrastructure strategy to assess the feasibility of providing access to the Coillte forests located centrally in Newtownmountkennedy.
76.	**To investigate the feasibility of providing a pedestrian and cycle link between Newtownmountkennedy and Coláiste Chraobh Abhann Secondary School in Kilcoole.**
96.	The new County Development Plan will address recommendations of the Pollinator Plan where relevant.
105.	Include a new objective to encourage great consideration for biodiversity in the design, layout and planting of open space areas.

[17] *Wicklow County Council County Development Plan: Chief Executive's Report on Pre-Draft Consultation. June 2020.*

Delivering the Mountains to the Sea Vision for Newtownmountkennedy

6.7 The vision presented by Newtown 2050 will not be achieved in a single project; rather, it will be achieved incrementally in a series of projects over a period of years. Each of the three strategic pillars will require a detailed Master Plan, demonstrating how projects and actions will be taken forward and how, upon their delivery, they will collectively add to the vision. With this in mind, a good starting point is to look at Newtownmountkennedy and its environs to consider projects that have the potential to deliver aspects of the three strategic pillars.

Strategic Pillar: Inter-Connectivity

> ***'A critical infrastructure of paths and trails creating safe school commutes between villages; safe walking and cycling for locals and for work commutes to rail and transport services; options for activity tourism including bed nights. Also, relieving traffic congestion on the N11 by enabling a network of remote working hubs in areas where remote working in increasing'.***

Paths and Trails

6.8 Newtown 2050s vision embraces environmental conservation and the promotion of a pure green brand, therefore the creation of paths and trails must also deliver on Biodiversity & Sustainability whilst delivering on Inter-Connectivity. Holding good to the relationship between these two strategic pillars helps inform how paths and trails will be designed and constructed, how they will look, how they will be used and how they will impact on local communities and on visitors. Different sectors within the project area have different priorities for types of use whilst the physical environment – flat, undulating, hilly, forest, open – will determine design and construction and, consequently, who will use the trails.

6.9 Whilst the study has not explored potential routes for trails and paths, an assessment of the project area and the sectors within it points to three categories of path/trail.

Category 1: Paths

What will it look like?	How will it be used?	Where will it be?
• Mostly flat, with gentle undulations, if any. • Mostly open environment, fenced through farmland. • Wide path - minimum 3 metres - with all-weather flat surface for walking and wheels. • Planting - minimum 2 metres to each side of path. • Lighting if required for intended use.	• Commuting • Connecting villages • Recreation/leisure • Activity tourism • Home to School	• Best suited to the coastal sector but also in uplands sector where the physical environment allows.

Category 2: Paths/Trails

What will it look like?	How will it be used?	Where will it be?
• Mix of flat and hills, forest and open. • Wide path/trail where possible - minimum 3 metres - with flat and hard surface for walking and wheels. • Mix of natural habitat and supplementary planting - 2 metres - to each side of trail. • Natural materials used for construction, blending with surrounding environment. • No lighting.	• Connecting villages • Recreation/leisure • Activity tourism	• Best suited to uplands sector but also in coastal sector determined by the terrain.

Category 3: Trails

What will it look like?	How will it be used?	Where will it be?
• Mix of hills and forest. • Trail wide - up to 3 metres - where possible. surface contour dependent on terrain. • Mostly natural habitat but with supplementary planting where necessary. • Trail surface mix of free draining material and compacted earth; walking, fat tyre bikes.	• Recreation/leisure • Activity tourism	• Almost exclusively the uplands sector.

6.10 *Category 1: Paths* is the preferred option that best delivers Newtown 2050s vision and it is hoped that the majority of routes will be able to host this category; indeed, when it comes to identifying potential routes it is this category that should inform route-finding first and foremost. *Category 2: Paths/Trails* and *Category 3: Trails* are put forward here in recognition of the differing physical environments within the project area and the uncertainty at this stage of where routes can be placed. Perhaps a final category – **Category 4** – could be the idea of the Glendalough Camino, bringing together all the routes between Glendalough and the sea, presented as a long distance trail network.

6.11 This study confirms that, for Newtownmountkennedy two inter-village routes are likely to be viable:-

1. Newtownmountkennedy ↔ Greystones

Northwards from Newtownmountkennedy taking in the Garden Village housing development and Kilpedder then turning east to Greystones, picking up the existing cycle path on the town's outskirts to connect to the train station and schools.

2. Newtownmountkennedy ↔ Kilcoole

East from Newtownmountkennedy, connecting to the centre of Kilcoole and Coláiste Chraobh Abhann. This is a co-educational, multi-denominational second level community college.

6.12 These routes will trial the assertion, based on evidence coming out of the research for this study, that appropriately constructed routes connecting key places will reduce car journeys by facilitating walking and cycling. Both routes are selected for particular reasons; the Greystones route primarily to facilitate business commuters – but also schools; the Kilcoole route primarily to facilitate travel to/from schools. However, it is anticipated both routes will also attract a wide range of recreational users. They also open up opportunities for 'spurs' eg, on the Kilcoole route a spur to Kilquade, potentially following the ancient Mass Path onwards into Kilcoole.

6.13 The route between Newtownmountkennedy and Kilcoole is of special interest as many of Newtownmountkennedy's children transfer from the village's primary school to Coláiste Chraobh Abhann in Kilcoole. This newly built community college, opened in 2003, is expected to grow from around 800 students to over 1,000 by 2022. Its catchment includes Newtownmountkennedy. The community survey points to almost two-thirds of pupils never or rarely walking to school presently, but 97% of pupils would walk or cycle more often if safe paths are developed .

Remote Working Hubs

6.14 The COVID-19 pandemic has brought home the need to be able to 'work remotely', meaning working close to home rather than travelling into city-based offices. For example, an organisation may facilitate staff to work remotely for part of the week,

or a start-up business may look for locally-based office accommodation in favour of the daily commute to city-based office accommodation. Having been thoroughly tested during 2020, remote working is not only here to stay but is reckoned to increase, at a time when office-based organisations are encouraged to reduce their carbon footprint and communications technology enables remote meetings. In December 2020 the government announced it is looking at the possibility of developing 'more than 400' remote working hubs and the Minister for Rural and Community Development, in allocating €5million in the 2021 budget, has made remote working a priority.

6.15 The project area offers particular opportunities for the development of remote working hubs, not least by way of farm diversification. The scale of proposed housing development in Newtownmountkennedy and across the project area points to increasing demand for remote working hubs in the project area in the coming years. These hubs will be partly facilitated by improved physical connectivity between villages, so enabling travel from home to work by walking or cycling.

HUB13's relaxation lounge where people can meet and share ideas.

6.16 The development of remote working hubs in the project area will also help deliver on Newtown 2050s other strategic pillars – Economics, Biodiversity & Sustainability. The hubs will contribute to a more equitable distribution of jobs across the county whilst fewer car journeys will reduce CO2 emissions. They will also enhance the quality of life for users – and their families; the average Wicklow motorist commuting to and from Dublin spends up to 2 hours in their car daily and three-quarters of commuters reported they are *unhappy* or *very unhappy* with their commute in a recent survey[18].

HUB13

HUB13 is located just outside Newtownmountkennedy in a 150 year old repurposed sawmill/joinery workshop. Developed and managed by a local entrepreneur and opened in August 2019, it offers co-working office and workshop space aimed at the tech and design sector. HUB13 has a strong business community ethos, explaining that *'co-working spaces are communities of people, who work in the same space, share ideas, dreams – and love it!'* The objective is to have a blend of businesses in a social environment where people can get to know each other and share skills and knowledge.

With occupancy at 85% HUB13s clients include internet consultants, financial, legal and language experts, as well as an outdoor equipment supplier. The 10 hot desks, 4 offices, meeting room and community space, all with high-speed Wi-Fi, retain the feel of the joinery workshop with sympathetic use of wood and natural materials throughout. Future plans for the site include allotments and charging points for electric vehicles, helping to promote a green lifestyle.

[18] *Wicklow Commuter Study; Wicklow County Council 2019.*

Strategic Pillar: Smart Green Economics

'Empowering local businesses to take advantages of gaps in accommodation and activity offerings, building on existing products and resources and exploiting the growing interest in ecotourism. Encouraging the growth of local producers of good quality food and drink and hospitality outlets. Co-ordinating the efforts of businesses under a single brand, such as Wicklow Naturally, will benefit everyone'.

6.17 Wicklow County Council leads on business development and support in the county through the Local Enterprise Office which can then refer clients to an appropriate state agency, if specialist advice or support is needed. The main focus of this strategic pillar is on business opportunities that arise from visitors and tourists, especially the growing interest in eco-tourism, that is, tourists looking to experience and learn about the natural environment and travel sustainably. The intention is to create business opportunities linked to the critical infrastructure of paths and trails. Survey work for this study lends weight to the assertion that the Green-Way will attract more visitors to the area and that it has the potential to *'attract and increase economic opportunities and business in the area'.* It is widely accepted that demand for visitor accommodation exceeds supply and the survey results support the view that the Green-Way will encourage new bed & breakfast businesses, partly through farm diversification, and many other existing and new enterprises, focusing on the green brand.

6.18 Newtown 2050 recognises that economic development, especially in the area of tourism requires specialist knowledge, skills and experience and that there are many agencies dedicated to this task. Fáilte Ireland is the lead agency on tourism development in the county, reflected in its commissioning of a tourism master plan for Glendalough which is considering a proposal to disperse visitors throughout the county – Glendalough experiences around half a million visits annually – with a focus on family inclusive activities and outdoor experiences.

6.19 Wicklow County Council's 'Food and Beverage Strategy for County Wicklow 2019-2021' provides support to existing and emerging food and drink businesses. The strategy was developed by 'Wicklow Naturally', '*the single promotional voice which tells the story of food and drink produced in County Wicklow. It is a brand created to celebrate the food and drink producers who work hard to deliver high quality products to consumers through the hospitality sector, retail, food and drink events as well as key tourism events'*. 'Wicklow Naturally' is a membership network which promotes sustainability and growth among its members.

6.20 In seeking to create a physical network of paths and trails interlinking villages, Newtown 2050s vision has the potential to work with and complement the work of Fáilte Ireland, Wicklow Naturally and other agencies by bringing the villages within the project area to the attention of visitors and promoting the qualities that make them attractive. In so doing, each village should consider what they can put

forward as a key attraction(s) and develop the attraction(s). It may be the case that the nine villages decide on a common theme to which each village can attach its own unique attractions. Business opportunities arising from the common theme and each village's unique attraction, not least bed & breakfast, can be identified and supported. It is in the joining of the villages in the project area and creating a single 'brand' that will best empower and encourage local businesses across a range of producers and services. The idea of branding an area to help attract visitors and support the visitors' economy is precisely the approach adopted with great success by Fáilte Ireland – eg, Ireland's Ancient East – and Wicklow County Council. The same idea could work in progressing Newtown 2050s vision of a unified project area that is an attraction in its own right.

6.21 The village of Newtownmountkennedy, like all Irish villages has an interesting history, offering considerable potential to develop a heritage and history trail that focuses on the village and its environs. There is also some potential to develop a biodiversity trail. The village's Main Street was once on the main route between Dublin and Wexford, however, the N11 now by-passes the town to the east. The Parkview Hotel – opened 2008 – is in the Main Street, offering 60 rooms. Nearby hotels include the Druids Glen Hotel & Golf Resort - 145 rooms – and the Glenview Hotel & Leisure Club – 71 rooms. There are also several B&B accommodations in and close to the village. Centrally located within the project area, the village can be a base for visitors wishing to tour the area over a period of days.

6.22 A review of Newtownmountkennedy's 'Archive of Buildings, Streets and Features' compiled by local residents[19] points to a substantial number of buildings and features upon which an historical/heritage tour of the village could be based, including:-

Kiladreenan Church & Graveyard	The Old Cornerhouse	The Old Flour Mill	Kilmurry Church & Graveyard
Mount Kennedy House & Demesne	Valle Pacis/Old Corn Mill	St Joseph's RC Church	The Old Cobblers
St Matthew's Church of Ireland	Trudder Grange	Springmount House	Carisbrook Mews

[19] *The archive was compiled in 1997/1998 therefore an update would reveal which buildings and features remain in place and development of new buildings such as the hotel, retail units and housing.*

6.23 Perhaps a possible 'draw' for such a tour is the part that Newtownmountkennedy played in the 1798 rebellion, most notably in the Battle of Newtownmountkennedy fought on 30 May 1798 in which many native Irish Rebels died, followed by the execution in the village of the Rebel's leader, Michael Neil. A memorial to him is in the village's Main Street.

Strategic Pillar: Biodiversity and Sustainability

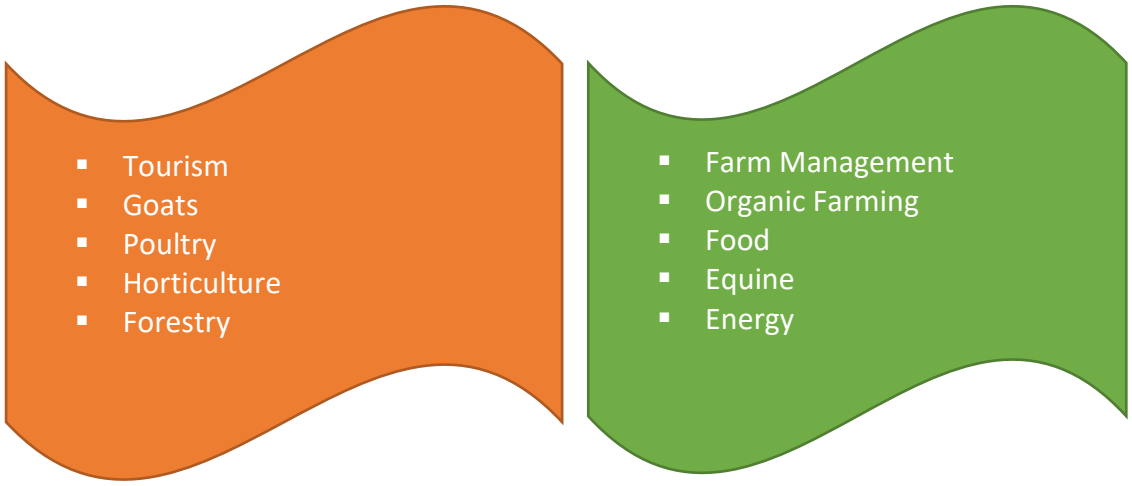
'Creating a single designated area, or transect, embracing pristine areas sensitive to disturbance and areas where greater levels of activity can be tolerated. Being pro-active in the use of natural materials and promoting biodiversity – wildflowers, nature, trees – in the development of paths and trails. Embrace farm diversification and mitigate the environmental impact of development in the area'.

6.24 This strategic pillar goes hand in hand with the development of paths and trails and it informs their design. The understanding is that biodiversity is given the same importance as the development of walking and cycling infrastructure. Therefore, paths and trails should be designed so that they promote biodiversity and facilitate human use equally. This can be achieved in a number of ways, for example:-

- Designing routes that have a wide path for walking/cycling and wide margins for planting trees, shrubs and wildflowers.
- Having regard to bee corridors (B-Lines), facilitating bees to move between areas of planting for pollination.
- Planting pollinator-friendly trees, shrubs and wildflowers.

6.25 A great deal of expertise and support in relation to planting for biodiversity in Ireland is available to Newtown 2050. For example, the National Biodiversity Data Centre, under the aegis of the Heritage Council and working with partners devised the All-Ireland Pollinator Plan 2015-2020 with guidelines for local communities to play their role in implementing the plan. Teagasc, the Agriculture and Food Development Authority, focused on biodiversity in its September 2020 series of sustainable agriculture webinars, looking at hedgerows, supporting pollination and

farmland biodiversity. Teagasc also advises on farm diversification, with a series of rural development factsheets, covering:-



6.26 Creating a single biodiversity – designated area, that is, the 250 square kilometre project area, is clearly a massive task that can only be implemented by engaging the people and organisations who live and work in the area. Beyond what is achievable within the paths and trails, the need for biodiversity protection and development can be adopted by the community of villages and implemented in gardens, schools, businesses, public spaces and farms. Such a community effort is best led by a representative community organisation such as Newtown 2050, drawing on advice and support from the council and stakeholder agencies and organisations. In this regard, Newtown 2050 will advocate a community approach to biodiversity and sustainability and put in place an implementation plan that signposts people to advisory agencies.

Activity Programme

6.27 In looking ahead it's useful to consider how the Green-Way in the Newtownmountkennedy and surrounding area might be used. Rather than leaving it to chance, an activity programme will focus efforts on key themes and identify aims, objectives, target groups and actions, complete with target numbers and partner organisations. The activity programme is, in effect, a work plan that ensures, when it is built, the Green-Way will be used as intended. A sample activity programme is presented as Appendix 6 covering three key themes; Active Travel; Health; Social. Implementing an activity programme requires resources, not least in the form of staff, experienced in the delivery of similar programmes.

7. Feasible?

feasible (adjective): able to be done

The Vision

7.1 The vision is deemed to be feasible as the evidence shows that it demonstrates and convinces the community within the project area that *action on climate change by the community* matters, that government and its agencies cannot do it unaided, that they need everyone to buy into the challenge and do their bit. This, therefore, is the importance of the vision and the actions that will progress it. If the community is not behind it, government strategies will struggle to meet their timebound targets.

The Strategic Pillars

7.2 **Inter-Connectivity** across the project area is deemed to be feasible but only if it is delivered in a series of projects, each of which is financially and technically realistic, and, well, feasible. Comprising a coastal sector and an uplands sector the topography of the project area suggests 'one size fits all' is not possible, that paths/trails will be a mix of *flat, undulating, hilly, forest, open* to suit the terrain and the land that is secured to host routes. The study has not considered detailed routes, however the entire network could be anything from 25 kilometres to 50 kilometres and above. Indeed, if the early routes are proven to meet their objectives, the potential of the network will only be limited by funding. The two routes put forward for Newtownmountkennedy need to be further developed and tested for technical and financial feasibility.

7.3 **Economics,** explained for this project *as empowering and encouraging local businesses in accommodation, eco-tourism, hospitality, food & drink* is deemed to be feasible based on evidence gathered from research and consultation. However, any and all efforts to empower and encourage local businesses must be considered in tandem with the ongoing strategies and work of central government, the County Council and other stakeholder agencies. The work of economic development is specialised, requiring resources, key skills and experience. Care is needed to ensure that efforts to progress economic development within this project supplement strategies and activities that are already in place, therefore, more research is needed to identify how best to empower and encourage local businesses without risking duplicating or even compromising existing work.

7.4 **Biodiversity & Sustainability** and the creation of a single designated area is, based on the evidence from research and consultation, eminently feasible given that it will be achieved partly through the construction of paths and trails and partly by designating the entire project area as a biodiversity reserve and involving the twelve and a half thousand residents in green living.

What Next?

7.5 This study evidences the relevance of Newtown 2050s vision and the considerable interest it has generated in people living and working in the project area, in council members and officers and in a wide range of stakeholder organisations and agencies. Newtown 2050 has created the vision and brought it to the attention of the community in north east Wicklow, gaining a good deal of support along the way. The vision will not be realised in a single effort; rather it will be achieved in incremental projects, working to a master plan, with the beneficial outcomes of one project helping to smooth the path for the next project, each building towards the vision. With Transport Infrastructure Ireland's recent allocation of a team of engineers to County Wicklow for the next five years, the vision may begin to be realised sooner than expected. Most importantly, delivery needs an organisation with effective leadership that is representative of the entire project area. The following steps for What Next? are based on the research and extensive consultation conducted for the study.

Step 1: Update Residents and Stakeholder Organisations

- **Rationale:** The work of the feasibility study has built a momentum and an expectation that something will happen, as well as building interest in and support for the project. Around 200 individuals who responded to the community survey are willing to help as things move forward and stakeholder organisations expect to hear more about the project. It is imperative that lines of communication are maintained on an ongoing basis.

Step 2: Establish a Nine Village Federation

- **Rationale:** Newtown 2050 is, by its very name, generally associated with Newtownmountkennedy and its close neighbour Kilcoole, as evidenced in the geographical spread of responses to the community survey, yet the project area covers nine villages. It is important that the entity taking the project forward is representative of the entire project area. The Nine Village Federation, established as a constituted group, will add to the project's credibility and lend weight to funding applications. Care is needed in setting up the federation that the skills and experience needed to move things forward - marketing, financial, technical, leadership, administration, etc - are evident in those stepping forward as volunteers. The federation will need a financial resource to cover operational costs - administration, office accommodation, work programmes, etc. As the federation establishes itself, paid staff will be needed to implement work programmes, however, volunteers will continue to shape, lead and oversee the project.

Step 3: Prepare a Strategy and Master Plan

- **Rationale:** The complexity of the project points to the need for a strategy and master plan to (i) communicate to residents, stakeholders and potential funders how the work of the federation will make a difference, and (ii) establish a plan of action, setting out a work programme over a period of time. The strategy and master plan demonstrate professionalism in the federation's approach and give accountability for its work. In their preparation it is strongly recommended that the federation engages with and gets buy-in from a range of partner organisations on an ongoing basis.

7.6 These three What Next? steps will focus minds and help in taking the project to a point where it can begin to realise Newtown 2050s vision of a unified rural community influencing the way people think about the environment, changing the way people go about their daily lives – and making a difference. The scale and scope of Newtown 2050s Mountains to the Sea vision and the three strategic pillars that underpin it is extensive. However, it is presented at a time when looking the other way is no longer an option. Tackling climate change and biodiversity loss is clearly a global challenge that is being addressed by regions and nations; the success of their actions will depend in some measure by how they bring local communities on board and support them in their efforts.

Leadership

7.7 Tackling climate change and biodiversity loss is clearly a global challenge that is being addressed by governments. The success of their actions will depend in some measure on how they bring communities on board and work with them. To this point The Mountains to the Sea Green-Way vision has been crafted and led by the community. Such a community effort is best continued from the bottom up by a group that takes its lead from Newtown 2050, building on their pioneering work which has recognised the imperative in creating a vision and a community-based solution to climate change that is as big as the challenge.

7.8 In clustering nine villages to deliver on inter-connectivity, green economics and biodiversity & sustainability, the project is reflected in the county's development objectives within the upcoming Wicklow County Development Plan 2021-2027. This creates an opportunity for the council to adopt the project, integrate it into the plan and lead the Nine Village Federation to fully realise the project's considerable potential over the coming years. Local government is encouraged by the Local Government Reform Act 2014 to have a strong role in community development. The Mountains to the Sea Green-Way proposal presents a potential model for collaborative working and themed community development, addressing global challenges through local actions, that can be tested and replicated in like-minded communities across the county, and potentially, across the country.

The Last Word

7.9 The outputs and outcomes of Newtown 2050s vision and of government action on climate change and biodiversity loss will be realised in the coming years and decades. The United Nations recognises the role that young people are playing in advocating action, therefore, it is appropriate to give the last word to a young person's response to the schools' survey.

> ***'More needs to be done for climate change. It's ridiculous how little we are doing to save our home'.***

APPENDIX 1

Surveys – Open Comments

Community Survey

Business Survey

Secondary School Survey

Primary School Survey

Community Survey 2020

	Page No
Q23 - Copy of the comments for respondents who answered they not supportive of the proposed development of The Mountains to the Sea Greenway. (n=27).	2
Q29 - Do you have any concerns about the development of a Greenway in the Project Area? If so please tell us. (n=202)	4
Q33 - Any final comments? We thank you for your answers so far and encourage you to record any other comments in support or otherwise of this project. (n=188)	13
Q34 - What do you think of the name 'The Nine Village Federation' - do you have any suggestions for an alternative name for this proposed group/body?(n=257).	22
Q35 - Lastly! If you are interested in assisting in any way with this project, please record below your name and email address and/or mobile number. A member of N2050 will be in contact with you. Note that your contact details will only be used for the purposes of this project and will be stored and used according to Otium Leisure Consultancy's GDPR policy.	30

Q23 - Copy of the comments for respondents who answered they not supportive of the proposed development of The Mountains to the Sea Greenway. (n=27).

1.	Would like a greenway to go from Wicklow to Glendalough
2.	Infrastructure to Wicklow does not support. Additional construction through nature is not required. Tourism spots already overrun
3.	It would require CPO of private land
4.	It will inevitably be away from the main roads, and therefore be more tourist than local use. I also think there is far greater tourism potential by making loops and/ or end to end routes on existing fire roads. Many are dead ends, less than a few 100m's from another fire road or road. I'd also have doubts about adding horses to a shared use space.
5.	Very little consultation with landowners. Why Glendalough as an area already congested with visitors. Many other areas in Wicklow
6.	It would have to be disability friendly. This should be the first thing to be considered before the able bodied person. This issue is normally the last to be considered or "slotted in" if there's enough funding ...just look at question 18 next.....correct this question to be inclusive of all disabled and elderly members of the public.
7.	Not safe. Roads are too narrow and dangerous not enough room for centre whitelines or for vehicles to safely pass without slowing or stopping. No room for either pedestrians or cyclists.
8.	I'd be keen to ensure that no wildlife habitats or ecosystems were adversely affected by a route like this.
9.	Love the idea, particularly for linking villages together, but would need to be done sensitive to the needs of the environment
10.	I need to be sure this won't go near the nature reserve/tern colony along Kilcoole beach. I would support if this could be assured
11.	I am concerned that the Greenway would damage Kilcoole's delicate eco-system, particularly the little tern colony on the beach, and the many other vulnerable plant and animal species along Kilcoole's shoreline and adjacent wetlands. I would prefer if this project and all its associated works and inevitable increase in human traffic and man made infrastructure could be prevented.
12.	It needs to be expanded and brought along the Avonmore to Rathdrum and then to Wicklow. You'd have an amazing loop along so many amenities. And connect so many children to their schools.
13.	Newcastle & Ashford could be included would be an advantage
14.	Would have liked to see it going through Newcastle
15.	Sort the roads and public transport out before asking people to walk in areas where they can barely get to work!
16.	I live in Dublin
17.	Need to know more. Are you going to take farmland from farmers? How will this be purchased?
18.	Need to see impact on biodiversity and local environment
19.	Kilcoole beach is an EU protected area and anymore people encouraged to use it will destroy it . It also depends where it's going as there are beautiful walks there like Ballydonarea loop that I would hate seen destroyed for cyclists and cyclists usually don't give way to walkers.

Sea road cam barely fit cars either side, it's no way to widen it and it's a residential area to many who need their cars Greenways are not Green they destroy much of the biodiversity and nature that they are in and many environmentalists are against them because of that. We can't keep destroying our biodiversity and calling in Green just because cyclists are using it.
20. Experience with cyclists locally is large gangs speeding through with little regard for other users. Use of these routes by these individuals endanger walkers, riders and especially small children. Clear segre Gation of cyclists would be essential for success as on existing cycle ways they simply ignore the bike tracks as claim pedestrians wander round them or they are in Too bad condition or they have to yield to traffic at junctions. Also by question below suggests use of electric bikes on this which means segregated cycle paths absolutely essential as kids or animals get run over.
21. Stop trying to put greenways in Kilcoole and destroying our nature reserve!
22. A similar idea was proposed by Friends Of the Murrough a long time ago for a link from Wicklow town to Glendalough. They had proposed the Wicklow coastal way along the coastal path from Bray head to Wicklow Head as possible similar walk to the very popular Wicklow Way. An extension to this walk was for it to go inland then to Glendalough an creat a link between both linear walks through the county. Maybe this walk idea could be added to make more links between all the county towns.
23. I am supportive of safe cycle and foot paths, however, this proposed greenway is another tourist attraction which draws more cars into the area, increasing car usage, NOT reducing it.
24. Would think it should include Ashford.[9]
25. It would bring too many people to the area
26. 'Greenway' oftens feels like a way of greenwashing an economic development which will in effect make areas less green. Serious study, not by a leisure company, required.
27. Green ways can cause considerable damage to the local environment by destroying habitats.

Q29 Do you have any concerns about the development of a Greenway in the Project Area? If so please tell us. (n=202)

1.	Accessing high value and vulnerable natural habitats through the greenway might be slightly concerning in case it might have high impact natural life in the area. Potential littering and damaging the habitats might lead to loss of biodiversity, do caution and potential restrictions might be needed in terms of accessibility to such areas. More education and sign posts warning about vulnerable habitats is important. Also, to minimise the impact of a potential greenway, passes needed to avoid green way dividing the Natural habitats if going through.
2.	Adequate funding to see the project through Proper, joined-up thinking to bring it all together Proper funding to pay local people to make this happen. Stop the over-reliance on volunteers & treat this as a wise & lucrative investment into sustainable regeneration for the area & a Just Transition for farmers seeking to diversify.
3.	All landowners that are affected by green way must be compensated fairly
4.	All other greenway projects have had very positive outcomes
5.	An environmental impact assessment would need to be done. It should have minimal disruption to nature and wildlife, a cost benefit analysis would need to be done including externalities such as damage to the environment
6.	Anti-social behaviour, dumping, burglary
7.	Any damage to wildlife and possibility of littering or pollution
8.	Any made ground for the greenway should be environmentally compensated, I.e enhanced biodiversity margins, no spray maintenance controls, protection for local waterways
9.	As above. If it is to create an infrastructure to get closer to nature without just carving a path through our already beautiful countryside great. If it simply is an economic exercise it'll just destroy even more nature. The route must be carefully planned to avoid any destruction to trees and habitat along our hedgerows and rivers.
10.	As always, when something new is 'created' in an area... there is a danger of loss of habitat and biodiversity... there is always a consequence, an imbalance created... can the greenway be created without causing any harm?
11.	As stated above
12.	As stated above, greenways destroy habitats. The idea of allowing people to access the countryside in a way which leaves the countryside undamaged is a pipe dream. Our local flora and fauna are disappearing rapidly. Yes this would be a good plan for bringing money to local businesses and residents, but remember that this is a country where fly-tipping is almost a national sport.
13.	Biodiversity and sustainability is very important and the project would need to focus on these. Wicklow has enough spruce and logging so it would be nice to see native woodland incorporated into the greenway.
14.	Can the Greenway accommodate amounts of new people to the area on day trips etc?
15.	Car parking
16.	Challenges by NIMBYism, make it wide enough to cater for cyclists and walkers so they don't clash

17.	Concerned about the possibility of dogs chasing sheep, of the real need for urban dwellers to be more aware of the concerns of farmers and dwellers en route about security, insurance difficulties and the danger of animals injuring walkers.
18.	Concerns about associated car parks eg associated crime , littering and dumping and correct consultation with local land owners
19.	Concerns about the natural environment, encroachment of land and protection of species of insect, birds, and other wildlife.
20.	Concerns That existing wildlife flora and fauna may be disturbed or damaged and that the area will become littered or abused in some way!
21.	Damage to the wildlife area. Too much traffic of cars and people into the village
22.	depending on route could end up funnelling visitors into specific areas. eg Glendalough effect ... some views that we sacrifice Glendalough to commercial tourism and that keeps the rest of the Uplands unspoilt ... so careful what we wish for
23.	Depending on the size of the greenaway, I'd be a bit concerned about cyclist walkers, runners and horses all in the same place. I think its a great idea for a greenaway as the westport achill one is very good and popular, I just would be concerned about horses too, maybe in certain sections they'd be enough room but I would be discouraged from using my bike if I had to worry about horses.
24.	Disruption with years of development and the compulsory purchase of private land.
25.	Do not exclude Newcastle, Birdwatch Ireland sanctuary, coastal walk along the breaches, etc
26.	Do not over develop it. Let it exist in the landscape but not detract from it.
27.	Don't want it. Period
28.	Ensure that all land owners are happy to participate, that there is a management programme in place for the greenway and to deal with additional rubbish along the way and to prohibit wild camping along the greenway.
29.	Environment
30.	Fantastic idea
31.	Glendalough can get over crowded.
32.	Good idea - I would certainly support this project assuming the design is good.
33.	Greenways are best when they have a dedicated route. If it stops and starts and has road crossings and is on and off cycle lanes it is not as safe or enjoyable.
34.	Greenways are pushed Green when they encourage to many people to an area and that destroys wildlife habitat and biodiversity and this we need to stop and most Environmentalists , zoologists hate Greenways because of that. Cyclists don't give way to pedestrians on the pavements and often cycle at speed on them and these Greenways will be unsafe for pedestrians . Greenways are not Green because of their destruction to wildlife habitat and because of the numbers of people they bring to an area and people push all this for economic greed so Greedway is a more apt name and pushing Greenways on the countryside needs to stop.
35.	'Greenways tend to be tarred, would be nice to see a more natural surface e.g. Barrow Way'
36.	Greystones, Bray and Kilcoole have already started and this is just another route that is duplication of routes all going to Glendalough or the Wicklow Way. Developers are paying for the development of the Delgany to GlenO'Downs route. The project as it stands seems enormous and very spread out

37.	Has to be environmentally friendly
38.	have accommodation self-catering in Ashford. Would be a new activity for my customers
39.	Homes being impacted
40.	Hordes of walkers, cyclists, tourists and social misfits invading and destroying the countryside.
41.	Horses using the greenway. It's very difficult to safely mix horse riding with other recreational users.
42.	How building process will impact en environment
43.	How will it impact natural wildlife. Migration trails etc.
44.	Hurry up.. 😁 Get us all active .
45.	I am concerned about the impact of a greenway on our beleaguered wildlife and remaining natural areas, especially around access to the greenway (parking) and littering with the increased visitor numbers. This project must take into account both human and non human populations.
46.	I hope this greenaway would have provision for cyclists and not just walkers
47.	I know nothing about this new greenway so although I'm supportive of developing the area I would need a lot more information about the project: the proposed route as well as how it will be implemented.
48.	I live in a forest because i wanted quiteness I am pisted off by tourists who think I am a guide
49.	I moved to a newtownmountkennedy a number of years ago and my physical health has gone downhill since, which of course impacts on ones mental health. I don't understand why there are so few amenities to enable people to live healthy lives day to day in the area. In a wider context, the route is an area that is always overlooked due to the towns to the north and the south of it. The people and the businesses need to be given a chance for once.
50.	I think there's too many questions about route. And about cost. I think more pavement on existing routes would reduce car journeys more. It will be very dependent on being on the route. I would see more potential in existing fire roads for cycling and walking. I do also have concerns about the amount of questions regarding horses. Is the proposal really to mix commuting cyclists, children going to school with horses?
51.	I will be 75 when its completed:(
52.	I would be afraid it might lead to some harm to nature, i.e. plants and animals, and to more littering and more congestion from lack of parking facilities.
53.	I would like to see horse riding being a part of the greenway
54.	I would like to see the proposed route to see the effect it might have on existing walking trails and habitats
55.	I would worry about disturbance of wildlife, tree felling etc. For example when the greenway was proposed along the beach from kilcoole, I would not have supported that, due to disturbance of the little tern nesting site. I like the idea of a green way in the proposed site here but I would want to know what was being done to minimise disturbance of wildlife and nature before I fully supported it.

56.	I would worry about the fact that we are closer to Dublin and already have trouble with unsavoury characters camping without adhering to leave no trace principles. In other words I would worry about policing of the green way.
57.	I wouldnt like to see it effect to much wood land,
58.	I wouldn't like to think of woodland or animal habitats being destroyed for the sake of a Greenway.
59.	I'd like to see trees & biodiversity preserved & encouraged as much as possible.
60.	I'd be worried that it would disturb habitats or trees etc would be cut down to facilitate it. I would like it to be very conscious of protecting existing ecosystems.
61.	I'd like to be sure that animals and environment are minded and impacted as little as possible
62.	If it is not done in a way that is sensitive to the environment and to the needs of the people living adjacent to it then the project could backfire.
63.	If the start/end point by the sea is kilcoole then it would be beneficial if the wexford trains stopped at kilcoole station atbthe weekend. This would enable people to ise public transport to get to the trail with their bikes.
64.	Important to allow access for horse back riders
65.	In the uplands I just don't think it would be suitable for going to school or to work because of the distance involved
66.	Increased motor traffic to get to the green way. Disruption of nature in it's set up
67.	Increased tourist demand putting stress on poor resources for locals. Eg space on Greenway or in national park and traffic on small roads. There are times of year when the glendalough valley is inaccessible to locals . But infrastructure may pull the attraction out and support villages further afield. Also promoting walking and nature related activities encourage sustainable tourist with nature at the centre
68.	Inevitably people would drive to the area to use the Greenway. Proper parking facilities are absolutely essential along the route. In other Greenway there's agro between cyclists and pedestrians would there be separate lanes for each? Is the path itself sympathetic to the environment? There's a danger of it being a victim of its own success - the Bray cliff walk is virtually unusable as its just too busy- even has an ice cream van enroute. * I think it is a brilliant idea though for locals to get from village to village as the roads are currently too dangerous to walk or cycle.
69.	Influx of people especially over summer without adequate facilities. Not Eco friendly construction or maintenance. Littering and dog poo. Anti social behaviour. Impact on home owners tax.
70.	It could be quite steep in parts for day trippers
71.	It might not be accessible by public transport (ie coming from Dublin) which is problematic for people who want to visit it.
72.	It must be sensitive to the environment, be part of the environment that we love and not damage it.
73.	It needs to be a proper functional Greenway, not one that stops and starts at every driveway making it unsafe and slow. Room for Bikes and Walkers. Proper surface that doesn't cut tyres. Cleaned of debris regularly. Allow for further development to popular areas Greystones and Bray, this would allow for use by locals for transport and commuting and not just tourists.
74.	It will never happen. Too much private land required.

75.	It would appear that an Arklow/Bray coastal walk would be good
76.	It would be important that the plan would be achieved by obtaining the consent of those whose land or other property would be affected. No CPO's
77.	It would be useful if it was plotted clearly on google maps or other apps
78.	It would have to be designed and policed to avoid rough elements.
79.	It's a great idea
80.	It's already the busiest area in the country for recreation. Please take them somewhere else.
81.	It's continued maintenance would have to be a huge priority
82.	Its environmental impact should be assessed and appropriate mitigation measures put in place. There should be net biodiversity gain from any such project.
83.	Just ensure that no part of the Greenway is on the main roads. The Waterford Greenway is a nightmare at the Dungarvan end as bike hire locations mean entirely too many people on the footpaths with bikes as there are no cycle lanes in the town.
84.	keep the horses off it
85.	Kelly drains might gate it off
86.	Lack of consultation. Ideas of lowlanders unaware of the existing network and communities on the route, schools, etc
87.	Lack of parking in Roundwood at weekends has led to dangerous parking. Would like to see more parking in the village rather on outskirts.
88.	Laragh is already v congested with tourists at peak times. Not sure this is the best route.
89.	Length of time until it is completed
90.	Let there be community consultation and leadership..look at best practice in other Greenway projects
91.	Litter may become an issue and there would need to be regular rangers on duty along the route so it's safe and seen as such
92.	Litter, parking nearby, we all saw brittas bay and glendalough as lockdown ended. An improvement on public transport at beginning or end of greenway.
93.	Littering of the countryside by users. Who would be responsible for maintenance of the route? Will it cross private lands & will landowners be fearful of insurance claims? Secure parking facilities at trail heads for visitors will be required. It is good to have some areas of the countryside that are not accessible so please use existing trails rather than breaking 'new' ground. Hope this project goes ahead, the best of luck with it all.
94.	Loss of biodiversity, littering and unauthorized camping
95.	Love the idea! It would be fantastic for us as a family and for the area.
96.	Main one is impact on the environment and potentially mix of users eg professional cyclists versus family/hobby and pedestrians. Experience in other areas is walking fraught as some bikes doing up to 50kph
97.	Make sure it doesn't impact the environment rather it should compliment it
98.	May be difficullt to get a route that meets gradient requirements for a multi-use route - steep drop between Roundwood / Newtownmountkennedy.
99.	Might attract too many people and some may not respect countryside.
100.	My concern: it needs to be expanded to include so many more areas in Wicklow. Make the Garden of Ireland into the Garden of Ireland by bike!!!

101.	My concerns would be for the protection of the nature reserve in Kilcoole/Newcastle .
102.	My only concern is how long it may take to get a greenway as it will be such an important benefit to the whole area.
103.	My only concern is that it is not being done fast enough
104.	Need to ensure it does not upset or impact farm land ie leaving gates open. Possible litter polution.
105.	Need to ensure that increased visitor car traffic doesn't lead to congestion on N11 and approx rods from Dublin. Same applies to Kilmac to Glendalough route
106.	No concerns but I would suggest the end at Laragh / Glendalough to be designed with a view to a future connection to the Blessington Greenway, and further connections to towns beyond Laragh.
107.	No concerns, as long as its not impacting farmers too much by splitting farmland
108.	No concerns, greenways are a fantastic amenity
109.	No concerns, would be delighted, especuallybif it created a safe cycle route to secondary school in kilcoole.
110.	No concerns. There is a huge mountain and road biking community in this area. It would provide good access to Ballinastoe and other biking areas. Also would be well used by the various tri and athletics clubs in the area.
111.	No- I like the other ones I've cycled along and they've been positive for the local community
112.	No it would be a wonderful local amenity, it's had such a positive impact when done elsewhere.
113.	No love the idea!
114.	No need for such a thing, waste of money.
115.	No only positives.
116.	No sounds like a great idea - would support this initiative - not sure about the horses!
117.	No use building it unless there's an appropriate level of funding for maintenance and especially frequent litter clearance. Sadly many people don't respect these areas. Bins for dog poop too.
118.	No, build it please, and i would help in anyway I could
119.	No, can't happen soon enough.
120.	No, I don't have any concerns.
121.	No, I think it's a great idea 😊👍
122.	No, if it takes bikes in particular off the main roads at the moment then it would be fantastic
123.	No, it seems to be a great idea
124.	No, it will greatly enhance our family trips to the area.
125.	No, this would be a fantastic amenity, as would the proposed coastal greenway between Greystones and Wicklow Town
126.	No. I believe any projects that can remove cars, help reduce pollution, potentially increase local economic activity, increase physical exercise, health and well-being should only be encouraged and accommodated.
127.	No-I think it sounds like a fantastic idea!
128.	None . I d love that
129.	None i have used and enjoyed greenways elsewhere in the country
130.	None let's do it!!

131.	None please start it fantastic idea
132.	None presently
133.	None really need a sage link from Newtown to kilcoole hopefully this would be it
134.	None whatsoever
135.	None. This needs to happen.
136.	Nope The one in Waterford to Dungarvan is excellent
137.	Nope, sounds great
138.	Not as a concept. I'd like to see it being linked back to other trails. Maybe laragh-rathdrum-avoca- Arklow. I think a longer route would benefit all villages.
139.	Not at all. The only thing is that planning for 2050 when should be one of priority for now
140.	Not at the moment
141.	Not aware of any
142.	Not sure as I don't know the plans. Compulsory purchase of family lands
143.	Not sure exactly where route is been planned, is it in farmers fields alongside main road or how are they doing it.
144.	Not sure that horses mix with bicycles and pedestrians
145.	Only makes sense if it takes all the bicycle racers off the road and onto dedicated paths.
146.	Opening up large tracts of land could increase to prevalence of illegal dumping. Linkage to the train at Kilcoole and Greystones DART station is key to develop tourism. It would be great to start the trail in Newcastle which is the last stop on the 84 bus route and give economic boost to that village too. The sea route from Newcastle to Kilcoole could be the first stretch past the wildlife of the breaches and little tern colony - you could bring in Bird Watch Ireland too.
147.	Over reliance on poorly paid tourist jobs and seasonal work instead of investing in decent employment
148.	Overall in favour! Would like more detail in map, to know more about its path and end point in Kilcoole. Would it connect to Greystones/dart or some sort of transport connection? Greenway of this kind would be huge benefit to us as a family, and could mean we could switch to needing only one car instead of 2. And would make so much easier to contribute more to local economy.
149.	Parking is already an issue, needs resolution before additional tourists are added into the mix
150.	Parking would need to be provided for people travelling to the greenway so it would avoid reckless parking on roadsides and narrow country lanes.
151.	Please do this.
152.	Please include off road motocross opportunities / an area to for 4x4 driving.
153.	Pollution through littering and anti-social behaviour so adequate recycling and policing to ensure a safe enjoyable day or staycation
154.	Project deadlines. Construction asking for more money after contract was already done. Local moaning michaels and mary saying its disrupting their quiet country life. Fuck it all just build it for a better ireland.
155.	Protecting biodiversity, having aesthetic furniture, stiles, fencing, not urban style.
156.	Protection of biodiversity Indiginous trees

157.	Protection of the natural world
158.	Public transport links to the beginning and end areas needs to be considered in the proposed project to ensure the trail is accessible at multiple locations eg. 133 bus eireann bus can provide wider scope for tourists than Dublin Bus so hubs in Newtown and Kilpedder May be an advantage. Smaller circular routes eg kilcoole to Roundwood to Ashford may be useful to incorporate local needs. Similar to the plans in place in Blackrock to Sandycove - local needs and links should be considered as well as tourist opportunities to ensure locals feel included and can utilise the infrastructure.
159.	Public Transport to and from start and end stages for walkers, hikers, runners etc would be a distinct advantage. Possible link-in with existing trails , eg Wicklow Way would also be desirable. Possibility to provide a looped walk to counteract lack of transport infrastructure.
160.	Re above question regarding Farm diversification etc, Wicklow C.C. planners need to remove blinkers and get onboard for this to succeed in this area.
161.	Safe Car parking for tourists and residents
162.	Safe walking area without thoughtless cyclists as is the case at the moment. Safe walking area for walkers cordoned off.
163.	Safety and security. Noise levels. Unwanted Crowd gatherings. Unwanted Impacts for existing neighbourhoods. Possible negative impacts for the local environment example pollution, waste etc, Ongoing maintenance responsibilities.
164.	Secure Parking and multiple access points to greenway should be made available.
165.	Security and protection of property
166.	See above.
167.	Should link up with public transport Should link up with wicklow way Should link up with Murrough Needs water stops and sign posts
168.	That it doesn't impact the road network
169.	That it is done to benefit the local natural environment and that no glyphosate is used.
170.	That it may become too commercial and that local shops/cafes and accommodation would become over priced. Also that more visitors to the area could distrust natural wildlife and litter the area.
171.	That it wouldn't be well connected to existing infrastructure or that at some points it would just disappear. I would also be concerned with increased litter. It would need to be thoughtfully designed to not impact on the existing connectivity of forests.
172.	That the Council would see this as a toco's exercise, and would refuse permission/ support for the creation of a network of greenways connecting towns and villages throughout the country, and connecting the coastal locations. It would be better for everyone, including green tourists and the environment to create a network of greenways.
173.	The destruction of existing natural habitats in the construction of the greenway

174.	The kilcool tern colony/nature reserve.. This needs to stay well away from that area. If the trail is to finish in kilcoole village and not continue to the beach area, I would support this. I do think you will need to provide dedicated parking along the route to cater to the tourists and to ensure they don't block locals' drives or routes etc.
175.	The only concern would be lack trash/poo bins as it seems very common that Wicklow has a lack of bins in general. Pollution would be an issue and dog fauling which is already a problem among those towns listed along the greenway.
176.	The proposed is using already dangerous roads which are in serious need of upgrade and maintenance
177.	The roads are narrow and are difficult to travel on on winter. There are tons of tourists who leave rubbish every where and there is no space for locals already there is few jobs in either area most people just flood the N11 to head to dublin for work. This will only result in low paid tourist jobs and seasonal work and economic opportunities we need better infrastructure and j investment in decent employment
178.	The route would have to be planned to provide a gentle increase in slope as you make your way to glendalough as opposed to sudden steep inclines. With the hopeful construction of the Greystones-Wicklow greenway this could transform commuting patterns in the area if the two greenways intersect. Any junctions with the existing road network would need to be carefully planned for safety with very clear priority markings for cars and cyclists.
179.	The sooner the better
180.	The time ot will take to happen. Something like this would benefit now not in 30 years after 45 cosultations and appeals for funding for 20 years
181.	There needs to people patrolling it or you will have the same litter that happened this summer in the wicklow mountains left by campers
182.	There should be a link from kilcoole to Newastle
183.	There will need to be enough car parks along the route or else traffic will block villages along route and Carparks should be in the villages so as to help local business
184.	There would have to be reasonable separation between walkers and cyclists.
185.	Think it should consider an additional route via Ashford
186.	Traffic on Newtown to Roundwood road already very heavy, road is in bad condition and not suitable for cyclists especially Slaughter Hill
187.	Unless it crossed farmers land
188.	When people come from abroad and spend a night in Wicklow town they find it is very cut off from the mountains. Routes and connections should also be considered from Wicklow town.
189.	Where would visiting walkers park? Use toilet facilities? Dispose of their waste? Who would monitor/control the environmental impact?
190.	Wildlife in Old woodlands, car parking. Newcastle/Kilcoole/the Breeches/Broadlough are protected areas as far as I know...and the coast soil stability gets heavily influenced by the east winds, can flood a lot. As its meant to. A delicate area, uncertain if it'll adapt to an extra 200+ people there on those rare hot weather weekends.

191.	Wildlife protection. Dealing with rubbish.
192.	Will it be possible to camp somewhere? How will it be maintained to protect the environment?
193.	Will Wicklow County Council be supportive of planning applications from farming families and others on the proposed route to allow them to diversify? Our personal experience is that WCC absolutely does not support farming families or families living in rural Wicklow communities who look for planning to enable their family members to stay in the local communities where they grew up and want to continue to live and raise their families.
194.	Wonderful idea - it would be such a stunning route, wow
195.	Would be supportive as long as there is no environmental impact
196.	Would want it to be developed in a sustainable way with houses close to the route taken into consideration. Also, bins at key points along the route would be useful
197.	Yes - it is widely proven in the roundwood area that tourism only helps the few and causes more problems for local communities -
198.	Yes - it needs to be done to minimise impact on environment. Ensure it adds to area for both locals and visitors. Would hate to see a 'cement' greenway destroy local habitats
199.	yes it would destroy what we have
200.	Yes my concerns - as I live along the likely route are for the extra traffic - ironic! Toilets/rubbish/noise etc
201.	You don't want to encourage too many visitors otherwise you will have noise pollution, littering and destruction of a beautiful environment. Definitely need a cycling route - it's very dangerous at the moment with lots of bikes on the roads up.in Roundwood to Glendalough.
202.	Zero tolerance of anti social behaviour is vital. Policing by Gardaí on bikes would be desirable to ensure a continued positive attitude towards its usage.

Q33 . Any final comments? We thank you for your answers so far and encourage you to record any other comments in support or otherwise of this project. (n=188)

1.	This would be of incredible value to horse riders all over Wicklow and surrounding areas. The roads are no longer a safe place to take our horses, presenting a danger to both us and the drivers. This initiative would be fantastic for all the community to come together and claim back a bit of natural land that we have mostly lost
2.	A difficult choice between economics and environment.
3.	A great idea
4.	A great idea , scenery here is begging to be appreciated more
5.	A great idea. Anything that promotes the outdoors and exercise should be encouraged. There is a lack of safe cycling areas in this area in particular when with children the roads are narrow and busy. This would be very welcome
6.	A great initiative. There are not nearly enough accessible off road trails in this area of natural beauty.
7.	A key part of such projects must be the supporting infrastructure. Many of the paths created recently - welcome as they are for those of us working in tourism - do not have sufficient back-up infrastructure (parking in particular)
8.	A lovely idea . A route through lovely scenery connecting other tourist areas in wicklow.
9.	A safe cycling option from the Greystones and Kilcoole to Newtownmountkennedy, Roundwood and beyond is needed ASAP. We've seen the uptake in cycling since the beginning of the Covid 19 pandemic. Also, I feel, Kilcoole and Newtown would benefit as stopping off points instead of people passing through with the development of a greenway.
10.	Access for local horse owners would be great, as horse numbers are low in the area. If the idea is connecting with nature it creates a more synergistic picture. As well correct planning can create bridleways that can withstand horses regularly using it if they are intended for that purpose without minimal maintenance.
11.	Actual greenway definitions may impose additional and possibly unnecessary cost - examine if trail as effective as greenway.
12.	All for the betterment of the area
13.	Am very pleased to see the possible inclusion of a bridle path in the plans. The roads in this area are too dangerous for horse and riders anymore and it is such a shame to lose such an important part of our heritage and culture.
14.	Amazing if this happens I have watched Westport overs the years and how one town has planned this would be great a great achievement if 9 villages come together
15.	An ambitious project but very worthy
16.	Any greenway anywhere in Ireland has had far more positive outcomes on rural employment, jobs growth, tourism growth and health and mental well being
17.	Any sustainable development is welcome - however with development increases the risk of local issues from increased numbers - careful consideration should be given to protect communities as well as development -
18.	As a horse rider the green way would provide a safe environment for myself and friends to enjoy our hobbie away from dangerous roads.
19.	As before - the design of the final Laragh section should be future proofed so that future connections to other greenways should be “bolt on”.

20.	As long as it doesnt line the pockets of politicians or developers I will be 100 percent behind this. Ill volunteer or whatever. This is something that can improve life around the local areas
21.	As things are now I feel that I'm taking a risk everytime I go for a cycle in the area and at times I regret to say that I prefer to be less environmentally friendly and drive to an area with an existing green way than endanger myself locally. I've badly broken my elbow while cycling and I know only too well what the consequences of an accident are.
22.	Best wishes to you all
23.	Brilliant idea. These Greenways have been very successful elsewhere.
24.	Can't come soon enough! Especially with so many people working from home now and having greater opp to appreciate local amenities.
25.	Concern about increased crime in the area,
26.	Constant upkeep and patroling will be needed to take care of the greenaway, of litter left by people using it.
27.	Create the greenway, not the motorway
28.	Cycled the Waterford greenway 3 years ago - best family experience by far- never felt closer to nature, wasn't expecting the spiritual experience of being alone in nature and thought that the services on route from bike hire, accommodation, food and treats and shops all worked together to ensure a positive experience - they were all clearly invested in the greenway The cohesiveness was evident among all the traders we met on route - best of luck
29.	Delighted to take part with this survey. Greenway project has my full support
30.	Depending on route, it would be a good opportunity to promote the local secondary school kids to cycle to school as a lot of them live outside the village. A bike to school program perhaps .. On a negative note, I would be concerned about anti social behaviour along the route between village's and would like to know what plans are to deal with this
31.	Dog/animal friendly
32.	Don't forget the Elderly.
33.	Encourage everyone to pull together save our green ways & help educate people to protect our environment before it's too late
34.	Exciting and well done to all involved
35.	Fantastic idea!
36.	Fantastic project, best of luck with it.
37.	fantastic vision
38.	For this project please consider the SDGs wwhen asessing the impacts on our communities. There's a delicatae balance to be had in improving economy and attracting visitors, and having too many visitors which may bring negative impact to the environment. With these considerations in mind it is a welcome project
39.	From a walking perspective the Greenway should link in with other long distance routes such as the Wicklow Way and Bray to the Sugarloaf trail. For cycling, it should offer a pleasant alternative route for both road leisure cyclists and mountain bikers to Laragh and beyond.
40.	From my experience greenways are great at attracting new visitors to an area, therefore additional spending.
41.	Fully supportive of this initiative
42.	Get the project started quickly and working for local communities. Go for a phased implementation and opening if funding constraints occur.

43.	Getting the balance between the various user types would be crucial to the success of the project. A cycle speedway would not encourage walkers, nor would narrow and steep pathways suit cyclists.
44.	gfood idea but the timeframe is very long. Need small quick wins
45.	Good luck
46.	Good luck
47.	Good Luck & well done on all your work
48.	Good luck with it! Great idea!
49.	Good luck with this.. great initiative!
50.	Good luck!
51.	Great idea
52.	Great idea & greenways in other parts of country have been v successful
53.	Great idea for the community!
54.	Great idea keep it up but I think you need to bring the route through the nine villages or within touching distance of them
55.	Great idea, along with the proposed rural link buses to glendalough/roundwood/wicklow/greystones, it could dramatically reduce tourist car traffic to glendalough, especially with bike rental at train stations in north wicklow. Having spent the last year in the Netherlands it was so easy and relaxing to explore the countryside by bike without worrying about being hit by a truck!
56.	Great idea, I hope it goes ahead.
57.	Great idea, would help in any way I could.
58.	Great idea. This would be great for Wicklow
59.	Great project but Roundwood needs better transport links to Dart so that visitors can come from Dublin on the train
60.	Great project, would love to see it progressed to completion in the next few years. Great opportunity to link in with Wicklow way tourists, bringing them on an overnight detour to the sea and encouraging spend on the areas.
61.	Have a look at the Project in Belgium https://www.vlaanderen-fietsland.be/nl/routeplanner it's a nice example on numbering greenway links so people can plan the length of their trip and the destination. The app provides you with suggestions on which route/links to follow and shows you where to stop for refreshments, shopping, tourist attractions or accommodations. It exists for more than 10 years and is very popular in Belgium! A real success story! Looking forward to something similar in Ireland 🙂
62.	Have just been to dungarvan greenway to Waterford and spent time there with people who did it all. Very interesting to see what it's done. Dungarvan is hopping, so busy and buzzing and full of people midweek in sept. Everywhere we went over the week, kilmeaden, ardmore , all very visible cyclists and people connected with greenway evident every day. Really made me see the impact something like that has on an area in so many ways. Made me think it's very worthwhile investing in these things- people love them and it brings attention and business in many sectors.
63.	Hope it would attract responsible visitors.
64.	I cycle everyday on the roads around my home in Ashford towards the mountains for exercise, and I think the development of a safe accessible multi-use path from laragh/glendalough to roundwood and the reservoirs would be a great idea given the flatish terrain. I think for someone who was not a regular cyclist or walker the climb from Newtown to roundwood might be a bit hard, but as electric bikes get more common this might be less of an issue. Overall I think this

	would be a great addition to the region, making recreational activities much more accessible and providing more local opportunities as people might stop in the towns and villages along the route. I split my time between Ashford and Cambridge, UK, where we have excellent cycling infrastructure out into the fens surrounding the city, enabling trips to small villages or neighbouring towns completely off the main roads on mixed use paths and small country lanes
65.	I don't want it. The area I live is quite and I want to keep it that way.
66.	I fully support the greenway. I think it would a great addition to my area.
67.	I genuinely can't think of any negatives.. (Unless the scheme/greenway services become very corporate, expensive and inaccessible somehow..)
68.	I grew up in this area and always wanted these places linked so I could visit family and friends before I could drive so I think it's a great idea.
69.	I have done many of the existing greenways. Signs to local attractions are key. Cafes, b&b, open gardens, etc. Where possible business should be facilitated to have paths linking to greenway. Locals tend to use it for shorter walks, rather then the whole length.
70.	I have seen the benefits of the Waterford greenway and I think this is a great idea. It is a fine balance to incorporate space for users and carparks while also netting these costs against the benefits to everyone but especially the environment.
71.	I live 5ins from start of Waterford Greenway, from Greystones and think it would work really well here too.
72.	I live in Garden Village but spend a lot of time in kilcoole, to walk there I go via the Ballyronan road which is very dangerous to walk. A Greenway connecting kilpedder to the mass path would allow me to walk safely to kilcoole.
73.	I note Ashford and Newcastle town and village are shown as part of this idea but the greenway won't pass through these areas. What if you added the idea of the Wicklow coastal way into the mix from Kilcoole to Wicklow town and then another link greenway from Wicklow town through rathnew , Ashford and on to Annamoe to link with the route and also one from Newcastle to either Newtownmountkennedy or Ashford to the main greenway.
74.	I sense this is trying to encourage landowners to give right of ways for the proposed greenways by suggesting lots of opportunities for them to diversify into tourism, crafts or food. If so I wouldn't bother as those interested in such most likely already are exploiting such opportunities. In my view the organization should focus on ensuring users are responsible and sensitive, leave no rubbish, and respect landowners rights.
75.	I strongly support the initiative of multiple villages combining together to benefit from all opportunities this greenway could bring to the area. I feel that a bridleway similar to the Beara Way in Cork would bring massive tourism to the area both local and national with potential for international. Zaras planet is a Wicklow based international equestrian holiday company im sure they could give important advice.
76.	I strongly support this type of development and feel that there should be far more formal facilities for walking etc. in the Dublin/Wicklow area. But am not in a position to become involved with the project. But may you have great success.
77.	I support all efforts to encourage outdoor activity linked to environmental protection, taking local needs into account,
78.	I support greener travel, and a safer environment for vulnerable road users. However, I am not convinced shifting us off the roads is the answer. If anything, the presence of a greenway has the potential to make vulnerable road users still using the roads even more vulnerable.

79.	I think it is a really great idea, it is a way of growing towns and villages in a sustainable way and would really benefit everyone
80.	I think it would massively increase cycling in the project area. It should be built at an appropriately wide scale as I have been on other greenways such as the Westport Achill route which was far too narrow in sections. I expect that given the denser population that this route would be far busier. I and others would definitely become cycle commuters if this route is built so it needs to be suitable for that too. During the lockdown it was safe to cycle in Roundwood but now it is dangerous again. There are a lot of club cyclists on the roads here every weekend and a lot of drivers act very aggressively towards them. I doubt a greenway would have any attraction for these cyclists. This may cause inbcreased resentment towards any cyclists who continue to use the roads if a greenway is built so driver education should be considered.
81.	I think it's a fantastic project
82.	I think it's a great idea
83.	I think it's a great idea and can proceed soon without too much disagreement.
84.	I think the investment will be huge, depriving local social housing and education of public funding, and the returns will benefit very few, most of whom will be incomers, not locals. It will also put local environment and heritage at risk.
85.	I think this could be a very worthwhile project for the area and the residents and business' living there.
86.	I think this is a amazing idea that could bring so much to each of the villages. If executed right it could be a great resource for both locals and tourists.
87.	I wish you would create a greenway from Bray to Enniskerry and to the Wicklow way.
88.	i would be concerned for traffic and cost of parking locally in newtown
89.	I would do shorter surveys in future. This is much too long, a less committed person would have given up and gone back to Facebook. It you want a diversity of participation make something easier to complete. How about a short and longer version. Also these days surveys have estimated time it takes to complete as standard. You should let people know as they will just sign off on this before they complete it. Thanks.
90.	I would like to see a more detailed of the proposed route of the greenaway
91.	I would wholeheartedly support this proposal and hope very much that it gets the go ahead! It would allow me to cycle to and from work and allow my children to cycle to and from school, which is currently impossible due to a dangerous road.
92.	I'd like to think something like this would be carried through but what happened the proposed greenway from Wicklow to greystones or Wicklow to glendalough? Lots of opportunity to open up the whole county. Why is the county town left in the cold once again?
93.	If horses are on the trail who will clean up the dung left behind
94.	If linking with public transport, ferrying of private bikes might be an issue.
95.	If the greenway was to be used for commuting or linking with local transport people would expect lighting for safety, this would have a negative impact on the local wildlife
96.	If there could be a circlular route including Ashford, Newcastle etc that ran along the coast that would make the route ideal. A lot of people prefer to do a circular route rather than a straight line back and forth.
97.	If you build it people will come from all over the country to use it. Look at the Waterford greenway as an example, lots of people travel to use it and spend money in the local economy.

	I have used the Waterford greenway several times and its fantastic to see all the small local businesses benefit financially from it. Also a small campsite somewhere along the route just for walkers/hikers/backpackers, bikepackers/cycle tourers would be fantastic as well. All the facilities that would be needed in the campsite is a shower or 2, 1 or 2 toilets, a small kitchen, a few picnic tables It will encourage people to stay in the locality to spend their cash in the local shops/pubs and restaurants.
98.	Improved public transport would be badly needed to improve viability of the project.
99.	In principle, the greenway, and the drive to create a sustainable rural environment is very very positive. Another key point is that enabling people to carry out their daily activities closer to the earth and environment generates greater love of, and care for, your place. Great opportunity for promoting more education in the environment in all weathers too!
100.	Include wicklow town and stop annexing it.....
101.	Increasing rail traffic is important... the infrastructure is there, just ask Irish Rail to stop at Kilcoole.
102.	irish rail and dublin bus /bus Eireann are difficult to persuade to do anything!
103.	It has lots of advantages. It is important that it is not only seen as a potential money making project and it should be approached very sensitively with the protection of wildlife and natural habitats kept in the core of all actions. I am also not sure how the participation of Ashford and Newcastle will contribute to the project as much as the other villages. A lot of the questions being asked didn't fully speak to me as the proposed green way would not be passing through where I live - between Ashford and Newcastle. So maybe it needs to be made clear about how people living in this area would benefit from this project even though it wouldn't be direct benefits..
104.	It is important the greenway is linked to the main transport hub in greystones for visitors from dublin to really work
105.	It would be a huge boost for the area
106.	It would be good to connect with greystones too to allow a link with the dart!
107.	It would be great to see more about this and have the opportunity to be involved from the beginning.
108.	It would be great to see something like this being developed. It's important to do an environmental assessment (I'm sure you know) and ensure that it wouldn't pass through areas that are sensitive to sconstruction or nest spots for protected species.
109.	It would definitely enhance the area. Greenways have become so popular and a staycation destination
110.	It's a good idea
111.	It's a great idea, let's hurry up and do it 😊
112.	It's a great idea, safe passage for kids getting to school and opening up country side for all to use and appreciate and bringing visitors to the area
113.	It's fantastic can't wait to go on it one day
114.	It's important to develop a good public transport connections to those areas which will be affordable and with good timetables..ie early morning, later morning, return late afternoon, evening. It does not need to be from Dublin, but from Wicklow, Bray, Greystones so people can

	use public transport all the way for a day trip. Thank you! (the good example is LocalLink but it should be extended from Glendalough to Greystones or Bray).
115.	I've been on the Greenway in Westport, Mayo one of things that I noticed was all age groups of the local community used sections of the greenway. It is a very safe way to travel and limits the exposure to other road vehicles. In this area there has been a large increase in houses and cars, yet there is no infrastructure improvement in foot paths or cycle lanes.
116.	leave Kilcoole alone
117.	Like the idea of this... very good initiative.
118.	Link it up to Greystones Bray cliff walk to create a mega hiking trail
119.	Living in Roundwood, I know that there is a shortage of tourist accommodation. Speaking to a few farming folk in the area thy are willing and able to provide this though "wouldn't bother as it'll never get planning" This is major issue which needs to be addressed.
120.	Local community groups to be included in the planning process Environment and sustainability to be prioritised
121.	Looking forward to it can't wait...
122.	Lots of the trails and paths you have to devine to as the narrow roads are dangerous
123.	Love idea!
124.	More greenways should be built and this one would be fantastic linking to multiple others in Glendalough
125.	More of this please and as soon as possible
126.	More public transport to connect with other towns. Direct bus to dart or Luas. More shops and amenities in the town
127.	My interest is purely recreational, however we all need to be thinking broader in terms of the future of the areas with the impacts of C19 andclimate change enabling businesses to diversify and us to attract more people into the areas involved.
128.	my main fear is damage to existing ecosystems, anti social behaviour and problems with parking if additional visitors driving to the starting points.
129.	My only concern is that this, of necessity, is a steep route, the highest village in Ireland to sea level. Other green routes that I'm aware of are relatively flat which makes for easier cycling. Being over 70 that's a big factor
130.	Myself and my husband are very interested in this and already have ideas of running a local sustainable environmentally supportive business in the area
131.	Need to engage with Government to deal with outdoor insurance companies. All UK insurance companies have pulled out of Ireland due to the ridiculous sue culture that is a poisons cancer killing the outdoor industry. I know alot of companies who closed their doors due to this.
132.	Need to pay attention to the track surface and adequately wide gates and stiles to allow access to wide buggies and wheelchairs. Some recent greenway gates are too narrow and difficult to navigate. Litter bins should be made available eg Big Belly bins that require little maintenance b'
133.	Needs a plan to manage overuse
134.	Next time I visit, I would be very excited to explore the areas along the Greenway and make this one of the focal points of my trip. A great deal of my family still lives in the area, like my father for example, and I would very much look forward to learning more about this area and engaging with it in a meaningful way. The Greenway would enable me to do this.
135.	No
136.	No
137.	No point linking with bus and rail routes unless they will allow bikes to be taken onboard

138.	Not necessary wast of time and money
139.	One word: think bigger!
140.	Path should include Newcastle and Ashford . Currently lots of Large groups of weekend cyclists use the coast road from Bray to Rathnew and also horse riders use the roads. It is dangerous for other road users Such as young families to get out and use the roads, walking or cycling slowly. If there cant be a cycle/bridle path then there needs yo be an alternative for outdoor exercise.
141.	Please consider making it a circle as outlined above
142.	Please consider making this wheelchair accessible with paved paths not gravel which is NOT wheelchair friendly.
143.	Please do not delay, harness the momentum for this type of project and get it done a s a p ,
144.	Please don't proceed if your intention is to pave over our beautiful beach and surrounds with a bicycle path.
145.	Please ensure that the greenway also facilitates horse riding also.
146.	Please start this asap.
147.	Possibly a second start point in Bray...the dart connection reduces the need for buses . People can catch the dart to Bray and start the Greenway from there. Maybe!!
148.	Provide more information now so that people living in these areas, like myself, can fully understand what is being proposed.
149.	Provision of a local bus link between start and finish of the route by linking into existing transport providers including public and private providers, including Irish rail.
150.	Question 4 should be what is your SEX not your Gender.
151.	Really love this idea especially if developed as a bridle other for horses-just be sure to include suitable horse box parking
152.	Right now the route from Newtownmountkennedy to the sea is unsafe for walking /walking. We need that Greenway.
153.	SAFE LINK from Newtown to Kilcoole (and therefore Dart..More bus routes and to Dunlin generally) badly needed for the area.
154.	Seek support and promote the campaign within local cycling and walking clubs
155.	Sending kids alone to school along a greenaway, given seclusion, I would see as a safety risk
156.	Should be developed in consultation and agreement with stakeholders including landowners
157.	Such incredible scenery in these environs & so much is only safely accessible by car. I'd LOVE to be able to cycle this route with my family. It would be amazing to see other potential routes joining it too - for example laragh-ashford-the murrough. I've cycled the Mayo & Waterford greenways several times in all weathers - each time I've wondered why these green routes aren't available around us in Wicklow, with all we have to offer. This is a fantastic idea.
158.	Survey implies that local facilities not used- reservoir walks almost like Grafton st at weekends, likewise Wicklow and St Kevin's ways
159.	Thanks to all concerned for all the work so far. Great idea.
160.	The coast road from Bray to Newcastle is dangerous for cyclists at present- especially the weekends The area is growing hugely and needs an amenity like this Bring in the Newcastle leg of the trail. It’s got history, birds, the sea, wildlife and bus linkage

161.	The Greenway is a terrific idea but I would suggest the promotion of it should focus on social and recreational use. The ambition to have it incorporated in local people's commutes might be a step too far at this point.
162.	The most important thing for long term is to get the project underway with simple improvements for everyone including tourists to see. Tidy interesting including quaint villages and traffic control. The rest would easily follow through demand. Currently there is very little to recommend places such as Newtown. These places are scruffy, badly laid out with poor development strategies.
163.	The new local link Glendalough to Wicklow through Roundwood needs to pick people up/drop off from/to house gates along the main road - such a waste that it only picks up from villages.
164.	The project appears to be another 'tourist attraction' bringing yet more tourists into the area - the reality is that this would be predominantly by car, thereby encouraging car usage.
165.	The proposed route would certainly make a safe link on a route which is hard to access for most Even locals have to drive to access local walks as there aren't adequate paths, safe roads etc from their houses to scenic locations There are NO public bridleways in Wicklow & indeed very few in Ireland so this would certainly be a unique feature of this particular route should it be included
166.	There are two distinct things at play here, 1 a viable route to connect bus, education, shops etc 2 a leisure route to attract tourists etc They would appear to be different. This is a fabulous proposal which I would think falls into the second category. (It depends on the final route of course.) Don't over egg the pudding with this. It is very unlikely to cover both. Just go for the second option all-out. Best of luck.
167.	There's some fantastic musicians in the area. It would be a waste not to involve them in events etc.
168.	Think it would be a great asset to the area. Look at the success of other greenways in the country.
169.	This is a fantastic way to promote local villages and to add to their uniqueness!!
170.	This is a great idea and fully support it. Although I don't live in the nine village area, I do own a business in one of the area and have lots of friends in the nine villages and therefore would spend much leisure time in the areas.
171.	This is a great initiative and the fact that it is proposing to provide a link to the Wicklow mountains is really innovative
172.	This is an essential amenity for school children to get to and from secondary school safely.
173.	This Project is long overdue In my opinion this is the only way to get our region attractive for people to live in and to visit. If it doesn't happen this region will become a place to live temporarily in (not home for life) and to visit for a few hours rather than few days.
174.	This seems to be crossing one of the proposed routes for n11 upgrade. Would that not destroy the green aspect for substantial bit given major motorway ? I am happy to support a greenway but

	reading these questions there seem to be competing objectives. Greener commuting and leisure visitors. Commuting is people focused on getting to work speeding along on cycles or electric bikes or scooters. Maybe even motorbikes and scooters. Leisure tourism is more relaxed cycling, walking and horse riding. Will there be a commuter "lane" ? Otherwise it's just another road with no cars being only difference.
175.	This sounds too good to be true, especially as a horse ride who has been forced off the roads due to the volume of traffic! Please include a bridle path!!
176.	Tie is with other key areas neighbouring. greystones/Delagany are obvuisly candidates but also Bray Enniskerry. Complementary
177.	Unless bus links are improved this will just lead to a tourist route and nothing more
178.	Very difficult to deliver a Greenway due to concerns of private landowners, there may be more easily achieved Greenway routes in Wicklow, should the Greenway options be considered at county-level to decide on most useful route?
179.	Volunteering will be essential to engage with people who will wish to support the Greenway and linked trails.
180.	Walking and cycling only. No to horse riding on the routes or it will not be aceptable
181.	What a great idea! I support it wholeheartedly.
182.	What type of surface would you be thinking? Use existing trails?
183.	who cares for and maintains the area? the council or local people
184.	Wonderful project. Badly needed. Needs to be handled in a sensitive manner with consideration for all including our creature habitat.
185.	would be a great project for the area- it would need to be an accredited greenway as that guarantees a certain level of quality for the user - would also help with branding.
186.	Would be good to tie in with The Wicklow Passport idea as currently available from local libraries. There could be a market for cycling lessons for kids.
187.	Would like to see the village of Newcastle included
188.	Would love to walk the 2km to Roundwood with my children. Terrible that I drive 2km to the village then drive to go for a walk! Far prefer to incorporate walk into daily routine but too dangerous at the moment. Also have pony and would love to be able to bring her out hacking.

Q34. What do you think of the name 'The Nine Village Federation' - do you have any suggestions for an alternative name for this proposed group/body? (n=257).

1.	"Federation" maybe sounds a bit serious?? Would Route/Trail/Welcome be a good substitution? Or something in Irish?
2.	It's very Game of Thrones like it!
3.	1.The Wicklow Nine. 2.Nine Towns Wicklow. 3.The nine villages of northern Wicklow. (TNVNW)
4.	9 Villages 1 Vision
5.	9VF- tee shirts!!!
6.	A bit corporate sounding, something shorter and snappier.
7.	A bit unwieldy i think
8.	A good idea but not a good name! It sounds like some sort of political splinter group! And including a specific number limits its expansion if other villages wanted to join in the future. How about something simple like 'The Wicklow Village Partnership', 'Wicklow Integrated Village Initiative (WIVI)' or 'Wicklow Integrated Communities Initiative (WICI)'. Strapline for the latter two ideas could be something along the lines of "Villages/Communities integrated with the environment, with the economy and with each other"..
9.	Awful name, could be in east Germany. Nothing local about it.
10.	B'fhearr liom rud éigin as Gaeilge Eg Naoi le chéile Or more picturesque/ collegial Eg Mountains to Sea Alliance or 'nine valleys co-op'
11.	Caroline Costigan
12.	Could be improved
13.	Could the no of towns grow. I don't see any mention of Newcastle for example. Mountain to Sea route does create an image.
14.	Council of Nine Villages
15.	Crap name The Wicklow Green Way ?
16.	Definitely needs a better name, as it is it sounds like something from The Hobbit crossed with Star Trek. Sorry, no suggestions at this time.
17.	Dislike- sounds like the 7 Nations Army
18.	Don't like federation.. 9 Village Formation / Alignment / Evolution / Foundation / Trust
19.	Don't like the name don't have a good alternative
20.	Don't like the name I'm afraid. North Wicklow village community. ??
21.	Don't like the word Federation - too hard/pompous
22.	Don't like the word Federation- something like Collaboratve,Co-operation, Meitheal or some word to inspire cohesive thinking among the residents/villages.
23.	Don't like it (reminds of 7 nation army) but have no better suggestion
24.	Don't like it, something a bit more quaint or local perhaps

25.	Don't like it. - but in fairness don't have an alternative suggestion - maybe Wicklow Greenway Villages or something like that.
26.	Don't like the term federation. This could be dropped. Alternatively Greenway Support Villages?
27.	Don't really like federation. Do you think it may extend or reduce from nine so is that limiting? The nine villages. Villages of north Wicklow (way....) villages of east wicklow...
28.	Drop the “Federation” part. Just go with “Nine Villages”.
29.	East Wicklow Sisters
30.	East Wicklow Villages Group
31.	Federation ... very post soviet
32.	Federation = star trek😜 Maybe just drop the federation. And use something softer like network?
33.	Federation a bit serious. Nine village link up group
34.	Federation is a bit Ahh! But love the whole idea.
35.	Federation is just too American just go with 9 Villages
36.	Federation is strange. Kind of American or something. But I can’t think of what could be used in place. ‘Project’? ‘Nine Villages Project’?
37.	Federation sounds a bit cold. Nine village community is warmer.
38.	Federation sounds a bit over the top, Americanised, maybe co-OP or association.
39.	Federation sounds a bit serious. Something softer would be nicer. What if the body expands to more than 9 villages - you'd have to change the name. I'm not suggesting alternatives here, sorry.
40.	Federation sounds a little bit strange...
41.	Federation sounds like a brewery or something out of Star Wars. The Wicklow Greenway The Wicklow Trail Wicklow Coast to Mountain Trail
42.	Federation sounds like we're heading into space....how about The Nine Village Natural space or Community, or Harmony,
43.	Federation sounds to corporate, would suggest "partnership"
44.	'Federation', comes across as quite a harsh, official word. I think that 'partnership' is a better fit and gives more of a sense of equality whereby every location has a joint interest in the project. A reminder that this is a collective project to benefit all communities by working together.
45.	Garden County Greenway
46.	Go away
47.	Good
48.	good
49.	Good
50.	Good
51.	Good choice!
52.	Good name
53.	Good name
54.	Good name

55.	Good name but if you don't use a number you can perhaps grow with inclusions of other villages in time
56.	Good name!
57.	Grand
58.	Great
59.	Great
60.	Great idea, joined up thinking
61.	Great name
62.	Great name
63.	Great name
64.	Great name.. get the White Stripes to write the anthem for the Federation once we proclaim independence!
65.	Great proposal.
66.	Green Alliance
67.	Green Village Regeneration Federation
68.	green villages project
69.	Group
70.	Has a good solid ring to it.
71.	How does it identify the where? Wicklow's Nine Tribes
72.	I don't like it- it smacks of feudalism and exclusion. As I said earlier, there is also a risk, as often happens with councils, that they will think that they have fulfilled their role in relation to developing one ring fenced enclave and then neglect the need for continuing the initiative across the whole county - wouldn't it be nice if Wicklow county were recognised and protected as a 'lung' for the greater Dublin area, but not held back at the same time? Opportunities for home working with good broadband abound at the moment.
73.	I don't like it sounds like something from Star Wars!!! But honestly struggling to think of something else!
74.	I don't like the word federation in there - it's a bit unfriendly
75.	I don't like the word federation The nine village greenway
76.	I don't love it but nor can I contribute a better idea at the moment!
77.	I don't have an idea for a different name but I dont think Federation is suitable..."Group".."co-op" maybe
78.	I don't like the name particularly the word federation it sounds very "government" like. Maybe something like "Hill to Coast Nine Villages Project"
79.	I don't like the name, but cannot think of any good alternatives.
80.	I feel the word federation is too formal. Would also need to feature a local name to connect with the area and define it as a Wicklow project for those outside the area.
81.	I like it
82.	I like it
83.	I like it!
84.	I like the name, but Kilcoole isn't a village anymore due to the amount of development over the last decade (I'm not sure about the other 'villages')
85.	I like the name.

86.	I think it is too long
87.	I think it needs to be shorter
88.	I think it sounds like a political party! A friendlier, greener, and more illuminating name would go a long way to promote this great idea👍😊
89.	I think it sounds like something from star trek. I really don't like it.
90.	I think just nine villages as in cinque terra. I don't like the word federation.
91.	If I don't know what it is then it doesn't really tell me anything about it.
92.	I'm unsure about the 'Federation' it sounds rather old 'Eastern Block', would something nearer Community suit better?
93.	It could be more marketable/catchy Federation makes it sound like a but Communist!
94.	It does sound like an Olympic Committee. I love the name tho. or Mountains to See Wicklow Programme.
95.	It does what it says. No need to over think it .
96.	It is not a very friendly sounding name, sounds more like something from communist Russia
97.	It is odd as Newtown is not a village it is the fastest growing town kn Europe so maybe call it rural links
98.	It sounds a bit Star Trek meets Glenroe... but I have no alternatives.
99.	It sounds a bit star wars-ish!! "Your Community working together for every one"
100.	It sounds like a Russian comparison - I don't think - it needs to be catchy I think to market it - 9VT - 9 villages together eg
101.	It sounds like a Soviet Union organisation. Take a local poll for an alternative.
102.	It's a bit corporate. Something lighter and catchier might be better.
103.	It's awful. Cold, clinical - sounds like a Chinese communist subdivision of the 1930s. It's not in the least bit compelling or attractive - retire it immediately! Do not use the word "federation" unless you want to scare people & drive them away! Wicklow is known as the "Garden of Ireland" You can't get more romantic than that! Branding should be "The Garden of Ireland" The west Cork branding for a similar scheme was the "Fuschia" brand, which was brilliant. I'd be very interested in being involved in developing this great project!
104.	It's clunky but understandable
105.	It's strong and different Slightly intriguing !!
106.	It's a good name.
107.	It's a good name. it's possible you may need to pick a name that links in the geographical location ('East Wicklow Nine Village Federation'
108.	It's good. Perhaps consider incorporating the word "Wicklow"
109.	its not a great name but ive no suggestions at the moment
110.	It's ok

111.	It's ok, growing on me. Nine village council. Nine Village Co-OP...hard to get Wicklow in there. Wicklow Greenway Village Council. I can't think if anything better so Nine Village Council is grand.
112.	It's quite a mouthful, and it doesn't tell me anything really. I think you should consider changing it to something shorter that indicates the project rather than those involved.
113.	Its very exclusive and sounds a bit intimidating. Would suggest something more open like the north wicklow greenway community federation
114.	Just 'The Nine Villages' - I don't really like Federation
115.	Just simply 'The Nine Villages' would be better. It is more romantic, mysterious sounding. The word federation has quite harsh connotations.
116.	Like it but "The Nine Wicklow Village Federation " would be better.
117.	Like the name
118.	Love it.
119.	Maggie Rozbicka
120.	Maybe drop the word 'federation'.
121.	Maybe replace Federation with Group or Circle
122.	Maybe there is a word from the first letter of each village. Nine village sounds good.
123.	Mid Wicklow Greenway Group
124.	Mountain to Sea Group
125.	My objection to the whole concept is why Laragh and Glendalough as already congested areas. Better to improve lot of other areas
126.	Name is perfect for the plan
127.	naoi sráidbhaile pobal amháin (Nine villages one community)
128.	Newtown Greenway
129.	nine up
130.	Nine village greenaway.
131.	Nine Villages includes the route villages on the Greenway. Federation might appear overly political or beurocratic. Possibly use of Community as an option.
132.	Nine Villages sounds nice but Federation sounds a Soviet era type.
133.	No
134.	No
135.	No
136.	No
137.	No
138.	No
139.	No option either way
140.	No other suggestions but name could be worked on.
141.	No sounds good enough.
142.	No suggestion
143.	No The Nine Village part sounds good but Federation sounds a bit military!
144.	No.
145.	No.
146.	No. But would be great to get the wider community working together. It's worth considering the Wicklow upland council model as it's working well

147.	North Wicklow Nine
148.	North Wicklow Village Council
149.	Not a bad name, little bit like the cinque terra in Italy! A little bit clunky though. Federation sounds a bit Soviet/star trek-ish... And if it ever expanded at either end(Hollywood, Killincarrig?) or had off shoots (Ashford, Moneystown?) to include more villages, it would need a rebrand! It will also connect with the Wicklow way, so should somehow link with the naming/branding of it?
150.	Not a fan. Sounds like a sci fi movie
151.	Not a good name. Sounds a bit communist- e.l too formal anyway... wicklow mountains to sea villages?
152.	Not a great name ....
153.	not a great name TBH
154.	Not a great name to be honest. It describes the amount of villages but doesn't describe the setting or function. Could apply to anywhere. Suggest something like Wicklow Uplands to the Sea Community Forum' not suggesting this actual name but something along those lines.
155.	Not a great name, however great idea in principle.
156.	Not a great name. Can't think of anything better
157.	Not at the moment
158.	Not at the moment.
159.	Not crazy about the name, 'Federation' is a bit dramatic.
160.	Not great name
161.	Not great, but no better ideas!
162.	Not mad about it to honest think it should be something softer federation sounds v official and stern. Wicklow greenway nine village link or something like that
163.	Not sue if the Federation bit, The Nine Villages sounds better
164.	Not sure about federation in name. Maybe The Garden Villages Initiative/linkup
165.	Not sure about the word federation ,something more Irish/ local perhaps.
166.	Not sure I like the word federation. Reminds me of Communism!...., Maybe Nine Village 'Alliance'.....
167.	Not sure sounds a bit too much like union speak.
168.	Not veing inspired right now but I find the word federation off-putting
169.	Not very catchy
170.	Ok
171.	Perfect
172.	Perfect
173.	Perhaps the words ‘North Wicklow’ might be included which would immediately help people know where the Federation is?
174.	Pick another name. Wicklow mountains to the sea greenway is better. Have a competition!
175.	Sea to mountain over 9 stones.
176.	Seems a bit weird like the bad guys in stars wars or something too political. The Garden County Nine or GCN for short sounds better

177.	Seems fine - don't think anybody could be offended by it! Can always increase the number if you add more villages!
178.	should reference Wicklow in some way, "Nine Village Federation" could be anywhere.
179.	Silly
180.	Something a bit more catchy would be better if that is going to be the public name.
181.	Something more pithy would be better. If anything occurs to me I will forward it at a later stage.
182.	Something that reflects Wicklow's history and heritage. A federation does not sound very friendly! (A bit Germán frankly!)
183.	Sounds a bit communisty, Russian Federation. Pick something more in keeping with the area. Local historical figures etc.
184.	Sounds a bit formal.
185.	Sounds a bit political
186.	Sounds a bit sinister. What about 9 village co-operation/connection, or 9 village link
187.	Sounds a bit Star Wars
188.	Sounds good
189.	Sounds good
190.	Sounds good gets everyone involved
191.	Sounds good, might include something indicating where the 9 villages are, like the name of the old barony/civil parish or something more abstract?
192.	Sounds great
193.	Sounds like something from Star Trek. How about The Greenway Villages Alliance?
194.	Sounds like something out of star wars
195.	Sounds like something out of Star Wars! Sorry no other suggestions
196.	Sounds like they belong in Star Treck !
197.	Sounds too like a startrek body. Maybe the G9 (too much like the G8!) How about the GW9. Greenway or Greenway Wicklow?
198.	Sráid bhaile na n~naoi
199.	St. Kevin's Greenway
200.	Sustainable village network?
201.	Terrible
202.	That's a good name
203.	The far side of the pale
204.	The Federation part i don't like.The whole name doesn't identify with what it is about. To me it's American sound.Needs a rural culture tone to it. The Nine Village Greenway,keep it simple.
205.	The Fine Nine? Can you bring in the word greenway somehow, to say what it is - clearly? Think the name you have is a tad cumbersome maybe
206.	'The finest nine' garden villages of Ireland.
207.	The Garden County Greenway.
208.	The Garden of Ireland Way
209.	The Green Nine
210.	The Group of Nine

211.	The idea of 9 villages is lovely, however federation sounds intimidating and unattractive. I would suggest using The Nine Village Project" which sounds more inclusive and less instructive.
212.	The meaning of the word federation is not suitable to describe rural towns and villages in county wicklow.
213.	The name isn't inspiring! Makes me think of an African Aid project!
214.	The name sounds a bit harsh or like a political party to me. Maybe something like the Wicklow Mountains Greenway or Wicklow Coast to Mountains Greenway. I think that this is a great vision and I wish the team working on it strength to work through the obstacles and endurance to see it through tothe end.
215.	The name sounds excellent
216.	The Nine
217.	The Nine Village community
218.	The Nine Village Community sounds more friendly
219.	The Nine Village Co-op Nine Villages United
220.	The Nine Village Federation caps the membership it would be nice to leave it open for others to join for example Newcastle/ Ashford.
221.	The Nine Village Sustainable Federation
222.	The Nine Villages
223.	The nine villages of the National Park.
224.	The Nine Villages.
225.	The Nines Greenway
226.	The north wicklow green way. Between the mountains and the sea
227.	The North Wicklow Greenway, although the Nine Village Federation does work well.
228.	The NVF sounds like a terrorist group! Perhaps North East Wicklow (NEW) Living Group or NEW Sustainable Villages?
229.	The only anomaly I see at the moment is that Newtownmountkennedy is now officially a town because of its population size and not a village. I don't know about the other places - maybe they are still all villages? I'm And I don't really like the term 'Federation'. Can't we just name it The East Wicklow Mountains to the Sea Greenway ... or something to that effect?
230.	The sublime nine The Wicklow way The Greenway through the garden The green mile
231.	The Village Collective
232.	The village people federation.
233.	The Wicklow 9 Village
234.	The Wicklow East Federation
235.	The Wicklow Foothills Alliance
236.	The Wicklow nine?
237.	Think perhaps Wicklow should be included in the title and also consider if other villages wish to join at a later stage and branding - definitely should have Wicklow in the title - if I was to find fault at all with the title perhaps sounds a bit Star Trek like !

238.	'think the name could be better, the current name doesn't tell me what or where the group is
239.	Too business like. Not indicate of rural village cohesiveness
240.	Too long
241.	Too long and fédération is inappropriate. Just call it '9 villages'
242.	Try and get "Wicklow" in there too.
243.	Unnecessary
244.	Use capital letters of all nine villages to create a word which makes some senese
245.	Very dismissive of Ashford and Newcastle that are also in the projected area but not on the line
246.	Viking trail
247.	Village cohesion group
248.	Villagers working together for future generations to come
249.	Villages Unite - don't like Federation
250.	Well thought out name
251.	Wicklow Foundation
252.	Wicklow Greenway Partnership
253.	Wicklow Greenway Villages / Group /co-op
254.	Wicklow mountain to sea village federation (keep it open for a wider network in future)
255.	Wicklow Village Collective
256.	With the size of Kilcoole and Newtown now they have the risk of missing that village tag based of recent growth
257.	Would "The nine village alliance" sound better?

Q35 Lastly! If you are interested in assisting in any way with this project, please record below your name and email address and/or mobile number. A member of N2050 will be in contact with you. Note that your contact details will only be used for the purposes of this project and will be stored and used according to Otium Leisure Consultancy's GDPR policy.

Over 200 people recorded their details. Their records are held separately in accordance with GDPR.

Busines Survey

Q19. How do you think the proposed Greenway could further develop your business i.e., what opportunities can you see? Please provide as much detail as you can. If you answered 'no' to the previous two questions, skip this question.

1. More youth, school and Gaisce groups walking the route for Gaisce projects or TY programs
2. Enhanced safe routes to market for more walkers and cyclists. Opportunity to package up with Waterford Greenway on a walking or cycle tour along east coast.
3. The Mountains to Sea Greenway would allow us to setup events and associated services on the route
4. a single route does not embrace possibilities of variable routes as the sea is not only a single destination in WW: there are many routes there
5. We believe that the greenway will open up an opportunity fo our business to gain visibility and open us up potential clients outside of our immediate area.
6. It would be great for tourist treks, the lane we are on is great and very little traffic but would be lovely to have a vehicle free riding path.
7. Stay in Glendalough area overnight and combine with walks in the area
8. More people mean more services needed
9. I am involved in Marketing consultancy. This will encourage more local businesses, more prosperous economy. Leads to more work
10. we could develop our 'gate to plate offering ' for passers-by especially sweetcorn time.

Q20. Do you have any concerns about the development of a Greenway in the Project Area? If so, please tell us.

1. No not really. More off-road routes that are easy to navigate are what the area needs. Especially if they link in with other waymarked trails. Many tourists coming here find it difficult to access the coast without a car.
2. I need to know how and where the greenway comes into Roundwood. If the track is too far from the village people won't come off at Roundwood and any business will be lost to Glendalough. We have just got a car park for Roundwood BUT it is to far outside the village and at the wrong side of the village which will not help business but will take business away from us. I'm finding it harder and harder to keep my business going, Covid is just another nail in my coffin
3. 1-A lot of the smaller back roads could have heavier loads of traffic on the weekends with people driving out here to do the walk. This could lead to issues with heavy farm machinery that also use these roads and travel at a much slower pace. The back roads are often not as well maintained as the main roads and foot paths, etc would have to be put in place for the safety of the person walking 2-the pathways would have to be clearly marked to help stop people straying onto privately owned farmland

4. It could only make sense if it were seen as a network of routes, some already open. You should think more communities rather than a single route.
5. No.
6. I am concerned at the impact of an increase in visitor / day tripper / cyclist numbers in the Roundwood/Laragh/Glendalough areas, particularly during weekends. The road and services infrastructure are currently sub-optimal for the volumes visiting and detrimental to the sense of community, particularly in the Laragh area where it is virtually impossible to access the village on weekends due to traffic volumes.
7. Want to keep Laragh simple - no Chinese granite .. like Greystones...
8. Protect landowners
9. Anti-social activities, littering, dumping

Q23. Are there other needs/challenges in the Project Area not mentioned in the previous question? Please tell us about them below.

1. Public transport links in the project area are poor especially east-west. It is almost impossible to bet from Roundwood to Greystones or Kilcoole.
2. Parking central to the village of Roundwood. If the greenway goes ahead then we will need parking more central to the village itself
3. The centre of the village needs a car park that can accommodate a few tour businesses. All we see is tourists passing us by because they have nowhere to stop and park
4. - if a walk route is going to be established then an important aspect would be to create a descent sized car park at the beginning / end of the route. all too often walkways are established and the carparks serving them are too small leaving them full at the weekends and then cars park along the public road, which impedes traffic flow for locals. - another thought might be to seek government funding and plant a small hard wood forest along the walk, this will help local biodiversity and help offset any negative effects of the higher footfall on wildlife in a local area
5. Infrastructure around the trail is key. The Glendalough area is already hard stressed by influx of visitors, so trail development needs to factor in access, parking, bins and toilet facilities to match the new influx of visitors and ensure there is not too much traffic driven onto narrow country lanes causing irritation for local traffic
6. Achieving an effective balance between the interests and needs of the resident community and protection of the environment with the drive to increase visitor numbers.
7. Improve the visitor experience and also protect the locals
8. Influx of day trippers from the greater Dublin area
9. Wicklow is a place to stay not just visit ...so more hotels and B+B accommodation in the area and work together to achieve this

10. The promotion of Wicklow Naturally could work really well with this concept, all local producers' food as an offering along the Greenway

Q27. Any final comments? We thank you for your answers so far and encourage you to record any other comments in support or otherwise of this project.

1. The proposed green way will need facilities included along the route. Secure car parking, links to dart and bus services, toilets, and waste disposal. And even camping areas or on farm options. 30 years ago, when the Wicklow-Way was introduced 150 people walked it a year today that number walk it every day, so you need to provide additional support (where are all these people meant to go to the toilet. Where do they dispose of waste? Where can they leave a car securely? Where can they stay overnight if no B&Bs are close by?
2. Thank you. Pleas think on a wider scale! as considered in later questions
3. We really hope that this project goes ahead as we feel that it would be a valuable addition to the local area.
4. Tourism is the strongest chance our community has to get over our current terrible situation.
5. Any initiative that enables our communities to develop and flourish, while simultaneously protecting an area of outstanding natural beauty, is to be applauded. Thank you.
6. Best of luck and we will do what we can to support.

Secondary School Survey

Q13. Please tell us HOW you think the development, and use of Greenways/off-road trails, could help reduce Climate Change?

1. As you could cycle to your sports match and hang out with friends
2. Because a lot of my friends live in Newtown and I would love to be able to cycle there instead of relying on my parents or the bus
3. Because it will decrease the emissions of cars
4. Because it will motivate more people to move and use the Greenways instead of driving.
5. Because it would be a good way to get around instead of driving
6. Because more people would be cycling and walking places instead of driving
7. Because people that live in the area might work Or go to school at the other end of the green way and could possibly walk or cycle to work or school
8. Because people will have a chance to walk, run and cycle more if there is a safe path to do it on.
9. Because people would be safer travelling places on foot
10. Because we are saving a lot of plants
11. Because you would be using less car or gas transport
12. Because, people would be encouraged to cycle your bike and walk more
13. Bins for the different types of wait e.g. recycling, biodegradable dog bags, rental bikes
14. By creating a route that is purely for walking/cycling spanning a large area.
15. By cycling or walking instead of driving there are no emissions from cars
16. By letting us cut down on emissions by walking or cycling instead of driving.
17. By people using it to travel instead of cars.
18. Cuz u won't be using fuel
19. Greenways surrounded by trees and nature would be more environmentally friendly than industrial roads
20. Hopefully, people would use it to travel more, and rely less on cars. Also, perhaps it would encourage people to increase their activity, and for example on the weekend, rather than driving places, they might take some exercise by using the greenway. They may increase overall fitness and encourage people to incorporate walking or cycling to get to their destination, more often.
21. I think a greenway will encourage more people to walk or cycle places rather than driving therefore reducing the amount of carbon emitted.
22. I think it could help reduce climate change by less travel in cars to different places and more greenery.
23. I think less people would be driving, lowering the emissions of greenhouse gases from cars.
24. I think that it will encourage people to get out and walk or cycle places more because it is fully dedicated to that purpose and it would reduce car usage.
25. If in a town environment maybe but if it's mainly in the countryside I would say that people would use it more for leisure/fitness as opposed to a travel route
26. If people were more encouraged to safely walk and cycle more, it could possibly reduce the amount of people who have to commute via car
27. If there are safe places to walk or cycle less people would use cars

28. Instead of driving to a place to do a non environmentally good activity, people can have fun and exercise in the greenway
29. It could help because less people will be driving places if there is a walking trail that is safe
30. It could help if people use it for their daily commutes instead of cars.
31. It might encourage people to not drive as much
32. It saves people from driving and therefore reducing the scale of climate change in Wicklow
33. It will get people to walk or cycle to work and school
34. It would because there would be less people driving
35. It would encourage people to use their cars less so it would decrease greenhouse gas emissions
36. It would help reduce the number of people on the road
37. It would motivate people to walk, cycle and appreciate nature more
38. It would reduce the amount of gasses from because more people will be walking and cycling to places
39. It would stop people from using their cars.
40. Less carbon emissions from cars, as people might cycle more.
41. Less cars
42. Less cars and busses will be used in the area and if people have the chance to be more active by walking they should take it
43. Less driving
44. Less people are driving
45. Less people driving
46. less people getting lifts meaning less fossil fuel emissions and preserving nature along the greenway.
47. Less people using cars to get places will obviously release less emissions, but more things need to be done for climate change it is ridiculous how little we are doing to save our home we need to be switching our energy sources to renewable energies not household's business and factories that can actually make the difference
48. Less people will be driving in cars, buses, or any other kind of vehicle and therefore less fumes will be being released and less petrol and diesel will be used
49. Less people would drive
50. Less use of cars, trains buses etc.
51. Less use of motor vehicles
52. More people may choose to walk or cycle if this option is available
53. More people will get used to walking and cycling places
54. More people would use the greenways instead of driving
55. Off road paths will encourage more people to cycle as it will be safer and it would be al lot quieter and more pleasant to walk away from the road
56. Options such as cycling become more viable when greenways are in place, reducing the need for cars on the road.
57. People are not using their cars as much
58. People can use cars less
59. People may drive to less places if there is a good way to walk/cycle there. People wouldn't have to travel by car to go to a forest or garden centre for a walk.
60. people will walk / cycle more on these off-road trails and this reduces people's carbon footprint
61. People would be less inclined to drive somewhere if there are safe paths near-by. It also provides an alternative, eco-friendly activity that people do not have to drive to.

62. People would cycle/walk/run to more places and there would be less need for polluting cars.
63. People would drive less
64. People would hopefully be walking and cycling more and driving less.
65. People would use cars less because they have a new safe way to travel
66. People would use their cars less
67. People would walk/cycle more maybe
68. People wouldn't drive as much
69. Reduce carbon footprint
70. Reducing cars on the road
71. So less people drive
72. There need to be equally as many if not more greenway than normal road for it to make a difference
73. There will be less cars used which will reduce the amount of gases used in Ireland.
74. There would be less people in cars
75. They allow more plants to be planted, increase the use of transport non-dependent on fossil fuels
76. They are better for the environment by getting people out of their cars and cycling/walking more. Reduces CO2 emissions
77. To cycle to school is clean to use why a car isn't
78. Travel and meeting friends being done through cycling/running/walking, thereby cutting down on carbon emissions for the days it is used
79. We cut down on petrol and diesel and gas and it will help Global Warming! So if there are greenways people won't use cars as much and it could help the planet.
80. Well, it's decreasing the amount of roads and building being made

Q16. If you are supportive of building the proposed Greenway, who do you think should be responsible for developing Greenway. How should Greenways be funded/paid for? Where should they be built? Please let us know your thoughts below.

1. Ask for donations
2. By whoever wants the greenway
3. Council should fund, with community fundraisers too.
4. County council
5. County council in cooperation with local people, landowners and groups / committees along the route. Ideally by the government, however in the absence of sufficient funding fundraising could help.
6. Don't destroy loads of trees. Get it in a kind of clearing where there is isn't much trees then make a trail in the middle And plant trees around it
7. Donation
8. Funded
9. Funded by the government. Should be built in populated areas so many people will have easy access to the greenway
10. Funded by the state
11. funded through the council and government, along coastal trails and places of heritage and wildlife.
12. Fundraiser
13. Fundraisers could be done in schools/churches
14. Government and crowd funded initiative. Proposed plan looks good
15. Government cuz they got all the cash
16. Government. Car taxes
17. Greenways should be built right through the middle of towns to bring more trees into city's in an attempt to stem global warming
18. Greenways should be funded by the community who are supportive. Greenway should be built in forests and other scenic areas.
19. Have a big fundraiser or maybe a run to a start funding for it. Maybe charge €5 per person to take part
20. I believe that the entire Wicklow community should chip in
21. I don't know
22. I don't know
23. I think the greenway should be funded by the government, if not do a few fundraisers as people would definitely donate I would say
24. I think fundraisers would help
25. I think it should be proposed to county councils, or even to the Government to turn it into a more nationwide appeal. Fundraisers could be organised along with funding from the government. It would be great to see more safe paths around towns, down the seafront from for example Greystones to Wicklow town, and from the mountains coming into the towns also.
26. I think it should be the government because they pay for roads to e built and a greenway is a human equivalent of that.

27. I think it should get funding from the council and locals who want it should get involved as well.
28. I think that a group of volunteers should help organise with the people setting up.
29. I think that the council and the government should be in charge of funding and building as it is probably too much to handle for a private sector and I think that the proposed route is a good place for it to be built
30. I think that the government should pay for them. I think they should be built in as many places as possible
31. I think that they should be funded by donations or funding by the government in places like bray or Greystones where the car usage is high
32. I think the community across Wicklow could help donate money to the making of the greenway.
33. I think the council should pay maybe
34. I think the government and county council should be responsible for developing and, funding greenways. I think they should be built along the coastline or other areas with scenic views and nature.
35. I think the government and local councils should fund it. Some fundraisers could also be done because I feel lots of people would be supportive of a greenway so they might contribute a bit to help it be built. I think they should be built near a main road so that it can be accessed easily by tourists but then diverge from the road so that the scenery would be more pleasant. Sea views would provide additional attraction as well. It should go through multiple towns and villages so that there are different places where it can be accessed and where people can take a break. I think it should end by the sea possibly Greystones.
36. I think the government should be responsible for the greenway and children should do bag packing
37. I think the government should fund the project. I would love if they built it from Greystones to Newtown.
38. I think the government should pay for it as it's an investment in our country and a move to reduce climate change, and I think they should be built all around Ireland in places with natural beauty, so more people can see more of the hidden features of our country.
39. I think the government should pay for it as they pay for building all the houses and other buildings so they should pay for nature.
40. I think the government should pay for them
41. I think the Greenways should be funded. Isn't the route already planned?
42. I think the local people on the greenway should pay
43. I think the local government should fund for the appropriate greenway. I think they should be built in really beautiful parts of the country.
44. I think the people who use the greenway track should be in charge of keeping it clean.
45. I think they could be paid for by doing lots of activities for people and doing fundraisers
46. I think they should be built in highly populated counties
47. I'm not certain of where they should be built in relation to the above map, anywhere that is cut through will anger some people. Even so, I believe the overall

	benefit will be worth it. As for pay, donations (likely through fundraisers) seem the best way to go. I can't imagine many being supportive of forced tax payments. Younger people could also be encouraged to hold fundraisers as part of volunteer work which they could be rewarded for within their schools in some way
48.	I'm not sure
49.	It should be accessible from Newtown forest It could be funded by the government or fundraising schools could do non uniform days to raise money for it.
50.	It should be funded by doing fundraisers and the government should help fund it and people across the county should bring publicity and awareness too.
51.	Local organisation, like Coillte for example, and local volunteers should help to develop the Greenway. The government should pay for any equipment or workers with the yearly budget they have for helping with transport and the climate crisis. Find places with already existing bike paths that can be improved and then see if there is space for off road tracks in between these already existing bike paths.
52.	Maybe during the winter builders should start building it because not as many people would be out and then it will be ready for the summer. The people running it should fund it.
53.	Maybe it should be supported by the Government and It could be near Greystones
54.	Raise money and government
55.	Set up donations, the government etc.
56.	The council should build the greenway and they should be built in the Wicklow Mountains
57.	The county council
58.	The Country Council
59.	The county council and government should help to fund it but I think someone local with nature and building experience should design and lead it with fundraising and the local community supporting the funding of it if they can.
60.	The county council and the government should co-fund it
61.	The county council or community funded by a car wash or bake sale or mask sale In farm land or community space
62.	The government
63.	The government
64.	The government
65.	The government
66.	The government should fund them like they do with the other ones and the win low county council should look after them
67.	The government should pay but they should pay for Covid expenses before a path.
68.	The government should pay for the greenways.
69.	The government.
70.	The person doing it
71.	The person who's running the survey
72.	There should be a certain amount of state funding for it I suppose, but I think that if so many people are in support of the idea of a greenway, fundraiser may prove to have a plentiful outcome. In regards to who should be responsible and where,

I'm not really sure, however, I am in support on the proposed route above as it seems to be quite close to everywhere and easily accessible.
73. There should be a lot of them webbing across and connecting to each other so they could take to lots of places. They would be used more then.
74. They should be built away from busy roads e.g. motorways so people aren't inhaling the pollution from vehicles. It would also be noisier if it was built near a busy road. That being said, it should be built in an accessible location that goes to/through big towns, as if it is going to be an alternative for commuters, it must go close enough to their places of work.
75. Up the coast on diesel and the extra money is the money for Greenway
76. Wicklow County Council, fundraisers

Q18. Any final comments? We thank you for your answers so far and encourage you to record any other comments in support or otherwise of this project.

1. Could there be a mountain bike trail for bikes
2. Good idea.
3. Great idea!
4. Great plan and I hope it gets passed!
5. I like the environment.
6. I think it is a great idea because really enjoy the greenway in Mayo
7. I think it is a great idea, and gets more people out exercising
8. I think that the greenway is a great idea and should defo be looked into further!
9. I think this is a brilliant idea and would really promote more sustainable living. In addition to this, it would simply be a lovely activity for a weekend or holiday, to go for a cycle along the greenway. I think it is a facility that is definitely needed in Wicklow, and i wish you every success in your developments of this project
10. I think this is a great idea because I would use it a lot and it sounds like a great way to stop Climate Change. Before this I had never heard of a Greenway but now, I really want to cycle and walk on one. This is a great idea that should go ahead,
11. I was unaware of this plan until now, but when I saw this survey, I was ecstatic. I love to go on long cycles with my friends but I am very nervous when cycling on busy roads so I am in full support of a local Greenway and I think it would be very beneficial to the community.
12. If you put up signposts at certain places with information it could be good for example this is Glendalough built in the ... and was used by the ... little pieces of information that would get us to learn new things about the history of our surrounding places we never knew. Definitely make the green way a wide enough space to allow people to pass with a 2 meter gap (this would reassure some people who want to go on walks but see scared of seeing people). Have good viewpoint son route where people can stop and take a quick breather and appreciate Wicklow county.
13. Nah thanks tho !
14. Please build a greenway! 😜
15. Please do it that would be class
16. Thank you
17. The greenway could be a great way to bring in tourists to Wicklow and something really good for the locals and environment
18. Will the proposed paths encourage biodiversity?

Primary School Survey

Q11. If lots of people used a Greenway to get to school, to go to work, or to go see friends, how do you think this would make life better? Finish this sentence and add another sentence if you would like to. "Having a greenway near me would make life better because …..

1. We could cycle and walk safely-reduce Co2-healthy-add variety to walks-more trees/wildflowers
2. There would be less cars so less pollution and it would be a good place to exercise.
3. It's a healthier, safer nicer way to get out. It's a new place to go. Encourage more people to walk or cycle. Good way to explore nature.
4. Might make the journey shorter Lead to more exercise and fitness Less air pollution Would lessen the impact the impact of climate change Would not be stuck in the car Less cars/traffic on the road Good for the community

APPENDIX 2

Model

Benefits of Green Space on Physical and Mental Health

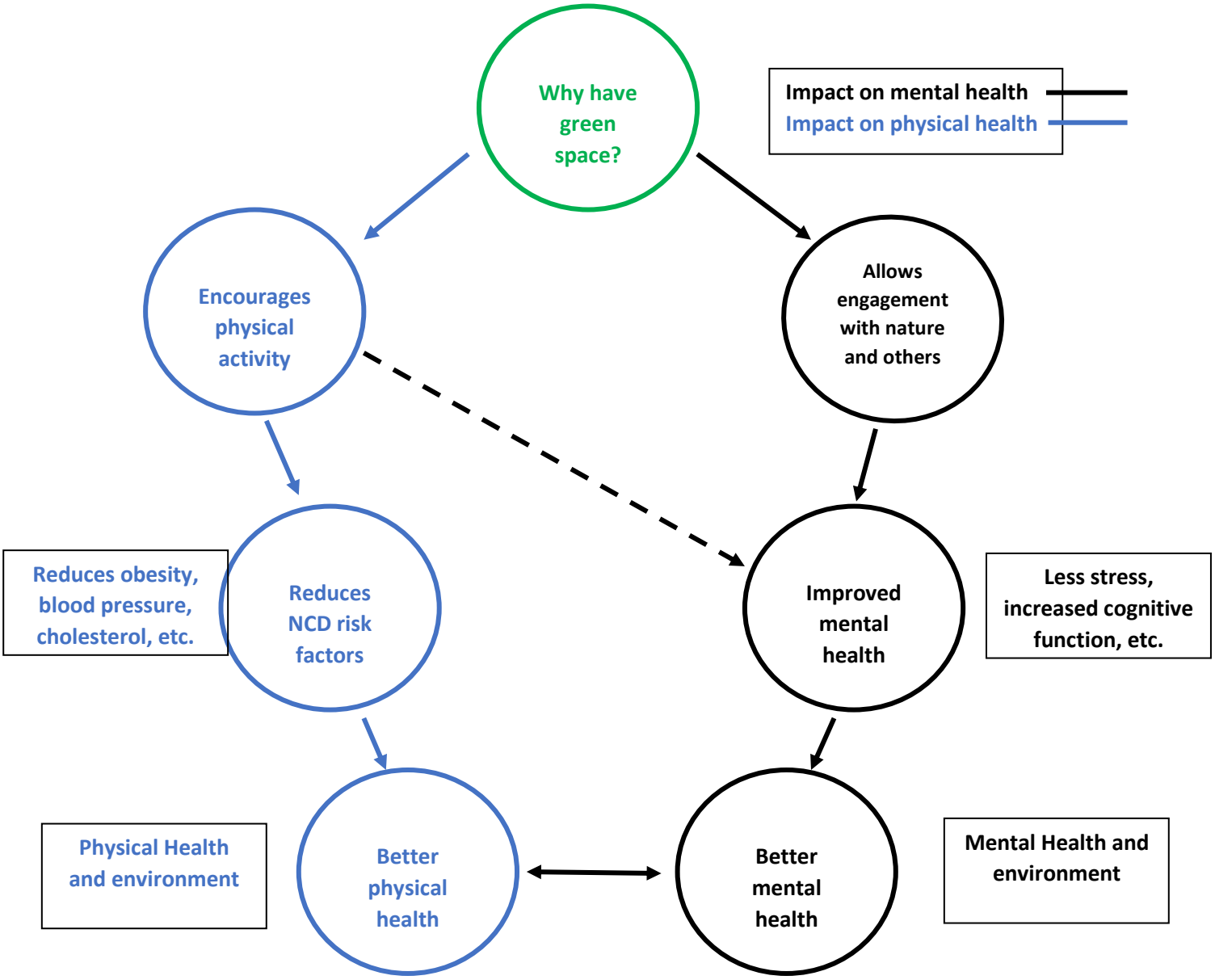


Figure 1:- Walking in green space – benefits for physical and mental health

APPENDIX 3

Greenway Case Studies

Great Western Greenway (GWG) Case Study

The Great Western Greenway (Westport-Newport-Mulranny-Achill) in County Mayo is a 42km traffic-free cycling and walking facility that primarily follows the line of the old Great Western Railway which closed in 1937. It is a partnership between Fáilte Ireland, the Department of Transport, Tourism and Sport, Mayo County Council and the local community. The first 18km of the Greenway, from Newport to Mulranny, opened in 2010, while the two extensions linking south to Westport and east to Achill formally opened in July 2011, lengthening the route to 42 km, mostly off-road. The overall cost of the GWG was €5.7 million (National Trails Office, 2012).

An economic impact assessment carried out by Fitzpatrick Associates[20] in 2011 employed user count data and user surveys to calculate economic returns as summarised in Table 4.3. Here, the average daily spend and estimation of the total input to the local economy in 2011 is calculated for three types of identified users: *local* (live close to GWG), *domestic* (live in Ireland), *international* (live outside Ireland).

GWG – Economic Impact Assessment Summary			
User Type	**Number of visits in 2011**	**Average daily spend**	**Total spend in 2011**
Local	34,400	€27.31	€939,550
Domestic	14,800	€49.85	€3,544,832
International	8,000	€50.71	€2,754,993
		Total	**€7,239,375**

Of the €7.2 million calculated total spend in the local economy, Fitzpatrick Associates suggest 45% to 60% is directly related to the development of the Greenway i.e., visitors cited the Greenway as their main reason for coming to the area. The Greenway therefore would pay for itself in two to three years based on these economic benefits alone.

Waterford Greenway Case Study

At 46 km, Waterford Greenway is currently the longest Greenway in Ireland. The trail, linking Waterford City to Dungarvan, officially opened in March 2017. Automatic cycle and pedestrian counters installed at key points along the extent of the Greenway provide valuable usage data. The Greenway has been highly successful to date in attracting local users and visitors, averaging over 250,000 visits annually.

An extensive *baseline intercept user survey*[21] was carried out by AECOM in August and October 2017, with a total of 1,177 respondents. The in-depth survey gathered data on a

[20] *Great Western Greenway – Economic Impact Case Study – Final Report 2011.*
[21] *Waterford Greenway Intercept Survey 2017.*

broad range of questions including travel mode, gender, age, where users live, purpose of visit, and perception of the Greenway. In addition, the survey asked a number of questions related to economic spend by users whilst visiting the Greenway. This data is presented to demonstrate an approximate direct economic addition to the local economy of the area from accommodation, bike hire and food and drink, estimated to total €7.2 million annually.

Estimation of Economic Benefits for Waterford Greenway		
Statistic from Aecom Survey 2017	**Survey statistic applied to the number of users as collected from the automatic counters**	**Comments**
Total annual number of walking trips (users)	106,000	Gathered using automatic counters – the Aecom Survey states the raw count figures are calibrated to avoid double counting for return trips.
Total annual number of cycling trips (users)	142,000	
Total annual number of users (cycling & walking)	248,000	
66% of total users are from Waterford	0.66 x 248,000 = 163,680	Totals are calculated using the % from the survey.
34% of total users are from elsewhere in Ireland	0.34 x 248,000 =84,320	
2% of total users are overseas and N. Ireland	0.02 x 248,000 =4,960	
36% of total users said they were visiting/sightseeing	0.36 x 248,000 = 89,280	
26% of cycling users hired a bicycle	0.26 x 142,000 =36,920	
70% of visitors from outside Waterford travelled to Waterford solely to use the Greenway	0.7 x 84,320 = 59,024	
40% of visitors from outside Waterford were staying in paid overnight accommodation	0.4 x (84,320+4,960) = 35,712	
41% of overnight stays were at a hotel	0.41 x 35,712 =14,642	
The average spend on accommodation was €109.50 per night	€109.50 x 35,712 = €3,910,464	
41% of the sample spent on average €28.50 on food and drink	€28.50 x 0.41 x 248,000 = €2,897,880	
11% of cycling users spent €27.50 on bike hire	€24.70 x 0.11 x 142,000 = €385,814	
Total estimated annual spend by visitors	**€7,194,158**	

Whilst the above calculation is an estimate based on the Aecom baseline intercept survey and annual visitor numbers, it gives a broad indication of the potential income sources. A number of observations are relevant:-

- Overnight accommodation accounts for 35% of the potential revenue. A tourism attraction such as a Greenway has a greater economic benefit if it is of sufficient length to necessitate overnight stays. It is of interest to note Fáilte Ireland's submission to the consultation for the Wicklow County Plan 2021 -2027:

  > *"Wicklow must expand the volume and quality of the visitor accommodation available to visitors. This is the biggest constraint to growth of the visitor economy in Wicklow. With around 3% of all Ireland overnights and spend, and just over 2% of available serviced visitor accommodation stock, expanding the supply would create the foundations for success."*

- 77% of the businesses which completed the business survey for this study think the proposed Green-Way could attract visitors to the area.
- 45% of businesses think their business could grow as a result of the proposed Green-Way.
- In addition, the following economic benefits cited from the Great Western Greenway[(22)] further demonstrate the economic potential:-

  - 47% of local business reported an increase in turnover since development of the Greenway.
  - 33% of local businesses reported an increased business expenditure in the area in terms of wages and purchase of local goods and services.
  - It is estimated that 38 new full time equivalent jobs have been created and a further 56 full time equivalent jobs sustained due to the Greenway.

[(22)] *Great Western Greenway – Economic Impact Case Study – Final Report.*

APPENDIX 4

Indirect Economic Benefits
Modelling Approaches

1. **Physical Activity and Regeneration of Connswater (PARC) Study**

Led by a multi-disciplinary team, the Centre of Excellence for Public Health NI based at Queens University Belfast, researched and reported on the potential health impacts of the Connswater Community Greenway (CCG)[23] on local residents using the new Greenway to do more physical activity. The study also 'weighed-up' the costs of building the Greenway against the projected health benefits gained from increased physical activity levels, to consider whether the CCG could be a cost-effective investment for public health.

The PARC study results indicated that, (i) if just 2% of those people living near the Connswater Community Greenway who are currently inactive, completed at least 150 minutes/week of physical activity as a result of the CCG, over 40 years, then a total of 184 new cases of chronic diseases and 17 deaths could be prevented; (ii) if 10% of those people who are currently inactive became active, over 40 years, then a total of 886 new cases of chronic diseases and 75 deaths could be prevented; (iii) each scenario is calculated to be cost-effective, ranging from £4,469/DALY to £18,411/DALY, which is well within the accepted UK cost-effectiveness threshold.

2. **Social Return On Investment (SROI) of An Urban Greenway[24]**

This is an update study to the above PARC analysis on the Connswater Community Greenway. Here, cost benefit analysis is presented using a Social Return on Investment (SROI) framework which takes a wider view of the benefits of Greenways to include other outcomes in addition to health; these can include for example, biodiversity, tourism, and house prices.

In essence the study hypothesises that the Greenway leads to increased physical activity, increases in worker productivity, job opportunities, reduced anti-social behaviour and crime, increases in tourism, reduced flood risk, and climate risk mitigations through changes in travel from car to walking/cycling. The monetary value of these benefits is compared with the cost of generating these benefits and presented as a net monetary benefit, or *return on investment*. The SROI analysis finds that every £1 invested in the Connswater Community Greenway generates an expected £2 to £6 return and it should therefore pay for itself two to six times over during its lifetime.

3. **Health Economic Assessment Tool (HEAT) : World Health Organisation [25]**

The use of the HEAT model provides an estimate of the economic benefits accruing as a result of lower death rates among more active populations. It has been designed to be used by transport planners, traffic engineers and special interest groups – eg, walking/cycling groups - as w as being of interest to health promotion experts and health economists. It evaluates the reduced mortality from past and/or current levels of walking

---

[23] *The Connswater Community Greenway when finished will extend 9km through East Belfast following the Connswater, Knock and Loop rivers connecting open and green spaces.*

[24] *Ruth F. Hunter , Mary A.T. Dallat , Mark A. Tully , Leonie Heron , Ciaran O'Neill & Frank Kee; on behalf of the PARC Study Research Team (2020): Social Return On Investment Analysis of An Urban Greenway, Cities & Health.*

[25] *WHO (2011), "Health economic assessment tools (HEAT) for walking and for cycling* ***Methodology and user guide*** *ECONOMIC ASSESSMENT OF TRANSPORT INFRASTRUCTURE AND POLICIES."*

and cycling, and the economic consequences of a potential future change in levels of walking and cycling. The model is available free online and can be used to assess the following question: *'If x people cycle or walk y distance on most days, what is the economic value of mortality rate improvements'?*

In an example presented within Appendix 4, if the resident population increases the amount of time they walk a day by 10 minutes this would prevent 20 premature deaths – each premature death has an equivalent value of approximately €5 million. If walking is increased by 20 minutes a day for 20 years the reduction in premature deaths is 40, and 60 if walking is increased by 30 minutes a day.

PARC, SROI and HEAT are recognised modelling approaches which allow funders to assess the potential impact that investment in infrastructures such as trails and Greenways can make to populations on a number of levels - city, region, country. PARC and HEAT models focus primarily on health outcomes from an increase in physical activity whereas SROI analysis is broader and assesses the impact of infrastructure development by looking at environmental, social and economic factors.

APPENDIX 5

Survey Results

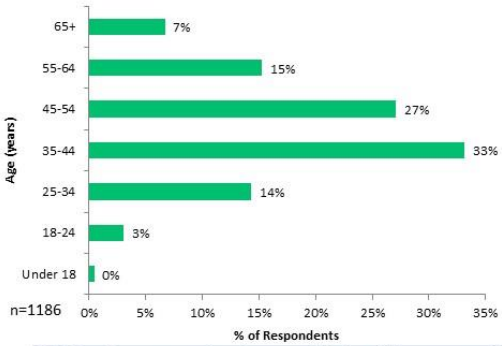
Profile of respondents

58% female,
41% male
1% -prefer not to say

n=1,185

77% - employed/self-employed (n=1,190)

Age Profile



60% of respondents are 35 to 45 years old.

65% of respondents have children n=1,175

Remarks

The profile of respondents shows a broad spread in age with 75% being in the 35- to 65-year-old age group. There are fewer responses for the over 65s, perhaps due to the requirement for online completion. Almost two thirds of respondents have children and three quarters are either employed or self-employed.

Where Respondents Live

74% (*n=933*) live within the project area (not all indicated their nearest village in the table.)

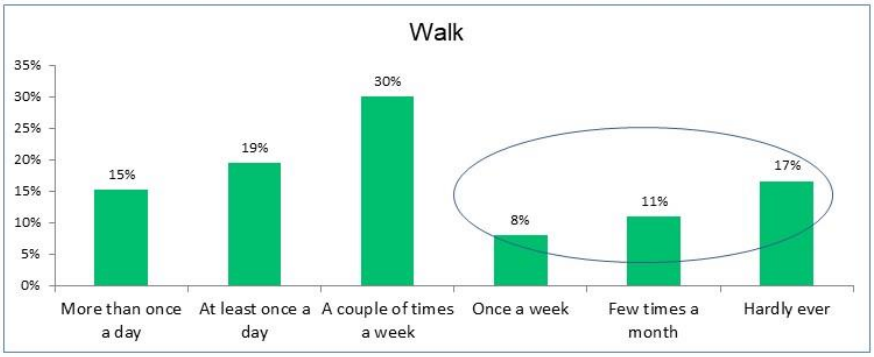
Village/Town	No. of Res	% Res
Newtownmountkennedy	346	39%
Kilcoole	195	22%
Kilpedder	80	9%
Roundwood	75	8%
Ashford	56	6%
Newcastle	37	4%
Laragh	34	4%
Greystones	23	3%
Other*	17	2%
Delgany	12	1%
Annamoe	13	1%
Bray	5	1%
Glendalough	3	0%
Total	*896*	*100%*

* Wicklow Town, Kilquade, Rathdrum, Rathnew, Redcross

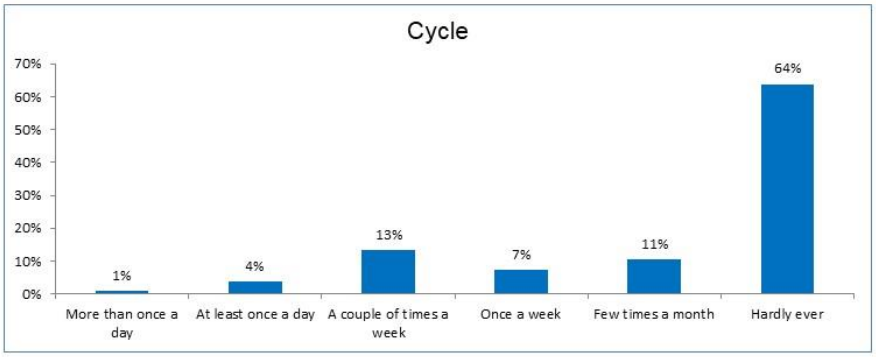
Remarks

Approximately three-quarters of respondents live within the project area. The most represented town is Newtownmountkennedy with a total of 346 responses which approximates to a response from 1 in 6 of the village's adult population. Of the 275 respondents who live outside the project area 59% (162) are from County Wicklow, 27% (74) from Dublin and 14% (39) from a number of counties across Ireland. There are also 12 respondents from UK, Europe, USA and Canada.

How often respondents Cycle or Walk in the project area



36% of respondents walk to destinations 'Once a week' or less (n=810).



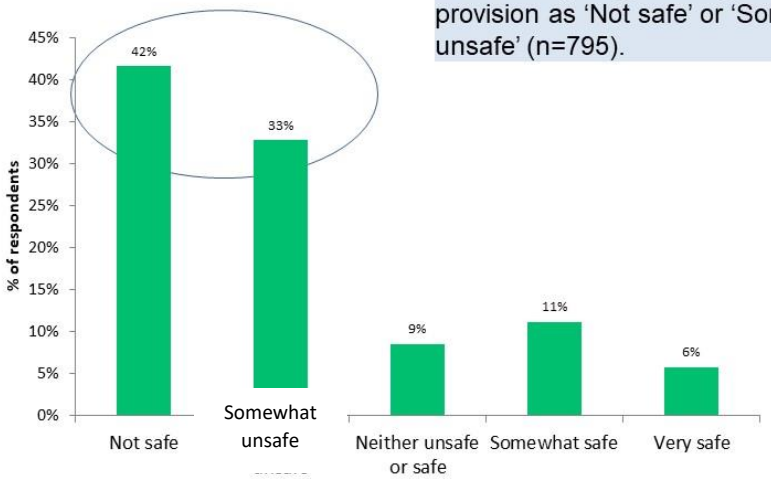
64% of respondents 'Hardly ever' cycle (n=811).

Remarks

When it comes to cycling, almost two thirds of respondents 'Hardly ever' cycle and only 25% cycle on a weekly basis. There are likely to be a number of reasons for this, however it is widely recognised that sharing roads with cars is not attractive to the leisure cyclist or as a family activity. For walking, approximately a third of respondents walk to destinations such as shops, entertainment, work etc. at least once a day or more, whilst over a third walk much less frequently.

How would you rate in terms of safety, the provision of cycling, walking and running facilities in the project area?

75% rate cycling, walking, running provision as 'Not safe' or 'Somewhat unsafe' (n=795).

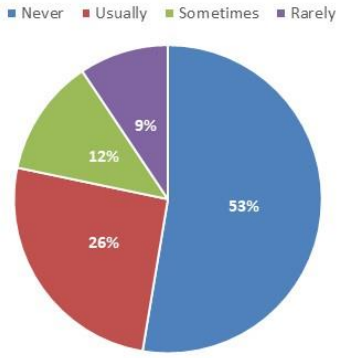


*figures/#:~:text=The%20figure%20is%20around%2027,increased%20by%2012%25%20since%202005.

Remarks

For the majority of residents, public roads are the only route to travel between villages in the area. Three quarters of respondents rate this provision as 'Not safe' or 'Somewhat unsafe' for cycling, walking and running. This is not an unusual response. It is becoming more widely accepted that in order to increase cycling participation, infrastructure which separates vehicular and cycling traffic is required. The Netherlands is often used as an example; here, the government proactively invested in dedicated cycling infrastructure in the 1970s. In 2020 27% of all trips are made by bike* in the Netherlands.

How often children cycle or walk to school.



62% of children 'Never' or 'Rarely' walk or cycle to school (n=511).

Main reasons why children do not walk or cycle to school are (n=437):

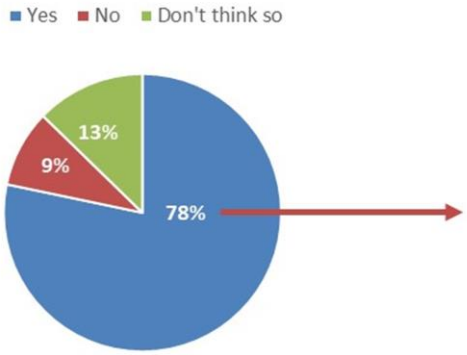
- **57%** said it's not safe, there is too much traffic.
- **33%** said there are no footpaths.
- **33%** said distance too far.

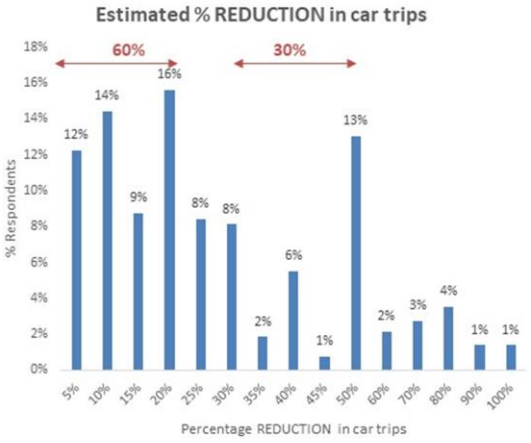
Remarks

It is widely reported the number of children who walk or cycle to school has decreased dramatically in the last 20 years. The 2016 Census records a 14.2% increase in journeys to school by car for Wicklow County.

In the project area almost two thirds of children 'Never' or 'Rarely' walk to school. Whilst a third of respondents said the distance is too far to walk/cycle to school, 57% said it was not safe to do so, 33% of respondents said there are no footpaths.

Would you use cars less, by making more trips on off-road trails and tracks?





78% of respondents are open to the idea of using their car less and making more trips on off-road trails. (n=791)

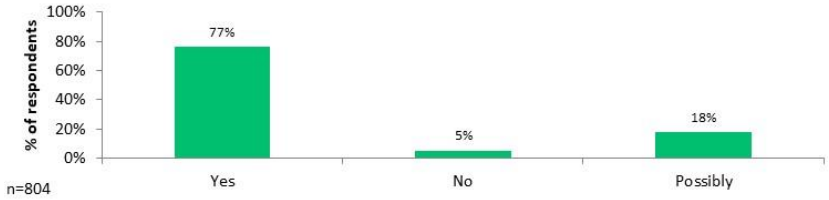
- **60%** think they could reduce car trips by up to 25%
- **30%** think they could reduce car trips by up to 50%

(n=661)

Remarks

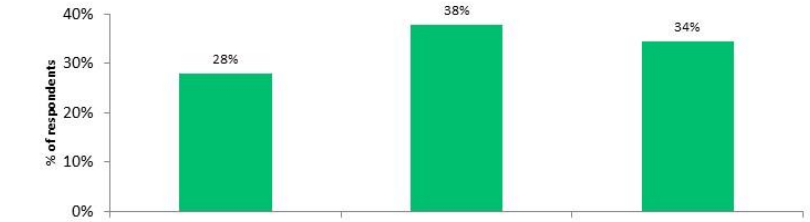
Respondents indicate a desire for a 'modal' shift from car journeys to more use of off-road trails and tracks such as a Greenway. Whilst it may be optimistic, 60% (397) of the respondents said they could reduce car trips by 25% if there were more off-road trails. This indicates a desire to change the travel mode of shorter journeys. A further 30% of respondents feel they could reduce their car journeys by 50%. So, 90% of respondents reckon they could reduce car journeys by at least 25%.

Do you think the development of a bridle path would encourage tourism locally and create safe travel by horse?



n=804

Would you consider investing in an electric bike for everyday travel on the proposed Green-Way?



n=1007

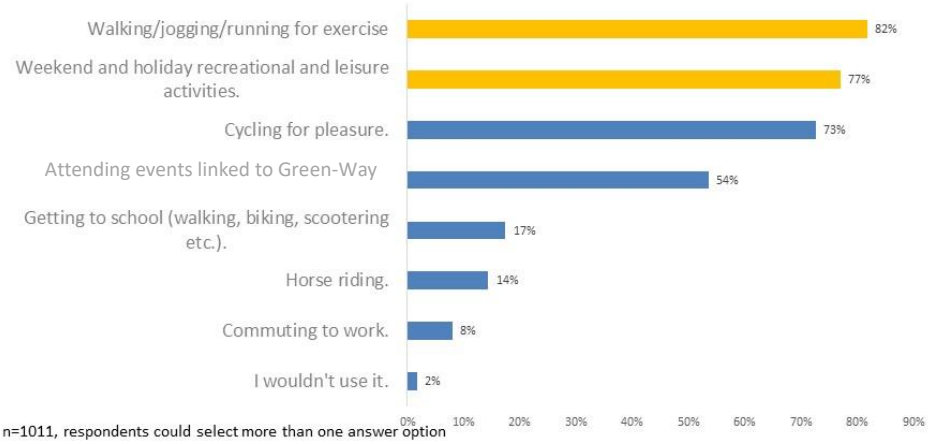
Remarks

The area supports a number of horse-riding businesses; the provision of bridle paths is recognised by 77% of respondents as beneficial for tourism and will create safer travel by horse.

With an increase in the availability of electric bikes, it is of interest to see that just over a quarter of respondents would consider investing in one. As the cost of electric bikes is expected to decrease, this is likely to become a more popular mode of transport.

How would you see yourself, family members, and visitors using the proposed Green-Way?

The most popular activities on the proposed Green-Way are:
1) exercise and 2) weekend & holiday/recreational and leisure activities.

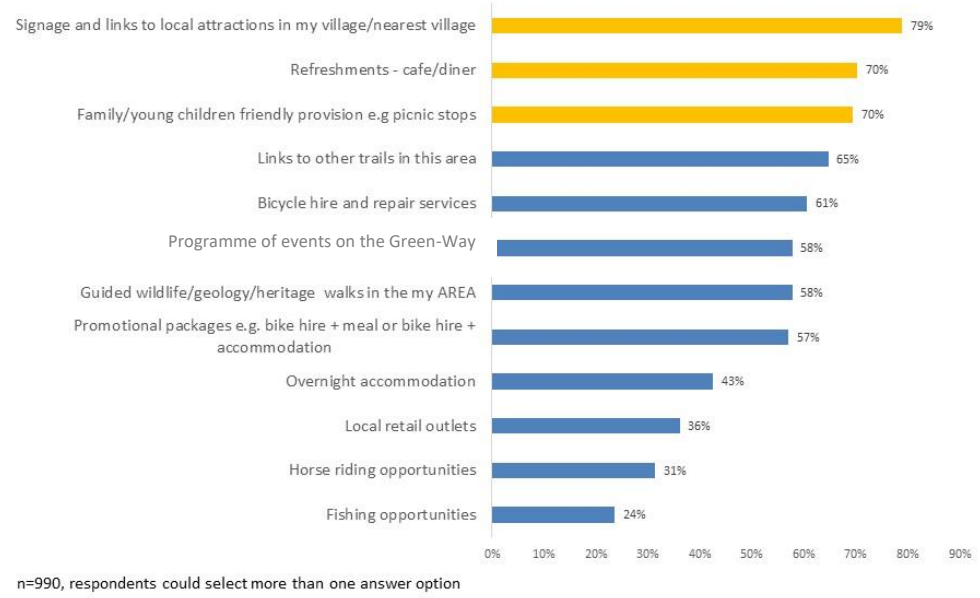


n=1011, respondents could select more than one answer option

Remarks

It is clear respondents see the provision of a Green-Way will allow the opportunity for physical activity and weekend/holiday recreational and leisure activities. From a health perspective any increase in physical activity is desirable.

Fewer respondents see the trail as being used for travel to school/work, most likely due to the fact that routes have not yet been identified.



Remarks

A network of routes such as being proposed has the potential to be many things to many people. However, central to the vision is that the routes will connect each community thereby encouraging locals/visitors to connect and sample the individuality of each village. Signage and links to local attractions is top of the respondents' choice for this question. In addition, the availability of refreshments and child friendly provision is highly rated by 70% of respondents.

Remarks

Respondents agree there are many benefits the development of a Green-Way trail can bring to area. Overwhelmingly, respondents agree the proposed development will bring more visitors to the area, make the countryside more accessible and has the potential to increase business opportunities in the area.

Slightly fewer respondents, but still a significant number, agree that the Green-Way will allow more chance for physical activity, protect flora and fauna and provide safe travel to school/work.

Do you support the creation of the Nine Village Federation?

94% (n= 947) support the concept of the **Nine Village Federation** and think it could:

Help create sustainable, green and local economic opportunities.	77%
Look after the natural environment, local heritage and culture.	64%
Brand and market the Green-Way to attract, local, national and international visitors.	60%
Ensure the Nine Village Federation is for the benefit of the local community and environment.	59%
Promote and safeguard biodiversity in the whole area and in particular along the route of The Mountains to the Sea Green-Way	54%
Lobby local and national government for continued investment in sustainable green infrastructure in the area.	53%
Continue to develop infrastructure to allow more people to make greener choices.	49%
Help develop events and programmes unique to the area.	47%
Develop educational resources for schools.	37%
Incorporate bridle routes for horse associated businesses and tourism?	21%
Promote political cohesiveness to represent the Nine Village area.	16%

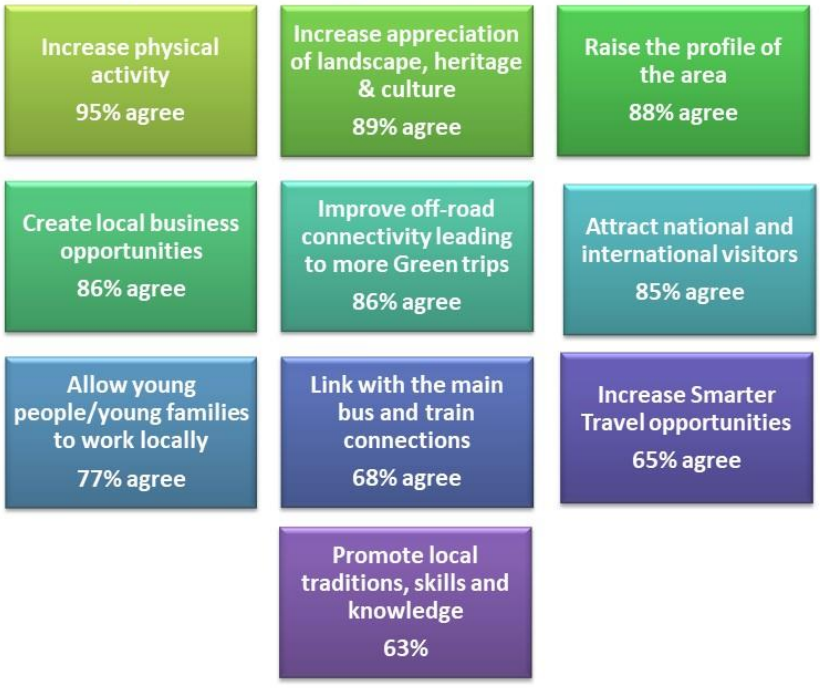
n=1,003

Remarks

Integral to the proposed project is a clustering of nine villages in the project area to form a Nine Village Federation to promote the sustainable economic wellbeing of all who live in the project area. The federation would aim to bring villages, businesses, and municipal bodies together to create opportunities to strengthen and sustain vibrant communities, thereby safeguarding the area's heritage and natural environment. Ninety four percent of respondents support the idea of forming an entity such as the Nine Village Federation.

The Green-Way and Nine Village Federation have potential to:

n=994



Remarks

As a summary to the community survey respondents recognise the potential outcomes the proposed project can bring to an area. These outcomes encompass a holistic view of the local community, visitors, the natural and built environment and how people interact with it.

Profile of businesses

Business Location	No.
Newtownmountkennedy	7
Roundwood	4
Annamoe	3
Laragh	3
Kilcoole	1
Newcastle	1
Greenan	1
Ashford	1
Wicklow Co.	1

Business Type	No.
Office/Commercial	3
Arts/Culture	3
Farming	3
Activity Operator	3
Restaurant/Cafe	2
B&B/Self-catering	2
Retail	1
Caravan/Camping	1
Visitor attraction	1
Tour operator	1
Coaching	1
HR Consulting	1
Horse Riding School	1

% of business related to tourism/visitors	No. of businesses
10%	12
20%	0
30%	0
40%	0
50%	0
60%	3
70%	1
80%	0
90%	1
100%	4

Supportive of proposed Green-Way	No.	%
Yes I definitely support the proposed Green-Way.	17	77
Would need to know more about it.	5	23
No I am not supportive of the proposed Green-Way.	0	0

Remarks

Twenty-two businesses completed the short survey. It is noted that the number of business replies to the survey is smaller than hoped; the return rate may have been affected by the restrictions due to COVID-19. However, these survey results provide useful insights. 77% of the businesses support the proposed project and the remaining 23% (5 businesses) would like to learn more about the project – of these five businesses, two are farming businesses and one a restaurant/café.

Business Benefit

Do you think the development of the proposed Green-Way could bring new business opportunities to the project area?

Answer Choices	%	Number
Yes	77%	17
No	0%	0
Possibly	23%	5

Do you think the proposed Green-Way has the potential to attract tourists and visitors to the project area?

Answer Choices	%	Number
Yes	73%	16
No	0%	0
Possibly	27%	6

Do you think your business would benefit/grow due to an increase in the number of tourists/visitors to the project area?

Answer Choices	%	Number
Yes	45%	9
No	15%	3
Possibly	40%	8

- More youth, school and Gaisce groups walking the route for Gaisce projects or TY programs
- Enhanced safe routes to market for more walkers and cyclists. Opportunity to package up with Waterford Greenway on a walking or cycle tour along east coast.
- The Mountains to Sea Green-Way would allow us to setup events and associated services on the route
- A single route does not embrace possibilities of variable routes as the sea is not only a single destination in WW: there are many routes there
- We believe that the Green-Way will open up an opportunity for our business to gain visibility and open us to potential clients outside of our immediate area.
- It would be great for tourist treks, the lane we are on is great and very little traffic but would be lovely to have a vehicle free riding path.
- Stay in Glendalough area overnight and combine with walks in the area
- More people mean more services needed
- I am involved in Marketing consultancy. This will encourage more local businesses, more prosperous economy. Leads to more work
- We could develop our 'gate to plate offering ' for passers by especially sweetcorn time.

Remarks

77% of respondents think the proposed development of the Green-Way could attract visitors to the area and therefore increase business opportunities. 45% of businesses think their business could grow as a result of the Green-Way, 40% are less sure and think it could '*possibly*' help grow their business.

An example of how one business reckons how they could grow: '*We could develop our 'gate to plate offering' for passers-by especially at sweetcorn time.'*

SMART Village Initiative

Q21. Have you heard of the SMART Village Initiative?

Answer Choices	%	Number
Yes	32%	7
No	68%	15
	Answered	22

Q22. The SMART Village approach looks to address the needs and underlying challenges of the local area. How important do you think it is to address the below 'needs/challenges' in the Project Area? Where 1 is not very important and 5 is very important.

Answer Choices	Not at all important	Not very important	Somewhat important	Very/Extremely Important
Job/work opportunities to allow young people the option of staying/living in their home area?	0	0	0	22
Fast broadband connection to the whole area?	0	1	0	21
Further develop transport infrastructure to allow more 'green' sustainable travel?	0	0	1	21
Sustainable development of the area in a way that is sensitive to local biodiversity?	0	0	2	20
Digital-hub facilities to allow people to work remotely and reduce time spent commuting?	0	0	4	18
Support and develop farm diversification business opportunities e.g. accommodation, repurposing of farm buildings, artisan foods, crafts, etc?	0	1	3	18
Further develop social connections across the whole area both in the countryside and villages/hamlets?	0	0	3	18
Increase the number of visitors to the WHOLE area through tourism opportunities?	0	1	5	16
Increase political representation of the Project Area i.e develop a stronger voice?	1	0	8	13

Remarks

The EU SMART Village approach is an initiative to support rural communities in putting measures in place to help retain and attract people to live and work in their locality, for example, through digital and/or social innovation.

The top three 'needs/challenges' in the area identified by the respondents are: *local job/work opportunities; fast broadband; development of green travel infrastructure.*

Nine Village Federation

Part of the vision for this project is to form the Nine Village Federation to promote the sustainable economic wellbeing of all who live in the project area. The federation aims to bring villages, businesses, and municipal bodies together to create opportunities to strengthen and sustain vibrant communities thereby safeguarding the area's heritage and natural environment. Do you think this is a good idea? Do you support the creation of the Nine Village Federation

Answer Choices	%	Number
Yes	95%	21
No	0%	0
Not sure	5%	1

Q26. Would you/your business be interested in further exploring the above-mentioned three initiatives (i.e. SMART Village, Business Improvement District, Nine Village Federation) in the Project Area in relation to the development of the proposed Green-Way?

Answer Choices	Yes	No	Maybe at a later stage
Interested in SMART Village?	17	0	5
Interested in Business Improvement District?	17	1	4
Interested in Nine Village Federation?	18	0	4
Happy to be contacted regarding these initiatives?	15	1	5

Business Improvement District (BID)

Linked to the Nine Village Federation concept is the potential to form a Business Improvement District (BID). A BID is a private-sector led initiative where businesses within a clearly defined geographical area, work together, invest and collectively deliver projects that will make an impact on their area over an agreed period (no more than 5 years). Each BID business member pays a fee/levy which is used to deliver the BID projects as identified in the BID business plan. Examples in Ireland include Sligo, Drogheda, and Dublin. Rural examples are found in Scotland: Tweed Valley BID and Inverness & Loch Ness BID centred on tourism. BIDs allow the business community and local authorities to work together to improve the local trading environment. Do you think the creation of a Business Improvement District in this area is worth considering?

Answer Choices	%	Number
Yes the creation of a BID in this area is definitely worth considering	68%	15
No the creation of a BID in this area is definitely not worth considering	5%	1
I'm not sure. I would need more information	27%	6

Remarks

Two further business type initiatives, a Nine Village Federation (NVF) and the Business Improvement District (BID)) are suggested in the survey in order to gauge support. Both the NVF and the BID schemes require businesses to come together, work, promote and be represented under an umbrella entity. All three concepts, SMART Village, NVF, BID, are favourably viewed by the respondents – a larger survey is required to further explore these business development initiatives.

Business Respondents' Comments

- The proposed green way will need facilities included along the route. Secure car parking, links to dart and bus services, toilets and waste disposal. And even camping areas or on farm options. 30 years ago when the Wicklow-Way was introduced 150 people walked it a year today that number walk it every day so you need to provide additional support (where are all these people meant to go to the toilet. Where do they dispose of waste? Where can they leave a car securely? Where can they stay overnight if no B&Bs are close by?
- Thank you. Please think on a wider scale! as considered in later questions.
- We really hope that this projects goes ahead as we feel that it would be a valuable addition to the local area.
- Tourism is the strongest chance our community has to get over our current terrible situation .
- Any initiative that enables our communities to develop and flourish, while simultaneously protecting an area of outstanding natural beauty, is to be applauded. Thank you.
- Best of luck and we will do what we can to support.
- Public transport links in the project area are poor especially east-west. It is almost impossible to get from Roundwood to Greystones or Kilcoole.
- Parking central to the village of Roundwood. If the Green-Way goes ahead then we will need parking more central to the village itself
- The centre of the village needs a car park that can accommodate a few tour business. All we see is tourists passing us by because they have nowhere to stop and park
- If a walk route is going to be established then an important aspect would be to create a decent sized car park at the beginning / end of the route. all too often walkways are established and the carparks serving them are too small leaving them full at the weekends and then cars park along the public road, which impedes traffic flow for locals.
- - another thought might be to seek government funding and plant a small hard wood forest along the walk, this will help local biodiversity and help offset any negative affects of the higher footfall on wildlife in a local area
- Achieving an effective balance between the interests and needs of the resident community and protection of the environment with the drive to increase visitor numbers.
- The promotion of Wicklow Naturally could work really well with this concept ..all locally produced food as an offering along the Green-Way

Remarks

These comments, whilst they are supportive of the project, highlight some concerns, in particular car parking and other amenities. There is a desire to achieve a balance between the needs of local people and nature.

Online Survey – Primary Schools

October 2020

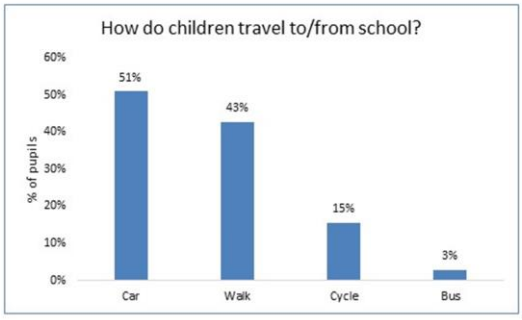
Questionnaire length - **10 questions** asked by the teacher – pupils responded by a 'show of hands'

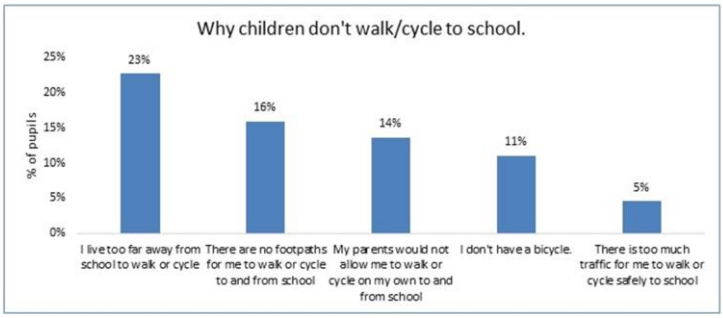
Response Total – 3 schools (4 classes)

- Saint Francis' National School, Newcastle
- Kilcoole Primary School
- Newtownmountkennedy Primary School – 5th Class A
- Newtownmountkennedy Primary School- 5th Class B

Remarks

This survey was offered via a Google Docs link to all primary schools in the project area. Responses were received from three schools representing four classes. Whilst this a small response rate the findings are likely to be representative of other schools in the area.

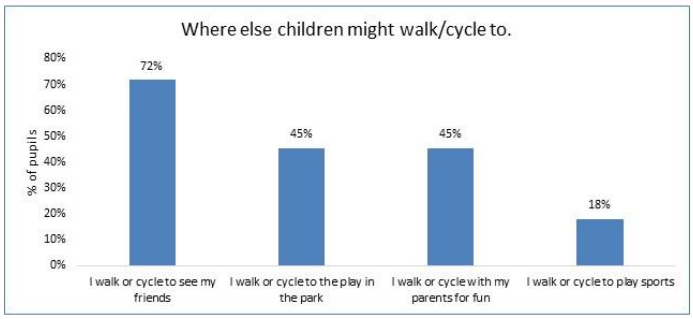


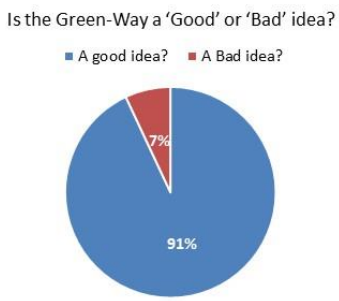


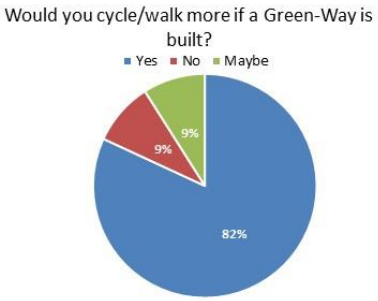
Remarks

Over half of the pupils travel to/from school by car, a significant 43% walk and just 15% cycle and 3% travel by bus.

The children selected a number of reasons why they don't walk or cycle to school; 23% of children feel they *live too far away*. 16% of pupils said there are *no footpaths* and 14% felt their *parents would not allow them to walk or cycle on their own to/from school.*



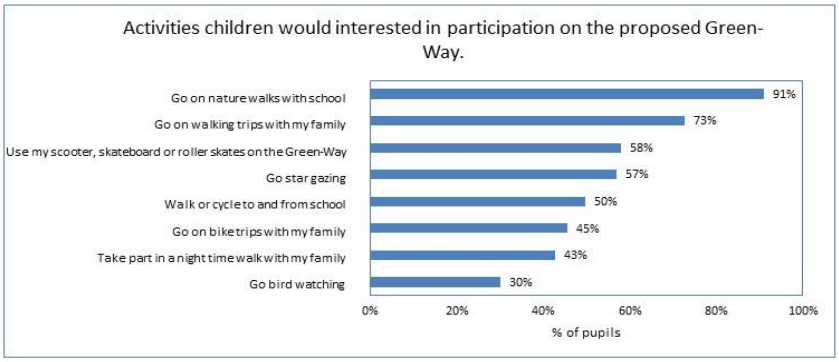




Remarks

Although over half of the children may not cycle or walk to school they do walk/cycle to see friends (72%) and the park (45%). 45% said they also walk or cycle with their parents for fun.

Just over 90% of the children think the proposed Greenway is a 'Good Idea' and 82% think they would walk/cycle more if it was built.



Final Comments

- We could cycle and walk safely-reduce Co2-healthy-add variety to walks-more trees/wild flowers-
- There would be less cars so less pollution and it would be a good place to exercise.
- It's a healthier, safer nicer way to get out. Its a new place to go. Encourage more people to walk or cycle. Good way to explore nature.
- "Might make the journey shorter, lead to more exercise and fitness, less air pollution. Would lessen the impact of climate change. Would not be stuck in the car, less cars/traffic on the road. Good for the community"

Remarks

Nature walks with the school was top of the list for the children when asked what activities they would be interested in doing on the proposed Green-Way.

Online Survey – Secondary Schools

October 2020

Questionnaire length - **20 questions** taking on average 4 mins to complete

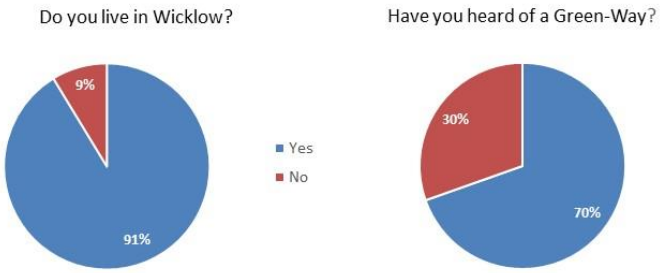
Response Total – 3 schools

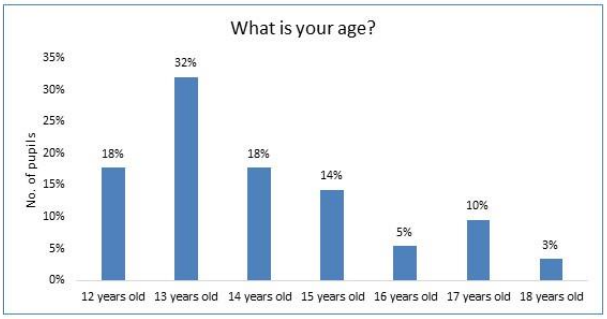
St Gerard's School Bray – 48 responses
Temple Carrig Greystones – 113 responses
Coláiste Chraobh Abhann, Kilcoole – 59 responses

82% of pupils support project

Remarks

Of the fourteen post-primary schools in Wicklow two schools kindly distributed a survey specifically designed for this age group. A number of schools were just too busy or did not have the online platform to be able to facilitate an electronic survey. A total of 220 responses are captured from three schools.

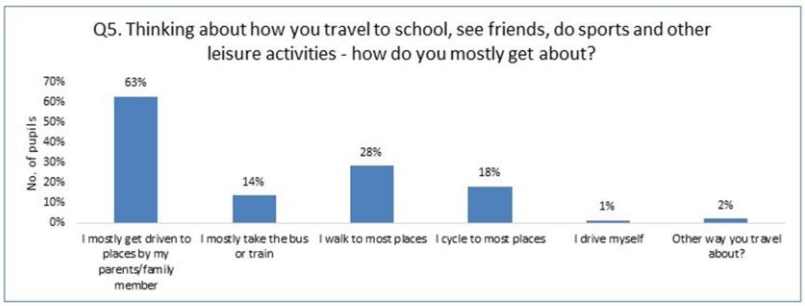


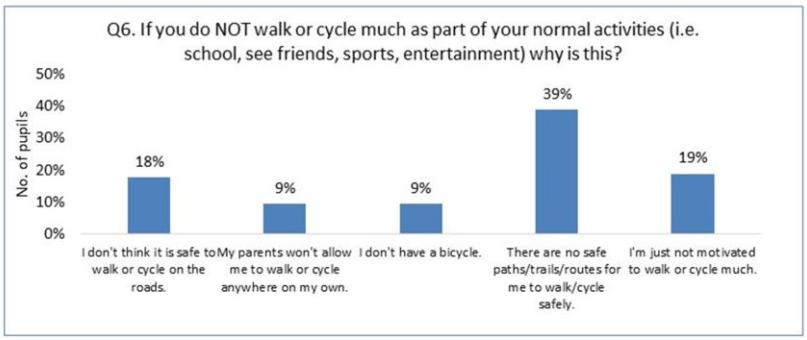


Remarks

Over 90% of the school pupils live in County Wicklow (both schools draw enrolment from neighbouring counties).

Over two thirds of the pupils have heard of a Greenway and the largest response rate is from 13-year olds.

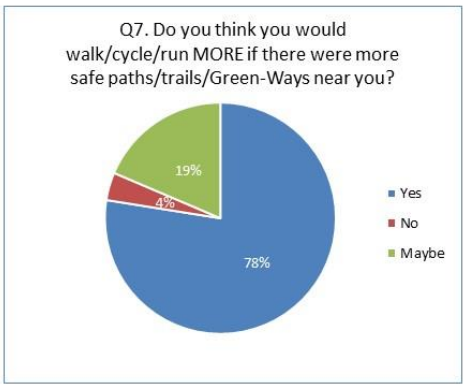


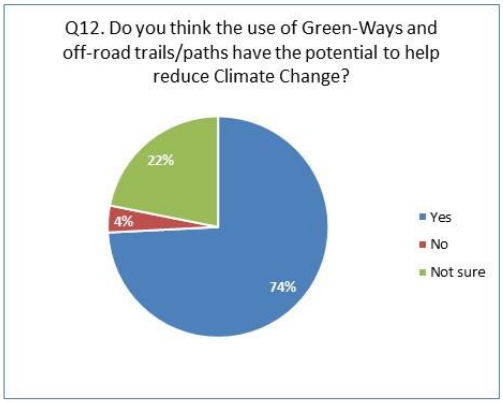


Remarks

Almost two thirds (63%) of pupils rely on family members to 'get about', while a significant 28% walk to most places – this is likely to be influenced by whether the respondent lives in an urban or rural setting.

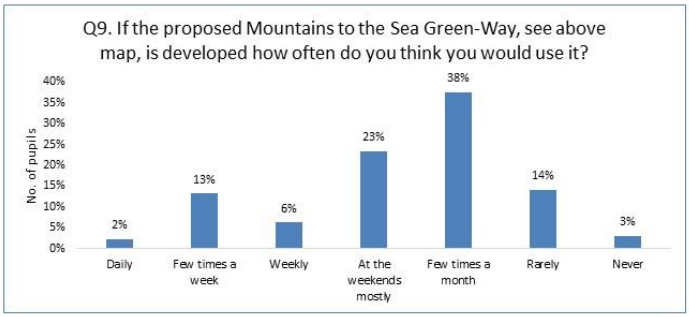
The main reason selected as to why the pupils do not walk or cycle as part of normal activities is related to feeling safe on roads: 57% responded that either *there are no safe roads/trails,* or they think *it isn't safe to walk or cycle on roads.*

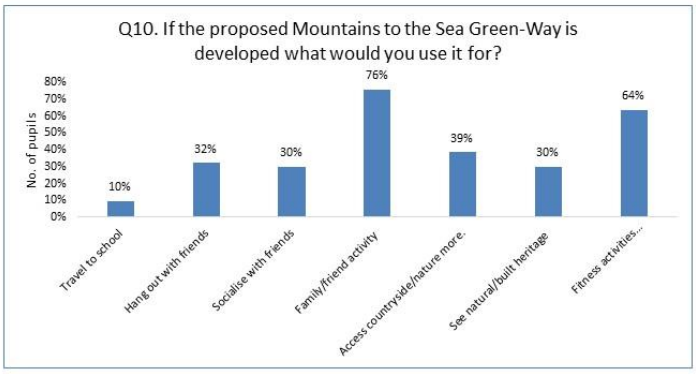




Remarks

Almost 80% of pupils think they would cycle more if there was increased provision of safe paths/trails and almost three quarters feel use of Green-Ways and trails have the potential to reduce Climate Change.





Remarks

Just 17% of pupils reckon they would either 'Rarely' or 'Never' use the Green-Way. A quarter of respondents think they would use it mostly at the weekends, and almost 40% would use it a few times a month.

Just 10% of respondents think they would use the Green-way to travel to school; the top two activities are use with family/friends and for fitness activities.

Q16. If you are supportive of building the proposed Green-Way, who do you think should be responsible for developing Green-Way. How should Green-Ways be funded/paid for? Where should they be built? Please let us know your thoughts below.

"I think it should be the government because they pay for roads to be built and a Green-Way is a human equivalent of that."

Because a lot of my friends live in Newtown and I would love to be able to cycle there instead of relying on my parents or the bus

Green-Ways surrounded by trees and nature would be more environmentally friendly than industrial roads

There need to be equally as many if not more Green-Way than normal road for it to make a difference

There should be a lot of them webbing across and connecting to each other so they could take to lots of places. They would be used more then.

I think this is a brilliant idea and would really promote more sustainable living. In addition to this, it would simply be a lovely activity for a weekend or holiday, to go for a cycle along the Green-Way. I think it is a facility that is definitely needed in Wicklow, and I wish you every success in your developments of this project

Remarks

Over half of the pupils took the time to record a long answer response – these examples reflect the sentiment of the majority. There is a strong desire for projects such as this to allow young people to travel more independently and connect with nature.

APPENDIX 6

Draft Activity Programme

ACTIVE TRAVEL

Aim: To increase the number of people in Newtownmountkennedy, Kilcoole, Kilpedder, Newcastle travelling to school, shops and places of work on foot and by bicycle.

Objective	Target Group	Actions	No. of participants	Partners
Increase the number of primary and secondary school children travelling to school on foot or by bike using the Green-Way and any associated link routes	5 to 18 years old	▪ Communicate Active Travel Initiative to all schools in the area. ▪ Design and distribute child friendly map/app of cycle/walk routes to all schools. ▪ Develop and deliver 'beginners learn to ride programme on the Green-Way'. ▪ Provide training to volunteers to teach children and adults to cycle – see https://irishcentreforcycling.ie/. ▪ Look into a 'bike share' or 'help to buy bike scheme' for those on lower incomes. ▪ Explore bike swap scheme for children who have outgrown bike. ▪ Liaise with local cycling club for volunteer help. ▪ Establish a bike repair shop in each school – bike maintenance could be incorporated in school curriculum. ▪ Run 'cyclist aware campaigns' for car drivers in the area.	Aim to have at least 30% of the School population choosing Active Travel options to school at least once a week. Increase by 5% per annum. *Primary Schools – (846)* ○ Newtownmountkennedy Primary School – 260 ○ St Catherine's - 100 ○ Newtownmountkennedy/Kilcoole Educate Together National School - 25 ○ Kilcoole Primary School - 461 *Secondary School* ○ Coláiste Chraobh Abhann, Kilcoole - 602	Local schools, Local clubs, An Taisce/ Wicklow Local Sports Partnership

HEALTH

Aim 2: To make a positive impact on health by increasing the increase the level of participation in recreational CYCLING by residents in Newtownmountkennedy, Kilcoole, Kilpedder and Newcastle and environs generally and specifically to generate increased participation in the following user groups: girls, women, older people, over 50s men, people with disabilities and the long term inactive.

Objective	Target Group	Actions	No. of participants	Partners
Increase the number of people using the Green-Way for recreational cycling	All age groups and abilities	Develop a range of cycling activities to suit a broad range of abilities and fitness for example: **1.** Youth Club cycling activity **2.** Over 50s cycling **3.** Girls/women's cycling **4.** Disability cycling ▪ Liaise with health sector and GP to facilitate exercise referrals. ▪ Develop and promote cycling events such as: Village Charity Cycle – Cycling Sundays, Green-Way Bike Day etc. ▪ Provide opportunities for Bikeability Leadership courses. ▪ Liaise with local cycling/triathlon groups to encourage progression from Green-Way to club cycling activities for those who may be interested. ▪ Establish links with a cycle repair shop – could link with youth training apprenticeship opportunity. ▪ Look to provide a bike share scheme at key points throughout the area.	Weekly cycle on the Green-Way (20 to 30 participants) As above 3 x 6 week programme for 15 to 20 participants Weekly cycle on the Green-Way (20 to 30 participants). As needed. Aim to run 4 community cycling events annually. Train 10 to 20 cycling instructors annually.	Council, Wicklow Local Sports Partnership Community groups, cycle and triathlon groups, youth clubs

SOCIAL

Aim: To increase social cohesion and sense of community through provision of a broad range of educational, social and cultural events.

Objective	Target Group	Actions	No. of participants	Partners
Design, deliver and promote a broad range of events, activities and gatherings centred on the Green-Way promoting Newtownmountkennedy, Kilcoole, Kilpedder and Newcastle as key destinations to live, work and visit	All age groups and abilities	Establish and run events attracting a broad spectrum of participants both from the county and beyond for example: 1. Establish a regular Saturday morning Park Run on the Green-Way. 2. Incorporate Green-Way route into any established sporting events in the county. 3. Establish an annual Green-Way Festival. 4. Collaborate with village heritage groups to develop and run joint activities/events. 5. Collaborate with existing community organisations to run joint events. ▪ Develop a range of walk/cycle tourist packages linking with overnight accommodation in the area. ▪ Develop an environmental education programme for schools in partnership with Green-Schools based on Biodiversity along the Green-Way and surrounding area. ▪ Develop historical/ industrial heritage programme relating to the key locations with associated walks and talks for the schools and the public. ▪ Develop a number of 'outdoor classroom' sites on the Green-Way to promote hands-on learning in biodiversity, heritage and sites of historical significance. ▪ Develop biodiversity trails and guided walks suitable for all the family. ▪ Explore the provision of camping, glamping opportunities just off the Green-Way.	Council, Wicklow Local Sports Partnership, cycle and triathlon groups, youth clubs, An Taisce, Tidy Towns, heritage, conservation groups.	Council, Wicklow Local Sports Partnership Community groups, cycle and triathlon groups, youth clubs

Objective	Target Group	Actions	No. of participants	Partners
		▪ Set-up a Friends of M2S Green-Way Group ▪ Explore business partnerships to support and grow usage of the Green-Way. ▪ Establish a Green-Way Conservation Group and liaise with other similar local and county organisations		

APPENDIX 3: Newtownmountkennedy Town Refurbishment Project Pedestrian Connectivity Between Main Street And Estates

OCSC
O'CONNOR · SUTTON · CRONIN
MULTIDISCIPLINARY CONSULTING ENGINEERS

HEAD OFFICE
9 Prussia Street
Dublin
Ireland
D07KT57

T: +353 (0)1 8682000
E: ocsc@ocsc.ie | W: www.ocsc.ie

Mr. Tony Quirke
Wicklow County Council,
County Buildings,
Whitegates,
Wicklow Town

13th December 2023

T-NMM

PROJECT NO. W335

By email to: tquirke@wicklowcoco.ie

RE: NEWTOWNMOUNTKENNEDY TOWN REFURBISHMENT PROJECT
PEDESTRIAN CONNECTIVITY BETWEEN MAIN STREET AND ESTATES

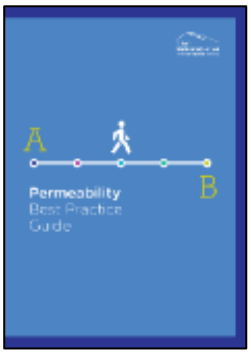
Dear Tony,

We refer to your request at our meeting of 14th November 2023 for OCSC to conduct a preliminary review the existing pedestrian connectivity between Newtownmountkennedy Main Street and surrounding residential estates. We note the review to consider:

- Existing pedestrian facilities;
- Permeability links to decrease the walking distance to destinations should as schools, supermarkets and bus stops in the local area;
- Consider formalise any existing 'shortcuts' which can be unsafe and unattractive;
- Improvements to make active travel modes more attractive and attempt to create a modal shift for short journeys that would otherwise be made in a car.

In conducting the review, OCSC has taken cognisance of the following guidance and design standards:

1. **Permeability Best Practice Guide - 2015**



This document provides policy guidance on how best to facilitate demand for walking and cycling in existing built-up areas. This relates to the retention and creation of linkages within the urban environment for people to walk and cycle from their homes to shops, schools, local services, places of work and public transport stops and stations. In the latter case, by providing connections to existing public transport services, access to these services will be improved and increased levels of use may be expected. This in turn supports enhancement of these public transport services through increased frequency and improved stop facilities and can also make a key difference in decisions about service retentions.

OCSC
O'CONNOR · SUTTON · CRONIN
MULTIDISCIPLINARY CONSULTING ENGINEERS

HEAD OFFICE
9 Prussia Street
Dublin
Ireland
D07KT57

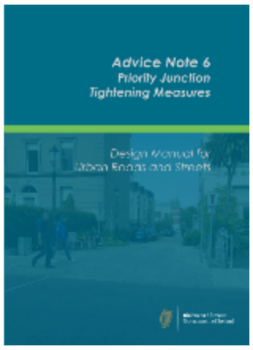
T: +353 (0)1 8682000
E: ocsc@ocsc.ie | W: www.ocsc.ie

2. Design Manual for Urban Roads and Streets (DMURS) – 2019

DMURS provides guidance relating to the design of urban roads and streets. It presents a series of principles, approaches and standards that are necessary to achieve balanced, best practice design outcomes regarding street networks and individual streets.

The focus of the manual is to create a place–based sustainable street network that balances the pedestrian and vehicle movements. The manual references the different types of street networks, including arterial streets, link streets, local streets, and highlights the importance of movement.

3. Priority Junction Tightening Measures (DMURS AN6) – 2023



This guideline was prepared by the National Transport Authority, following on from the Active Travel 2021 Programme and the allocation of funding to Local Authorities for "Low-Cost Junction Tightening/Pedestrian Crossing Schemes". The Advice note expands upon this Programme and the principles, approaches, and standards of DMURS to provide a range of design solutions to junction design, with a focus on the retrofitting of existing junctions. These are presented with reference to the place context/movement function of any priority junction, to improve the safety and comfort of vulnerable road users at existing priority junctions and pedestrian crossings in cities, town, and villages around the country.

4. Guidance on the Use of Tactile Paving Surfaces - 2021

This guideline is published by the UK's Department of Transport and represents a best-practice guide for the use of tactile paving surfaces. The use of tactile paving surfaces is important because these surfaces convey vital information to vision impaired and other people about their environment, including hazard warning and directional guidance, thereby supporting independent mobility. When moving around the public realm, vision impaired people will actively seek, and make use of, tactile information underfoot, in particular detectable contrasts in surface texture. It is therefore important that tactile paving is used correctly and consistently, so that conflicting and confusing information is not conveyed.

OCSC
O'CONNOR · SUTTON · CRONIN
MULTIDISCIPLINARY CONSULTING ENGINEERS

HEAD OFFICE
9 Prussia Street
Dublin
Ireland
D07KT57

T: +353 (0)1 8682000
E: ocsc@ocsc.ie | W: www.ocsc.ie

Review of Pedestrian Connectivity by Residential Estate

1. O'Neill's Park Residential Area

Figure 1: O'Neill's Park Residential Area

The current access to the O'Neill's Park, Joseph's Road and St. Patrick's Road residential area is through the public road to the northwest. The area could benefit from a permeability link directly to the R772 that would reduce the walking time to the southbound bus stop on the R772 from 6 minutes to 1 minute for approximately 6 households, with a reducing benefit to other households (circa 14); towards the entrance of the residential area, there would be little to no change to the remaining households in the area. Land-take through third party lands would be required and it is possible that the current residents may oppose the permeability link due to the increased footfall that would arise through an otherwise quiet cul-de-sac.

Internally within the area, there is an absence of footpaths, with some areas of wide carriageway/junction (see Figure 2 overleaf). This contributes to a car-dominated environment, leaving walking as an unattractive mode of travel and a perception of pedestrian safety risks. Pedestrian facilities could be improved by provision of footpaths and junction tightening. Kerbing would also serve to reduce carriageway widths and encourage lower vehicular speeds. Where existing road corridors are narrow, the provision of kerbed footpaths could be combined with could combined with traffic calming features such as pinch points and chicances.

OCSC
O'CONNOR · SUTTON · CRONIN
MULTIDISCIPLINARY CONSULTING ENGINEERS

HEAD OFFICE
9 Prussia Street
Dublin
Ireland
D07KT57

T: +353 (0)1 8682000
E: ocsc@ocsc.ie | W: www.ocsc.ie

Figure 2: Wide Junction in O'Neill's Park with no footpaths

2. Rossmore Residential Area

Figure 3: Rossmore Residential Area

The Rossmore residential area is accessed by two road junctions to the south from the R765, one Rossmore Park and Avenue and the other for Rossmore Drive. Currently there is pedestrian and two-way cycle tracks on the R765 to the south of the residential area that connects to the R772, which connects to the main street in town. The area could benefit from a more direct permeability link to the R772 through the adjacent undeveloped area to the east of the Rossmore residential area – walking times could be reduced by up to 9 minutes approximately. Such a link could be incorporated into future development of this area so that passive surveillance of the link could be achieved.

Internally within this area there are pedestrian footpaths throughout. Marginal improvements could be achieved through junction tightening and the provision of tactile paving at crossings.

O'CONNOR · SUTTON · CRONIN
MULTIDISCIPLINARY CONSULTING ENGINEERS

HEAD OFFICE
9 Prussia Street
Dublin
Ireland
D07KT57

T: +353 (0)1 8682000
E: ocsc@ocsc.ie | W: www.ocsc.ie

3. Springfield Heights Residential Area

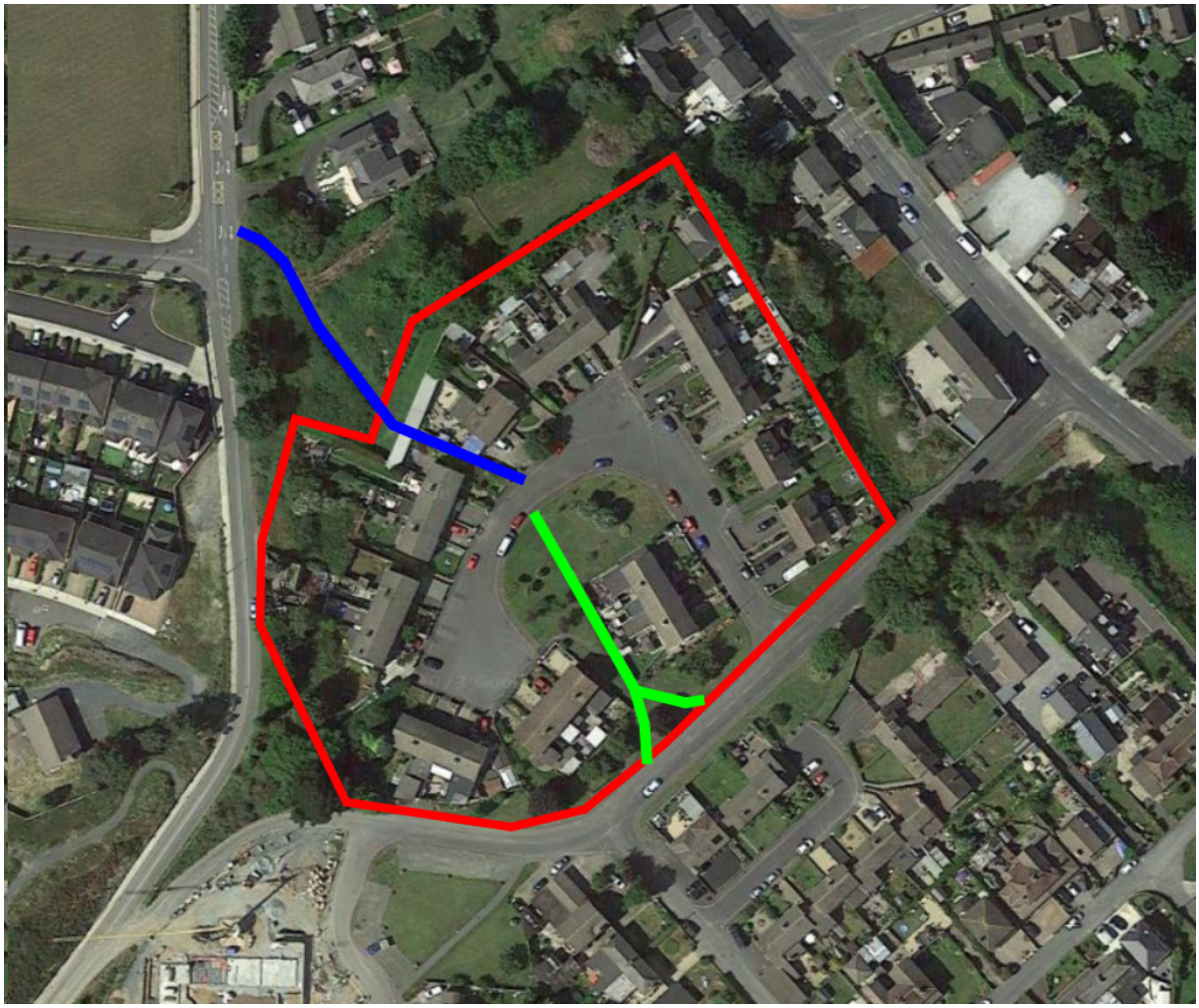


Figure 4: Springfield Heights Residential Area with Existing Permeability Gate

The Springfield Heights Residential Area can be accessed via the public road to the south to the R772 and Main Street. There is little opportunity to improve permeability to Main Street.

There is an existing permeability link (marked in blue in Figure 4 above and shown in Figure 5 below). The existing permeability link is likely to be deficient in terms of width, gradient, public lighting, line of sight, and passive surveillance. The northern end of the link opens onto the carriageway, with limited visibility to/from drivers. The link is on the desire line between existing schools to the north, and Springfield Heights and O'Neill's Park to the south. Scope for improvement of this link would be constrained by land ownership and topography. Consideration should be given to provision of footpath and crossing facilities at the northern end of the link. Currently there is no footpath or crossing facilities present at the north end of the permeability gate, with pedestrians required to cross over a 3-lane carriageway.

OCSC
O'CONNOR · SUTTON · CRONIN
MULTIDISCIPLINARY CONSULTING ENGINEERS

HEAD OFFICE
9 Prussia Street
Dublin
Ireland
D07KT57

T: +353 (0)1 8682000
E: ocsc@ocsc.ie | W: www.ocsc.ie

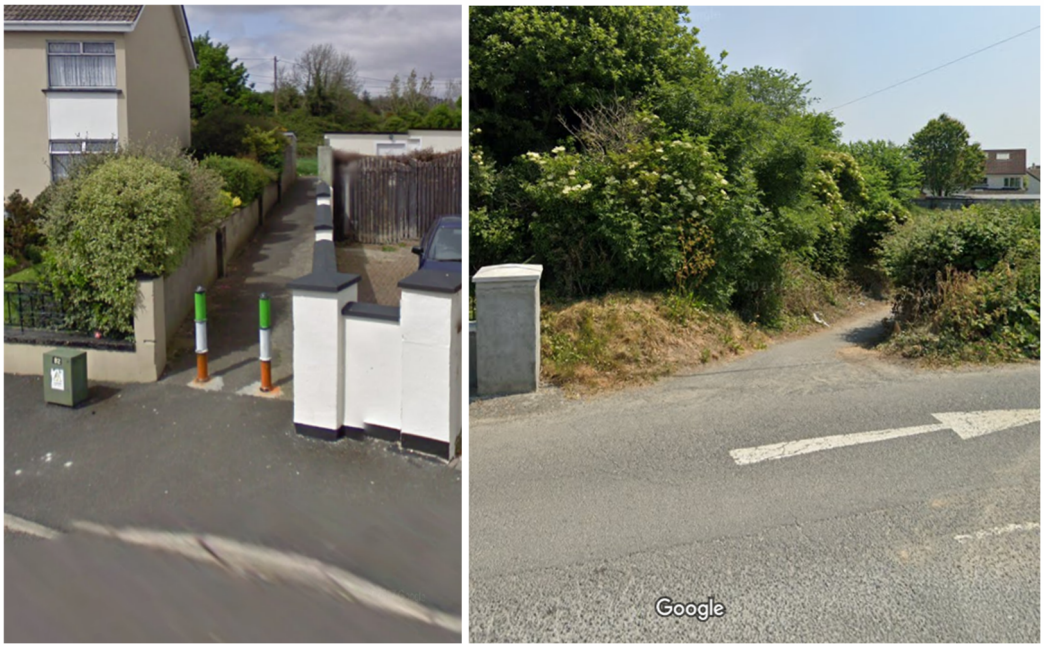


Figure 5: Springfield Heights Northern Permeability Link at both approaches

There is an existing permeability link (marked in green in Figure 4 above and shown in Figure 6 below). The existing permeability link is likely to be slightly deficient, but there is scope to improve path width and public lighting. Both ends of the link open to existing road-side footpaths. The link is on the desire line between existing schools to the north, and O'Neill's Park to the south. Consideration should be given to provision of pedestrian crossing facilities of roads at both ends of the link.

Figure 6: Springfield Heights Southern Permeability Link at both approaches

While the links to the north and south of Springfield Heights are described separately above, and are distinctly different in condition/character, it is important to consider them as a single permeability link, as it is for residents of O'Neill's Park. Partial improvements that might be seen as encouraging use of this link should only be considered in the context of improving the key safety hazard of the link, i.e. the road crossing at the northern end.

O'CONNOR · SUTTON · CRONIN
MULTIDISCIPLINARY CONSULTING ENGINEERS

HEAD OFFICE
9 Prussia Street
Dublin
Ireland
D07KT57

T: +353 (0)1 8682000
E: ocsc@ocsc.ie | W: www.ocsc.ie

Internally within Springfield Heights, there are footpaths. The vehicular area is wide and opens out for on-street parking. While there is potential for public realm improvements, it is not likely that significant benefit could be derived in terms of vehicular speed reduction, due to the relatively small size of the cul-de-sac.

4. Sycamore Drive and Mountain View Drive Residential Area

Figure 6: Sycamore Drive (Red) and Mountain View (Blue)Residential Areas

Sycamore Drive and Mountain View residential areas are enclosed by residential developments to the east, south and west, with the only viable links to Main Street via the road access from the northern ends. At both locations, there are footpaths providing pedestrian short-cuts across green spaces; these are open to passive surveillance, are provided with public lighting and are reasonable in terms of footpath surface, width and gradient.

Internally, there are pedestrian facilities within the residential area, with improvement works having recently been completed in both areas.

O'CONNOR · SUTTON · CRONIN
MULTIDISCIPLINARY CONSULTING ENGINEERS

HEAD OFFICE
9 Prussia Street
Dublin
Ireland
D07KT57

T: +353 (0)1 8682000
E: ocsc@ocsc.ie | W: www.ocsc.ie

5. Monalin and Barley Fields Residential Area

Figure 7: Monalin (Red) and Barley Fields (Blue) Residential Area

This is a relatively recently constructed residential area. Routes from this area to Main Street are reasonably direct along road-side footpaths. There are some short lengths of cul-de-sac abutting external main roads that might benefit from permeability links through estate boundary walls, but the benefit to a limited number of residents is likely to be offset by negative perceptions of increased footfall through the culs-de-sac.

The open space area to the south of Barley Fields includes some pedestrian links to external main roads leading to R772 Main Street; however, the existing topography in the area is such that the paths are likely not suitable for all pedestrians.

Internally within Monalin and Barley Fields, there are road-side footpaths throughout. However, provision at crossing points is likely to be considered sub-standard; there is general lack of tactile paving, crossing points are aligned with driveways, footpath on one side of crossing only – examples are presented in Figure 8 overleaf. Some benefit in terms of creating a more pedestrian friendly environment might be derived from providing junction treatment in line with NTA and DMURS guidance to improve pedestrian crossing facilities.

O'CONNOR · SUTTON · CRONIN
MULTIDISCIPLINARY CONSULTING ENGINEERS

HEAD OFFICE
9 Prussia Street
Dublin
Ireland
D07KT57

T: +353 (0)1 8682000
E: ocsc@ocsc.ie | W: www.ocsc.ie

Figure 8: Pedestrian crossings in Monalin and Barley Fields residential area

6. Season Park Residential Area

Figure 9: Season Park Residential Area

O'CONNOR · SUTTON · CRONIN
MULTIDISCIPLINARY CONSULTING ENGINEERS

HEAD OFFICE
9 Prussia Street
Dublin
Ireland
D07KT57

T: +353 (0)1 8682000
E: ocsc@ocsc.ie | W: www.ocsc.ie

The Season Park residential area is accessed via the road junction with the Church Road at the northern end of the estate. The southern end of the estate is only 240m from Main Street as the crow flies but the walking distance is 750m. The majority of the estate would benefit by a direct permeability link to Main Street, which would reduce walking time from 9 minutes to just 4 minutes. It is understood this such a link will be facilitate by a new road currently under construction immediately to the south of the estate.

Internally within this area there are pedestrian footpaths throughout. Pedestrian desire lines at road junctions lack dropped kerbs and tactile paving. Junction radii are relatively large, increasing pedestrian crossing distances and facilitating higher vehicular speeds through junctions. Some benefit in terms of creating a more pedestrian friendly environment might be derived from providing junction treatment in line with NTA and DMURS guidance to improve pedestrian crossing facilities.

Summary

In terms of new permeability links to Main Street, the residential area that could benefit the most is Season Park; however, it is understood that a new link will be provided by a new road currently under construction to the south of Season Park. A permeability link through currently undeveloped third-party lands could reduce walking time for residents of the Rossmore residential; however, due to the current lack of passive surveillance, such a link might best be considered as part of future development proposals for the lands.

The existing permeability link at Springfield Heights (both the northern and southern sections) would benefit from targeted improvements to encourage pedestrian modes of travel. The key deficiency of this existing link is likely to be the lack of footpath/pedestrian crossing at the northern end – this should be addressed as part of any improvement package.

The remaining residential areas are generally well served in terms of permeability and direct walking routes to Main Street, with no significant benefit likely to be achieved by new links.

In terms of pedestrian facilities within the residential areas, the O'Neill Park residential area would likely benefit from provision of footpaths.

A more pedestrian friendly environment might be achieved in all the residential areas reviewed by providing junction treatment in line with NTA and DMURS guidance to improve pedestrian crossing facilities. The benefit to be derived from such improvements varies and is dependent on the quality of the existing provisions.

O'CONNOR · SUTTON · CRONIN
MULTIDISCIPLINARY CONSULTING ENGINEERS

HEAD OFFICE
9 Prussia Street
Dublin
Ireland
D07KT57

T: +353 (0)1 8682000
E: ocsc@ocsc.ie | W: www.ocsc.ie

We trust that the foregoing meets with your requirements. Should you wish to discuss, please contact the undersigned.

Yours sincerely

NIALL MC MENAMIN
CHARTERED ENGINEER
ASSOCIATE DIRECTOR
For O'Connor Sutton Cronin

cc Mr. Brian O'Rourke, OCSC
Mr. Liam Gibbons, OCSC

APPENDIX 4: Newtownmountkennedy Town Refurbishment Project Parking Assessment Report

OCSC

O'CONNOR · SUTTON · CRONIN

MULTIDISCIPLINARY CONSULTING ENGINEERS

W335: NEWTOWNMOUNTKENNEDY TOWN CENTRE REFURBISHMENT PROJECT

PARKING ASSESSMENT REPORT

For

Wicklow County Council

16 January 2024

NOTICE

This document has been produced by O'Connor Sutton Cronin & Associates for its client, Wicklow County Council. It may not be used for any purpose other than that specified by any other person without the written permission of the authors.

DOCUMENT CONTROL & HISTORY

OCSC Job No: W335	Project Code	Originator	Zone Volume	Level	File Type	Role Type	Number	Status / Suitability Code	Revision
	W335	OCSC	XX	XX	RP	C	0007	S2	P02

Rev.	Status	Authors	Checked	Authorised	Issue Date
P01	S1	Wian Marais	Patrick Raggett	Brian O'Rourke	6/12/2023
P02	S2	Wian Marais	Patrick Raggett	Brian O'Rourke	16/01/2024

TABLE OF CONTENTS

1 INTRODUCTION 1
1.1 PROJECT DESCRIPTION 1
1.2 STUDY AREA 2
1.3 PURPOSE AND OBJECTIVES OF STUDY 2
2 SURVEY DATA 3
3 PARKING AMENDMENTS 5
4 ZONE-BASED PARKING ANALYSIS 6
4.1 ZONE 1: MAIN STREET LOWER – NORTHBOUND 7
4.2 ZONE 2: MAIN STREET UPPER – NORTHBOUND 9
4.3 ZONE 3: MAIN STREET LOWER – SOUTHBOUND 11
4.4 ZONE 4: MAIN STREET UPPER – SOUTHBOUND 13
4.5 ZONE 5: DUBLIN ROAD – SOUTHBOUND 15
4.6 ZONE 6: CHURCH ROAD 17
4.7 ZONE 7: COMMUNITY CENTRE CAR PARK 19
4.8 ZONE 8: R765 21
4.9 ZONE 9: DUNNES STORE UPPER PARKING 23
4.10 ZONE 10: DUNNES STORE BASEMENT PARKING 25
4.11 PARKING ZONE SUMMARY 26
5 STUDY AREA PARKING ANALYSIS 28
5.1 DO NOTHING SCENARIO 28
5.2 DO SOMETHING SCENARIO 30
6 SUMMARY & CONCLUSIONS 32
7 VERIFICATION 33

APPENDICES

APPENDIX A PARKING SURVEYS

LIST OF FIGURES

Figure 1: Study Area 2
Figure 2: Parking Zones 6
Figure 3: Zone 1: Occupancy over Time 7
Figure 4: Zone 1: Parking Duration 8
Figure 5: Zone 2: Occupancy over Time 9
Figure 6: Zone 2: Parking Duration 10
Figure 7: Zone 3: Occupancy over Time 11
Figure 8: Zone 3: Parking Duration 12
Figure 9: Zone 4: Occupancy over Time 13
Figure 10: Zone 4: Parking Duration 14
Figure 11: Zone 5: Occupancy over Time 15
Figure 12: Zone 5: Parking Duration 16
Figure 13: Zone 6: Occupancy over Time 17
Figure 14: Zone 6: Parking Duration 18
Figure 15: Zone 7: Occupancy over Time 19
Figure 16: Zone 7: Parking Duration 20
Figure 17: Zone 8: Occupancy over Time 21
Figure 18: Zone 8: Parking Duration 22
Figure 19: Zone 9: Occupancy over Time 23
Figure 20: Zone 9: Parking Duration 24
Figure 21: Zone 10: Occupancy over Time 25
Figure 22: Zone 10: Parking Duration 26
Figure 23: Do Nothing - Occupancy over Time 28
Figure 24: Do Nothing - Designated vs Undesignated Parking Occupancy over Time 29
Figure 25: Parking Duration 30
Figure 26: Do Something - Occupancy over Time 31

LIST OF TABLES

Table 1: Parking Type by Zone 4
Table 2: Current vs Proposed Parking per Zone 5
Table 3: Available Parking per Zone - 30 Minutes 27
Table 4: Study Area Parking Makeup 28

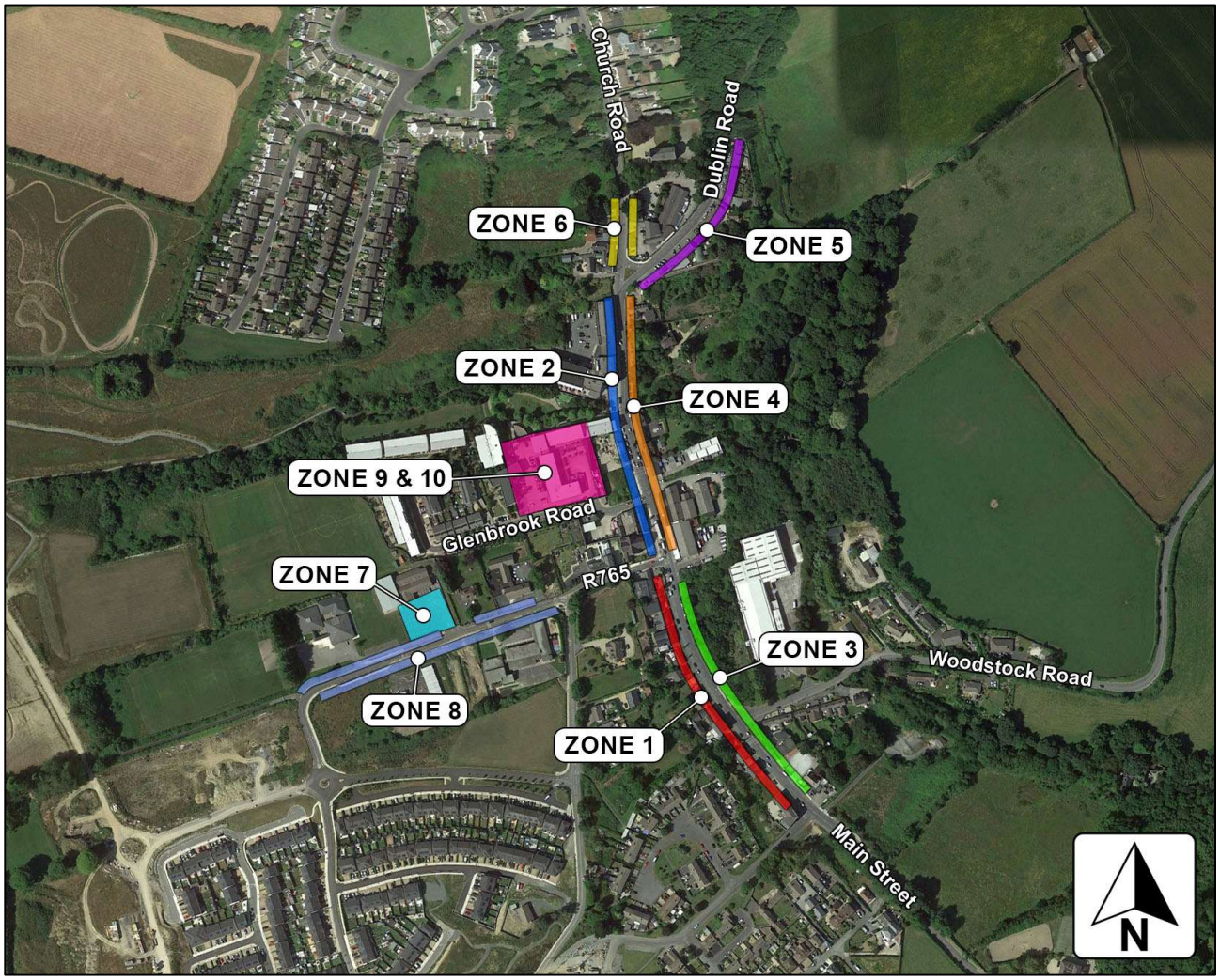
NON-TECHNICAL SUMMARY

O'Connor Sutton Cronin Multidisciplinary Consulting Engineers (OCSC) was commissioned by Wicklow County Council to develop a design for the completion of the Newtownmountkennedy Town Centre Refurbishment Project. Improvements comprise minor realignment, regularisation of carriageway width, wider footpaths, new carriageway surfaces, new footpath surfaces and pedestrian crossings. To accommodate these improvements, the number of car parking spaces along Main Street will be reduced.

The purpose of this report and the assessment contained herein is to investigate the current utilisation of on-street parking within the study area along Main Street and the adjacent road network, and present any possible implications, if any, of the removal of a number of spaces for the local road users and residents in the area.

This parking assessment report is based on several parking surveys conducted throughout the study area. The applicable study area is shown in the figure below.

These parking surveys were done according to predetermined parking zones as shown in the figure below.



The surveys are analysed in detail in this report. The results of the analysis of each zone indicate that some zones have higher demand, likely due to proximity to the destination, while other zones have some excess capacity available.

The Part 8 scheme proposes the following reduction in parking throughout the study area:

- Designated car parking spaces will be reduced by 17 no. spaces, from 363 to 346;
- Disabled spaces will be reduced by 2 no. spaces from 6 to 4;
- Designated loading spaces will be increased by 4 no. spaces from 0 to 4;
- Undesignated spaces will be reduced by 25 no. spaces from 45 to 20; and
- The total spaces within the study area will be reduced by 40 no. spaces from 420 to 380.

It is worth noting that the existing provision includes parking spaces that are not compliant with current design standards, as set out in the Wicklow County Development Plan 2022-2028. For example, many of the existing designated parking spaces are approximately 2.0m wide, with some as narrow as 1.8m wide. The development standard requires a parking bay width of 2.5m. As the amended Part 8 scheme complies with the development standard, the proposed parking bays are 2.5m wide. As such, while the number of spaces is reduced, the accessibility of the remaining spaces will be improved for road users.

Based on the results of this report, it can be concluded that the removal of the proposed number of spaces in the study area can be accommodated without any detrimental impact on residents of Newtownmountkennedy due to the following findings:

- Survey data indicates that the parking demand within the study area is significantly lower than the capacity provided;
- With the reduction in spaces, demand in the study area shows a peak occupancy of 50% in the morning period (9:30), at which point 189 no. spaces will be unoccupied, and a peak occupancy of 54% (13:30) in the afternoon period, at which point 175 no. spaces are unoccupied. Daily average occupancy is 40% per 30-minute interval;
- The existing provision includes parking spaces that are not compliant with current design standards, as set out in the Wicklow County Development Plan 2022-2028. For example, many of the existing designated parking spaces are approximately 2.0m wide, with some as narrow as 1.8m wide. The development standard requires a parking bay width of 2.5m. As the amended Part 8 scheme complies with the development standard, the proposed parking bays are 2.5m wide; and
- The Dunnes Stores shopping centre is available for long-stay commuters making use of the bus services on Main Street. This parking zone has also been shown to have ample additional capacity available.

Overall, the analysis in this report has shown that there is sufficient parking available throughout the day within the study area to accommodate the removal of 40 no. spaces. The removal of these spaces will not lead to a shortage of available parking for road users.

1 INTRODUCTION

O'Connor Sutton Cronin Multidisciplinary Consulting Engineers (OCSC) was commissioned by Wicklow County Council to develop a design for the completion of the Newtownmountkennedy Town Centre Refurbishment Project. The Project comprises improvements to approximately 990m of the existing R772 (Dublin Road and Main Street) and approximately 170m of adjoining local roads at junctions with the R772, and the signalisation of two existing junctions: the R772 & Church Road junction and the R772 & Woodstock Road junction. Improvements comprise minor realignment, regularisation of carriageway width, wider footpaths, new carriageway surfaces, new footpath surfaces and pedestrian crossings. To accommodate these improvements, the number of car parking spaces along Main Street will be reduced.

1.1 PROJECT DESCRIPTION

The refurbishment of the public realm in Newtownmountkennedy is one of the objectives of the Wicklow Draft County Development Plan 2021-2027. The Project area comprises the R772 regional road as it passes through Newtownmountkennedy, the approaches to the urban area from the south and the north and junctions with adjoining roads.

The main objective of the Project is to provide a high-quality inner urban public realm where the balance of retail shopping and recreational amenities can be enjoyed in a safe and accessible way. The proposals provide high-quality granite paving and kerbs and provide a clutter-free streetscape to enhance the aesthetics of the area. The Project will deliver the following:

- The realignment and traffic calming of the R772 as it passes through Newtownmountkennedy;
- Signalisation of junctions with Church Road and Woodstock Road, which will contribute to traffic calming and form 'bookmarks' to the main urban centre;
- The construction of wider pedestrian footpaths, including the provision of footpath paving in a combination of different stone sizes, types, tones, and textures. The realigned street shall provide for safer transport and pedestrian facilities;
- Provide an aesthetically appropriate scheme that fits within its environment and in accordance with Wicklow County Council's long-term vision for Newtownmountkennedy;
- The provision and installation of new traffic signals and associated works;
- Dealing with existing underground and overhead services – including future-proofing;
- The provision of high-quality street furniture which includes benches, railings, bollards, bins, bicycle shelters, bus shelters, banner poles, signs, and decorative traffic signal poles;
- New landscaping and trees in limited areas; and
- Upgrading of the drainage network to provide sustainable drainage solutions.

Further details of the Project proposals are presented in the Part 8 Drawings.

1.2 STUDY AREA

The study area for this assessment comprises the town centre of Newtownmountkennedy and is shown in the figure below.

Figure 1: Study Area

1.3 PURPOSE AND OBJECTIVES OF STUDY

The purpose of this report and the assessment contained herein is to investigate the current utilisation of on-street parking within the study area along Main Street and the adjacent road network, and present any possible implications, if any, of the removal of a number of parking spaces as part of the Part 8 scheme, for the local road users and residents in the area.

For this assessment, several surveys were done to obtain baseline data, as described in the next chapter.

2 SURVEY DATA

IDASO was commissioned to conduct a survey for parking within the study area which was undertaken on 20 August 2023. This included both legal and illegal on-street parking. In addition, the car park at the shopping centre to the west of Main Street, where Dunnes Stores is located, and the car park at the Community Centre, were also surveyed.

The on-street parking surveys included a total of 10 zones, comprising:

- Zone 1: Main Street Lower – Northbound
- Zone 2: Main Street Upper – Northbound
- Zone 3: Main Street Lower – Southbound
- Zone 4: Main Street Upper – Southbound
- Zone 5: Dublin Road – Southbound
- Zone 6: Church Road
- Zone 7: Community Centre Car Park
- Zone 8: R765
- Zone 9: Dunnes Store Upper Parking
- Zone 10: Dunnes Store Basement Parking

The total number of parking spaces recorded during the surveys for each zone is shown categorically overleaf. The categories are as follows:

- DP: Designated Parking
- PP: Permit Parking
- DIS: Disabled Parking
- LL: Loading / Unloading (designated)
- TP: Taxi Parking
- COMM: Commercial vehicles parked for display
- ILLEGAL: Illegal Parking
- FP: Undesignated Parking
- BS: Bus Stop

Table 1: Parking Type by Zone

Zone	1	2	3	4	5	6	7	8	9	10	Total
DP	24	0	26	0	12	0	53	12	103	133	363
PP	0	0	0	0	0	0	0	0	0	0	0
DIS	1	1	2	0	0	0	2	0	0	0	6
LL	0	0	0	0	0	0	0	0	0	0	0
TP	0	0	0	0	0	0	0	0	0	0	0
COMM	0	0	0	0	0	0	0	0	0	0	0
ILLEGAL	8	35	2	34	1	0	2	44	0	0	126
FP	5	11	0	9	15	5	0	0	0	0	45
BS	0	3	0	3	0	0	0	0	0	0	6
Total	38	50	30	46	28	5	57	56	103	133	546

This means that within the study area, which includes the Community Centre and Dunnes Stores car parking, there are a total of 436 car parking, which includes 363 designated parking, 6 no. disabled parking and 67 no. undesignated parking.

Some of the undesignated parking spaces surveyed in the study area are not used. These have been discarded from the analysis as they are likely not practical for parking purposes. Furthermore, a number of these spaces are also very rarely utilised with only one or two uses per day. It is likely that these spaces are illegal. These are included in the analysis, but the number per zone is noted later in this report for reference.

Expanding on the information above, the surveys also provide occupancy of individual spaces in each zone for a 12-hour period from 7:00 to 19:00 in 30-minute intervals, as well as the parked duration of vehicles in each space in the following intervals:

- 0 - 0.5 Hrs
- 0.5 - 1 Hrs
- 1 - 1.5 Hrs
- 1.5 - 2 Hrs
- 2 - 2.5 Hrs
- 2.5 - 3 Hrs
- 3 - 3.5 Hrs
- 3.5 - 4 Hrs
- > 4 Hrs

All of this information is used in the remainder of this report to illustrate the parking behaviour throughout the study area, as well as to compare the demand with the capacity in order to conclude the potential impact of the reduction in the number of on-street parking spaces.

For reference, the parking survey data has been appended to this report under *Appendix A*.

3 PARKING AMENDMENTS

Table 1 in the previous chapter details the existing car parking spaces as per the surveys conducted. As mentioned previously, as part of the Part 8 scheme a number of these spaces are earmarked to be removed. It is worth noting that the existing provision includes parking spaces that are not compliant with current design standards, as set out in the Wicklow County Development Plan 2022-2028. For example, many of the existing designated parking spaces are approximately 2.0m wide, with some as narrow as 1.8m wide. The development standard requires a parking bay width of 2.5m. As the amended Part 8 scheme complies with the development standard, the proposed parking bays are 2.5m wide. As such, while the number of spaces is reduced, the accessibility of the remaining spaces will be improved for road users.

The number of remaining spaces was obtained from the Part 8 drawings, with the current and proposed number of spaces throughout the study area shown in the table below.

Table 2: Current vs Proposed Parking per Zone

	Current						Proposed					
Zone	DP	DIS	LL	FP	BS	Tot	DP	DIS	LL	FP	BS	Tot
1	24	1	0	5	0	**30**	11	1	2	0	1	**15**
2	0	1	0	11	3	**15**	3	1	1	0	1	**6**
3	26	2	0	0	0	**28**	20	0	0	0	0	**20**
4	0	0	0	9	3	**12**	0	0	1	0	1	**2**
5	12	0	0	15	0	**27**	11	0	0	15	0	**26**
6	0	0	0	5	0	**5**	0	0	0	5	0	**5**
7	53	2	0	0	0	**55**	53	2	0	0	0	**55**
8	12	0	0	0	0	**12**	12	0	0	0	0	**12**
9	103	0	0	0	0	**103**	103	0	0	0	0	**103**
10	133	0	0	0	0	**133**	133	0	0	0	0	**133**
Tot	**363**	**6**	**0**	**45**	**6**	420	**346**	**4**	**4**	**20**	**3**	377

This means that the following adjustments will be made to the parking:

- Designated car parking spaces will be reduced by 17 no. spaces, from 363 to 346;
- Disabled spaces will be reduced by 2 no. spaces from 6 to 4;
- Designated loading spaces will be increased by 4 no. spaces from 0 to 4;
- Undesignated spaces will be reduced by 25 no. spaces from 45 to 20; and
- The total spaces within the study area will be reduced by 40 no. spaces from 420 to 380.

It should be noted from the above that the majority of removed spaces (63%) are undesignated spaces which are in most cases illegal parking such as in front of entrances. The most impactful reduction will be the removal of the 17 no. designated spaces.

4 ZONE-BASED PARKING ANALYSIS

This section investigates the parking behaviour in each zone. It should be noted that the Dunnes Stores car parking is available for long-stay parking for bus users commuting out of Newtownmountkennedy daily.

The parking zones detailed in this chapter are shown graphically in the figure below.

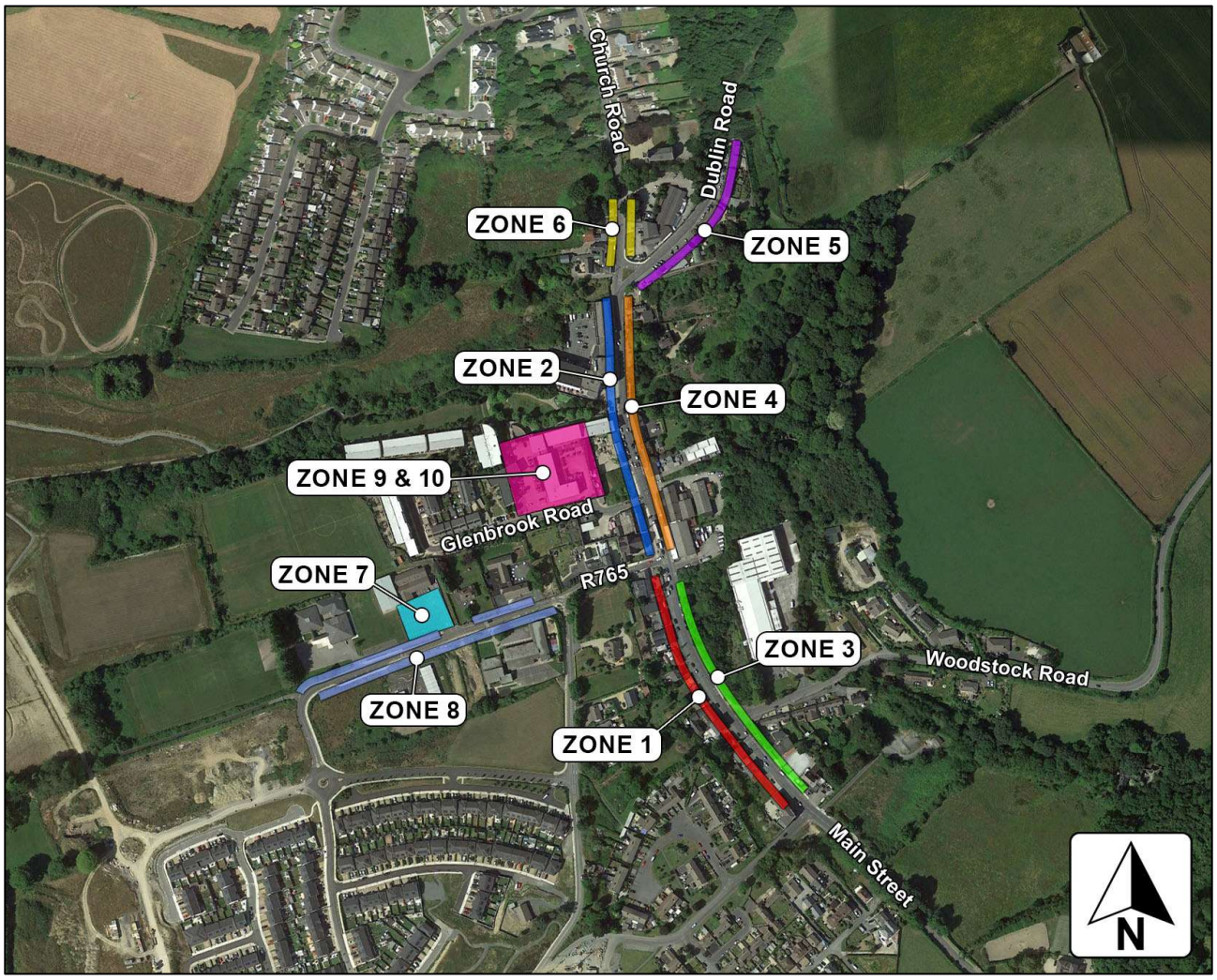


Figure 2: Parking Zones

4.1 ZONE 1: MAIN STREET LOWER – NORTHBOUND

Zone 1 comprises the lower portion of Main Street (south of the R765) in a northbound direction. This zone has a total of 24 no. designated parking spaces, 1 no. disabled space, 5 no. undesignated parking spaces and 8 no. spaces that can be used illegally. 2 no. of the undesignated spaces have only one or two uses per day and are likely used illegally.

4.1.1 PARKING OCCUPANCY

The occupancy of all spaces in this zone is shown in the figure below. Illegal spaces were not included in the calculations.

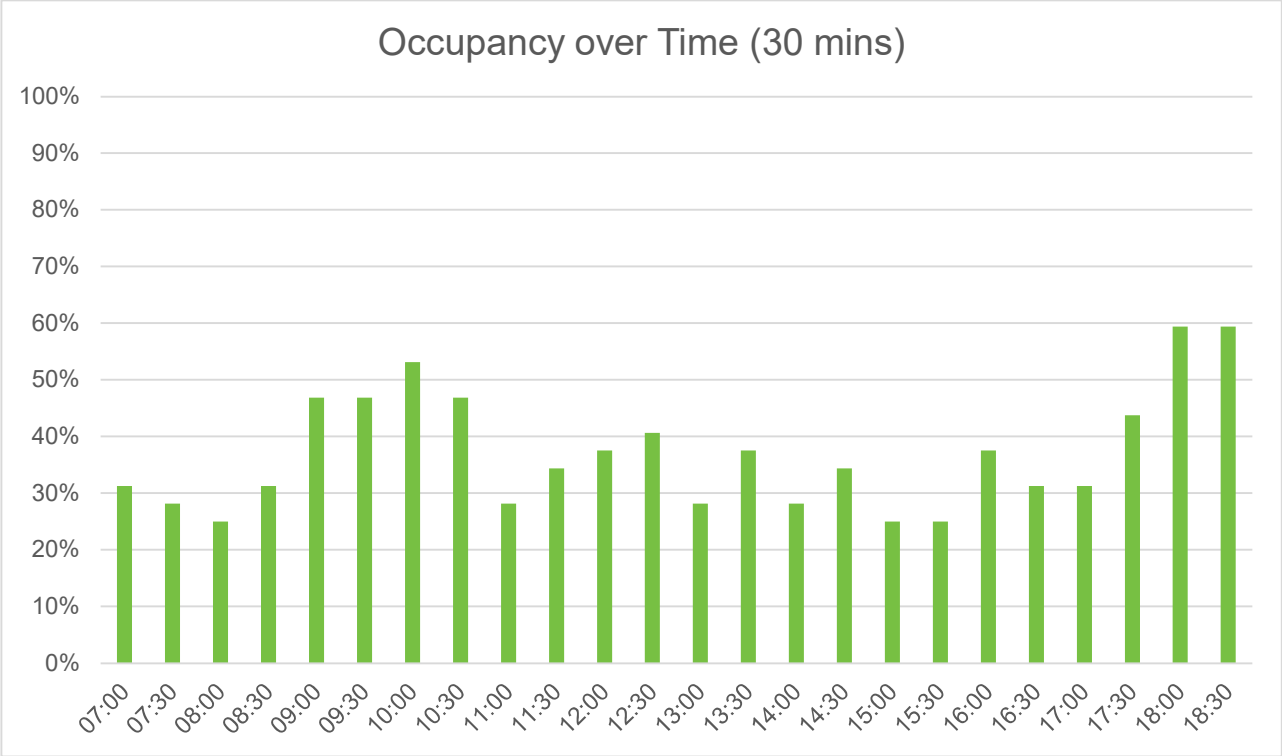


Figure 3: Zone 1: Occupancy over Time

As can be seen from the figure above, occupancy within this zone is relatively low, with occupancy levels staying below 60% over the course of the day. The highest occupancy during the morning and afternoon periods are 53% and 59% respectively.

4.1.2 PARKING DURATION

The usage pattern of parking in this zone was determined by investigating the occupancy duration of spaces. This is shown in the figure below.

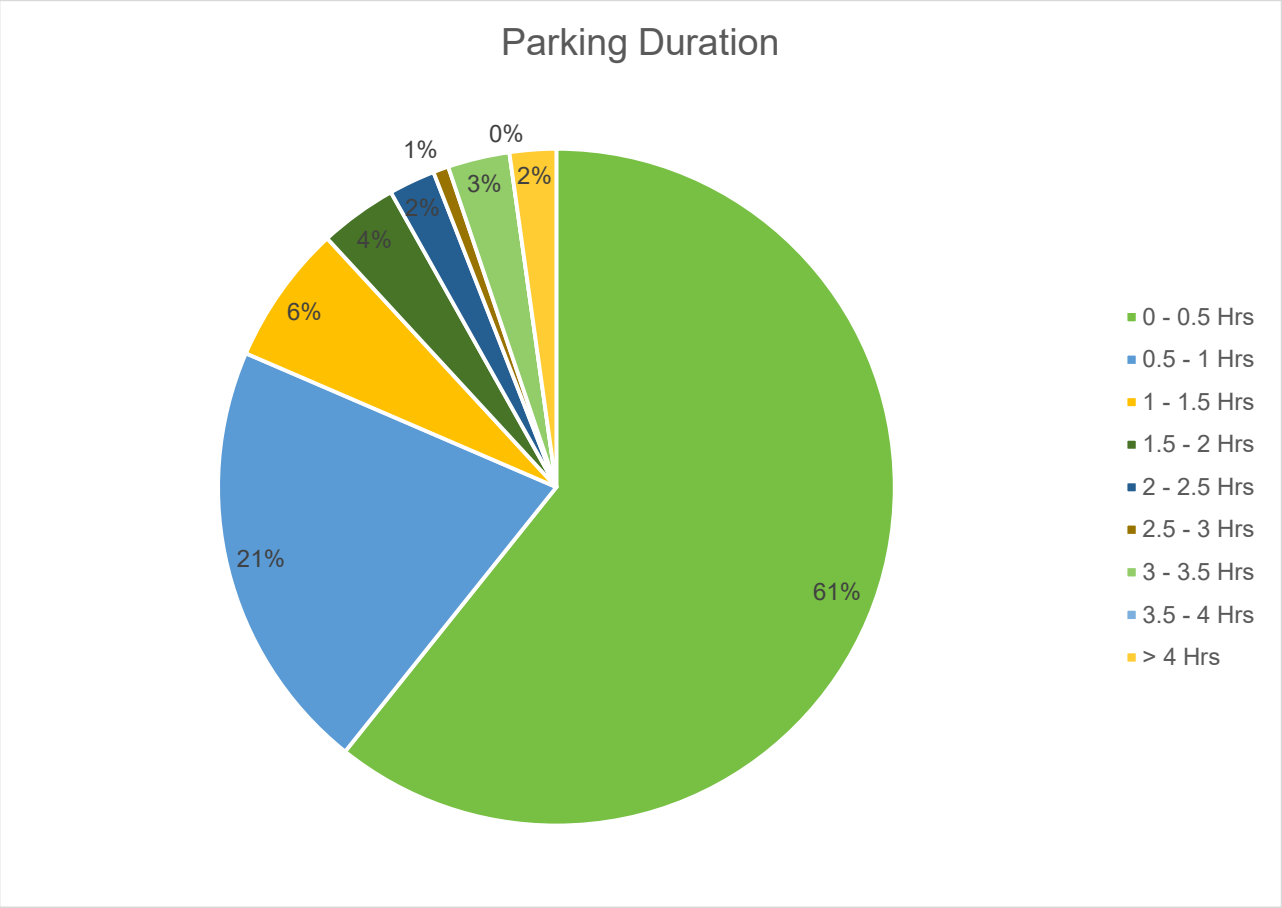


Figure 4: Zone 1: Parking Duration

The above figure shows that the majority of vehicles (61%) are parked for less than 30 minutes, with a high number of vehicles (21%) parked for between 30 minutes and 1 hour. Only 2% of vehicles are parked for more than 4 hours, which indicates that this zone is mainly used by road users who are running errands in town, rather than long-stay parking for commuter or employment purposes.

4.2 ZONE 2: MAIN STREET UPPER – NORTHBOUND

Zone 2 comprises the upper portion of Main Street (north of the R765) in a northbound direction. This zone has a total of 1 no. disabled space, 11 no. undesignated parking spaces, 3 no. bus stops and 35 no. spaces that can be used illegally.

4.2.1 PARKING OCCUPANCY

The occupancy of all spaces in this zone is shown in the figure below. Illegal spaces were not included in the calculations.

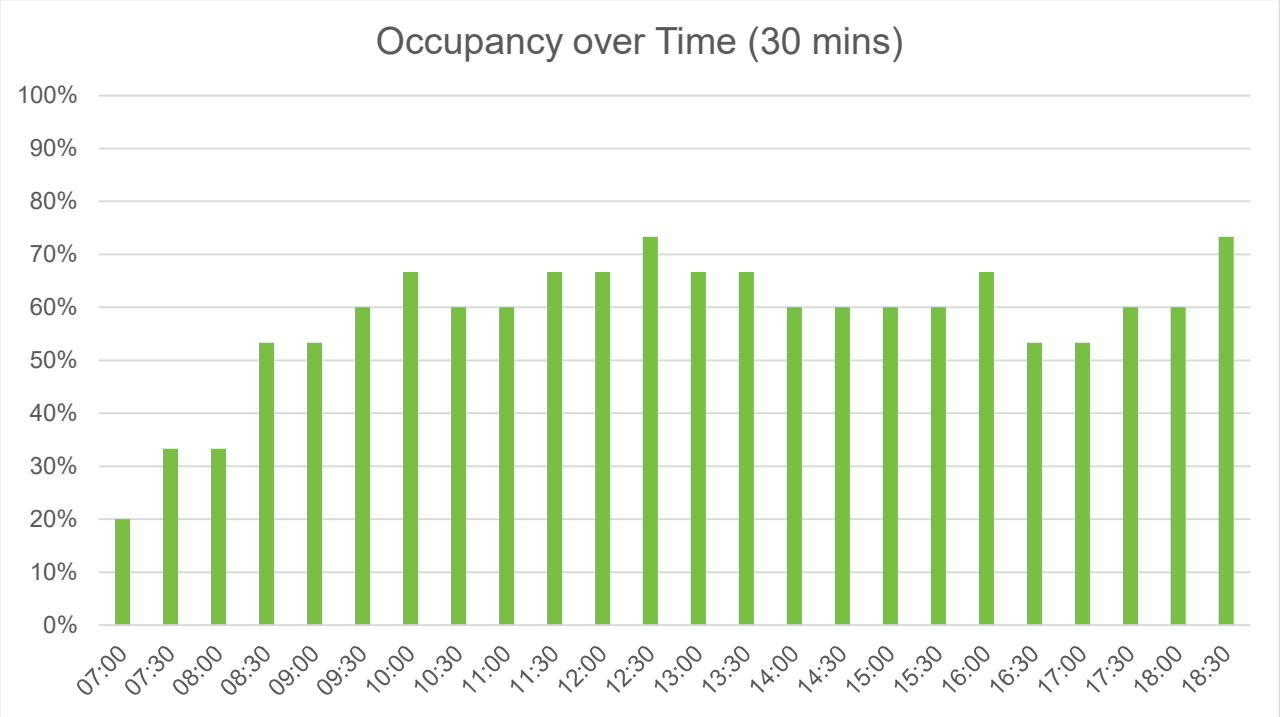


Figure 5: Zone 2: Occupancy over Time

As can be seen from the figure above, occupancy within this zone is high, with occupancy levels staying at around 60% for most of the day. The highest occupancy during the morning and afternoon periods are 67% and 73% respectively.

4.2.2 PARKING DURATION

The usage pattern of parking in this zone was determined by investigating the occupancy duration of spaces. This is shown in the figure below.

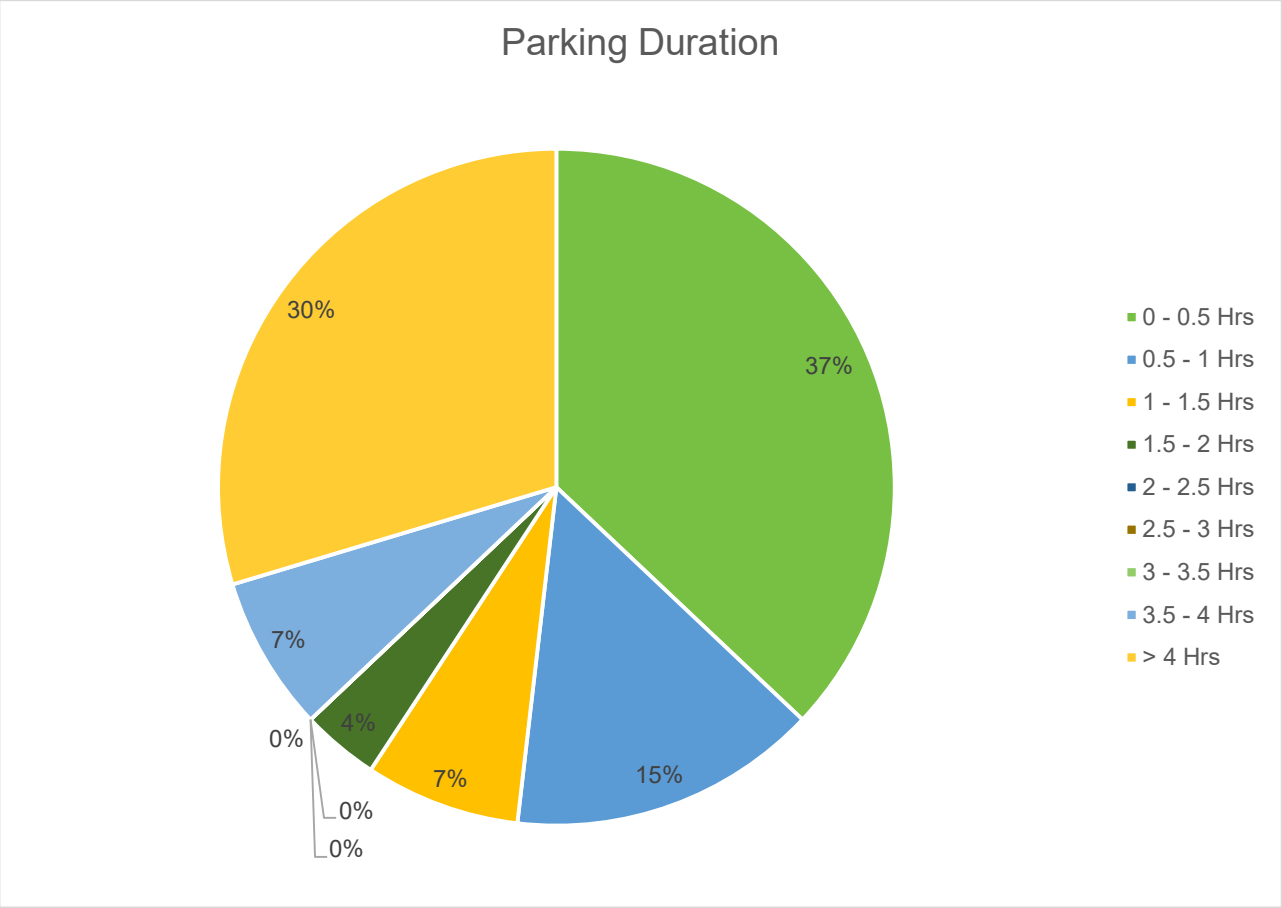


Figure 6: Zone 2: Parking Duration

The above figure shows that the majority of vehicles (37%) are parked for less than 30 minutes, with a lower number of vehicles (15%) parked for between 30 minutes and 1 hour. 30% of vehicles park in this zone for more than 4 hours, which indicates fair usage by road users commuting to other areas or long-stay parking by employees.

4.3 ZONE 3: MAIN STREET LOWER – SOUTHBOUND

Zone 3 comprises the lower portion of Main Street (south of the R765) in a northbound direction. This zone has a total of 26 no. designated parking spaces, 2 no. disabled spaces, and 2 no. spaces which can be used illegally.

4.3.1 PARKING OCCUPANCY

The occupancy of all spaces in this zone is shown in the figure below. Illegal spaces were not included in the calculations.

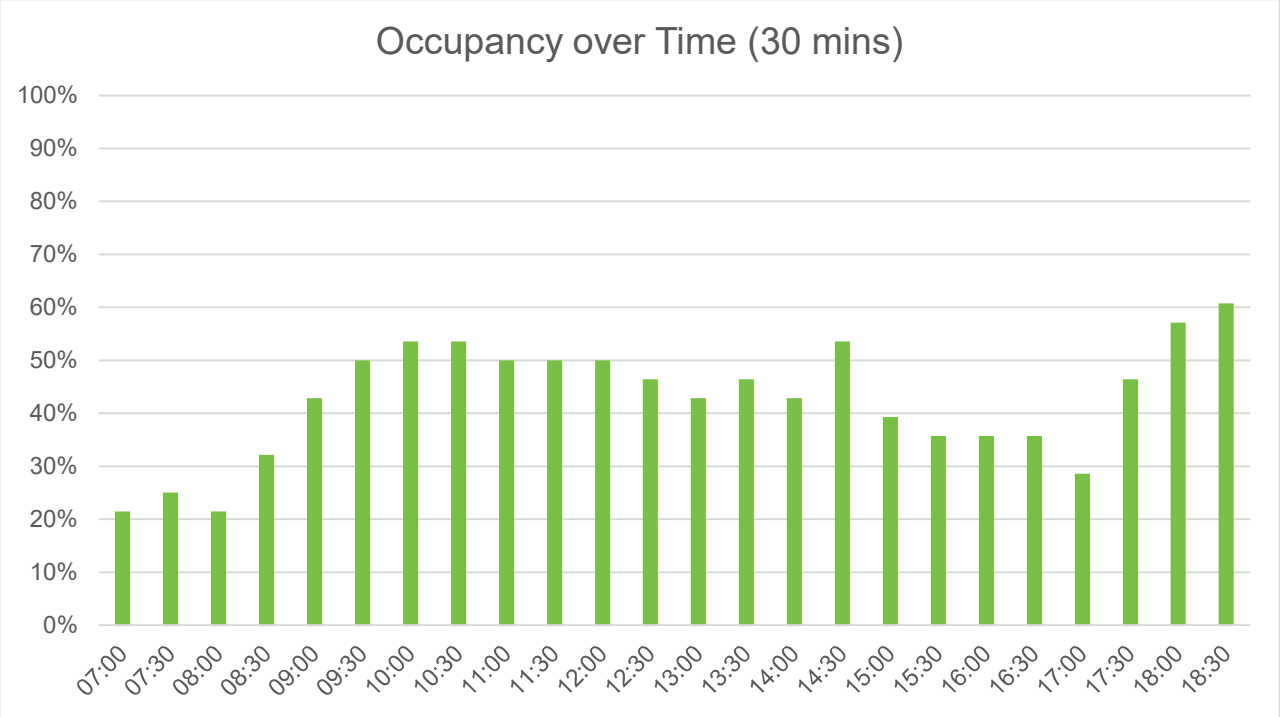


Figure 7: Zone 3: Occupancy over Time

As can be seen from the figure above, occupancy within this zone is relatively low, with occupancy levels staying generally under 62% for most of the day. The highest occupancy during the morning and afternoon periods are 54% and 61% respectively.

4.3.2 PARKING DURATION

The usage pattern of parking in this zone was determined by investigating the occupancy duration of spaces. This is shown in the figure below.

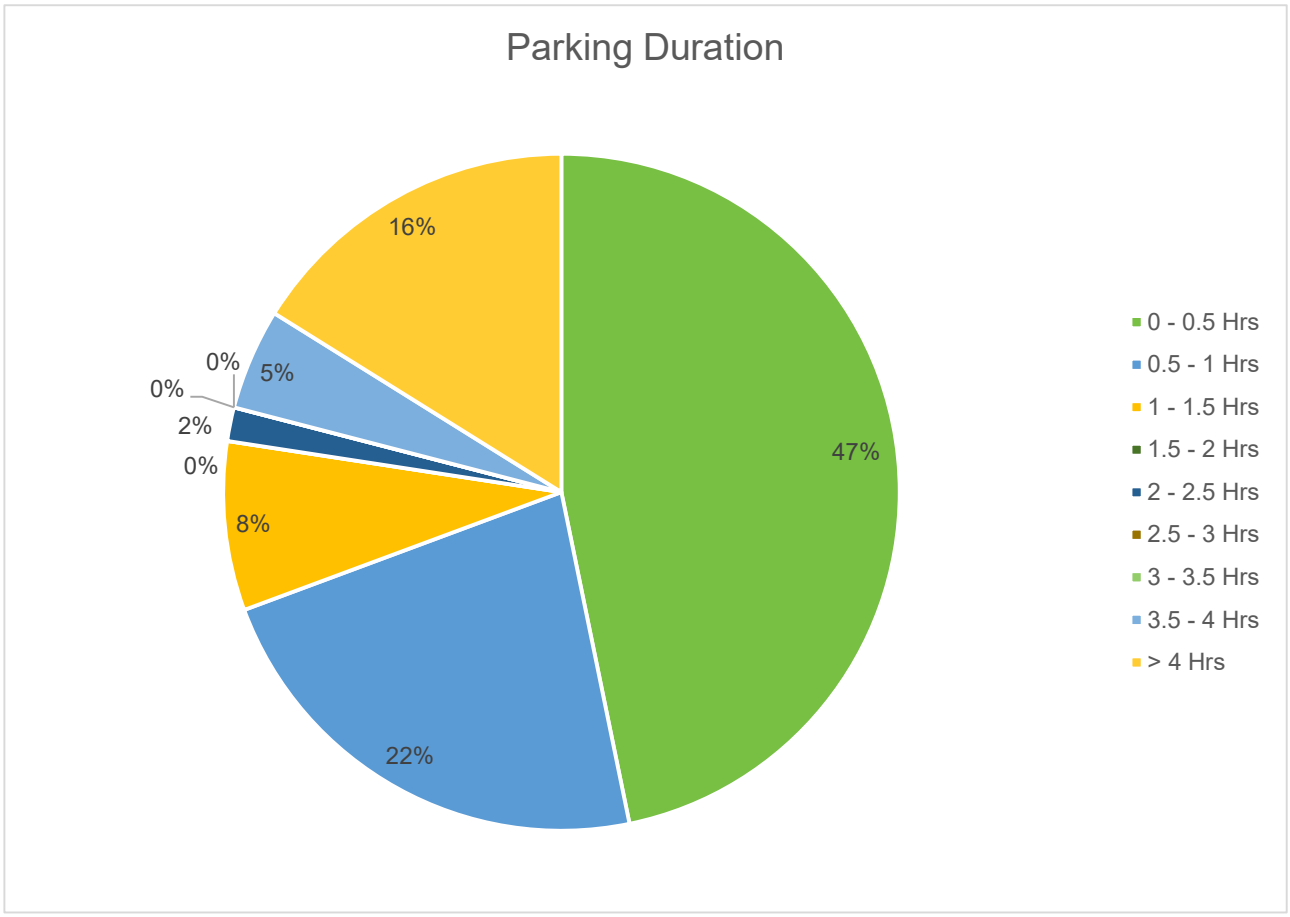


Figure 8: Zone 3: Parking Duration

The above figure shows that the majority of vehicles (47%) are parked for less than 30 minutes, with a lower number of vehicles (22%) parked for between 30 minutes and 1 hour. 16% of vehicles park in this zone for more than 4 hours, which indicates low usage by road users commuting to other areas or long-stay parking by employees.

4.4 ZONE 4: MAIN STREET UPPER – SOUTHBOUND

Zone 4 comprises the upper portion of Main Street (north of the R765) in a southbound direction. This zone has a total of 9 no. undesignated parking spaces, 3 no. bus stops, and 34 no. spaces which can be used illegally.

4.4.1 PARKING OCCUPANCY

The occupancy of all spaces in this zone is shown in the figure below. Illegal spaces were not included in the calculations.

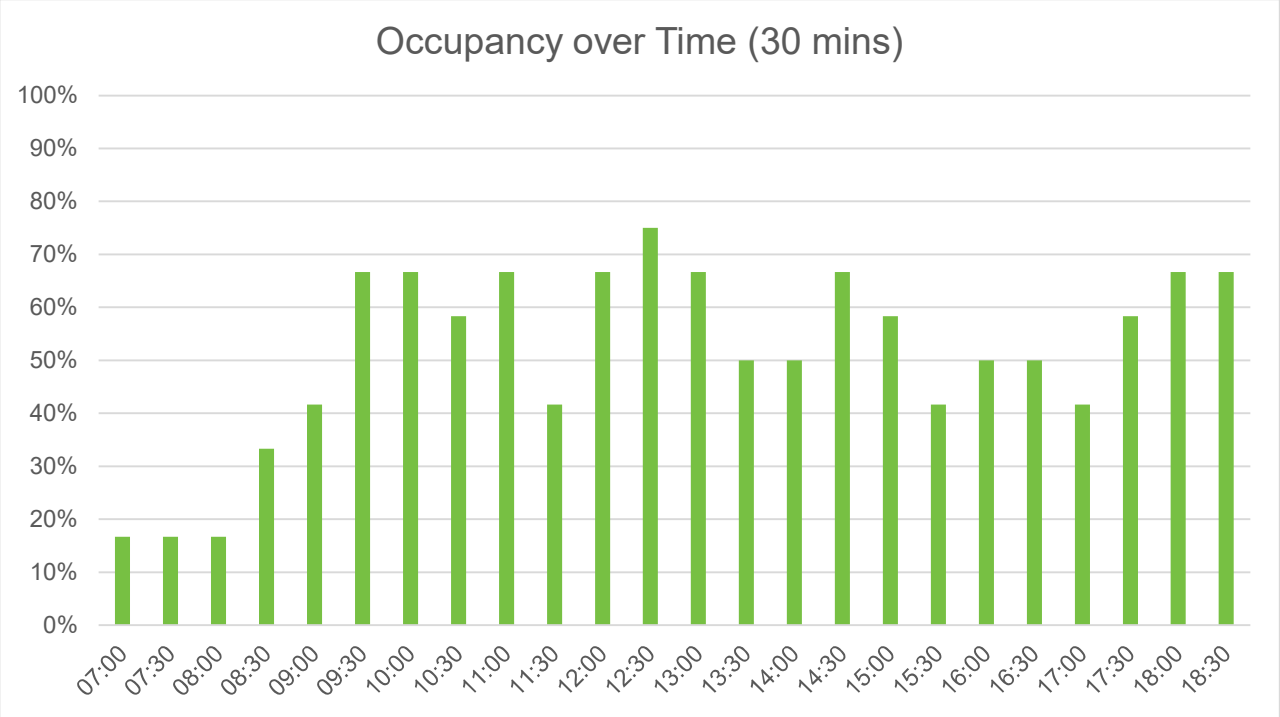


Figure 9: Zone 4: Occupancy over Time

As can be seen from the figure above, occupancy within this zone is relatively high, with occupancy levels staying close to 60% for most of the day. The highest occupancy during the morning and afternoon periods are 67% and 75% respectively. It should be noted that this zone does not have any designated spaces and mostly comprises a small number of undesignated spaces and bus stops.

4.4.2 PARKING DURATION

The usage pattern of parking in this zone was determined by investigating the occupancy duration of spaces. This is shown in the figure below.

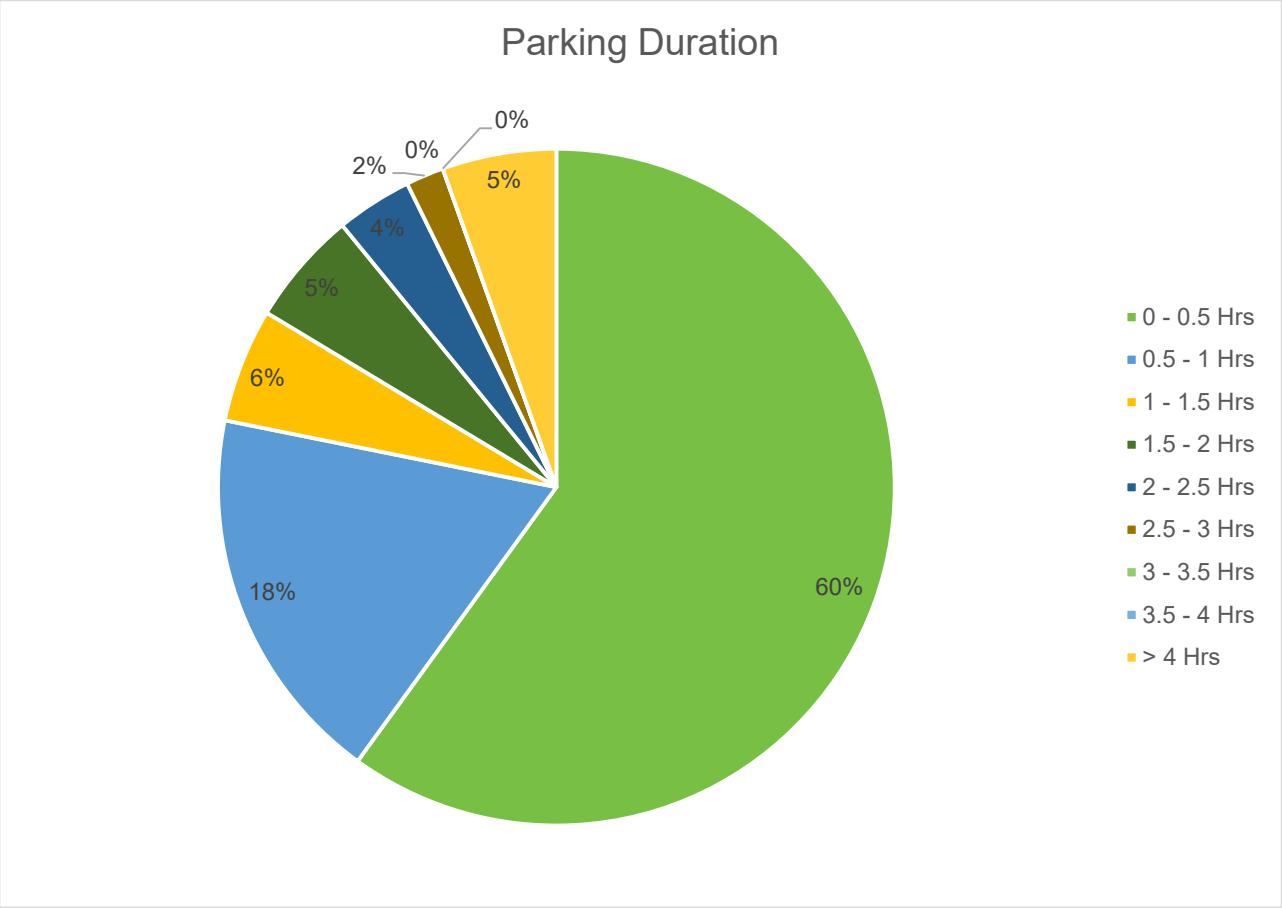


Figure 10: Zone 4: Parking Duration

The above figure shows that the majority of vehicles (60%) are parked for less than 30 minutes, with a lower number of vehicles (18%) parked for between 30 minutes and 1 hour. Only 5% of vehicles park in this zone for more than 4 hours, which indicates low usage by road users commuting to other areas or long-stay parking by employees.

4.5 ZONE 5: DUBLIN ROAD – SOUTHBOUND

Zone 5 comprises a portion of Dublin Road which provides parking in a southwest-bound direction. This zone has a total of 12 no. designated parking spaces, 15 no. undesignated parking, and 1 no. space which can be used illegally. 2 no. of the undesignated spaces have only one or two uses per day and are likely used illegally.

4.5.1 PARKING OCCUPANCY

The occupancy of all spaces in this zone is shown in the figure below. Illegal spaces were not included in the calculations.

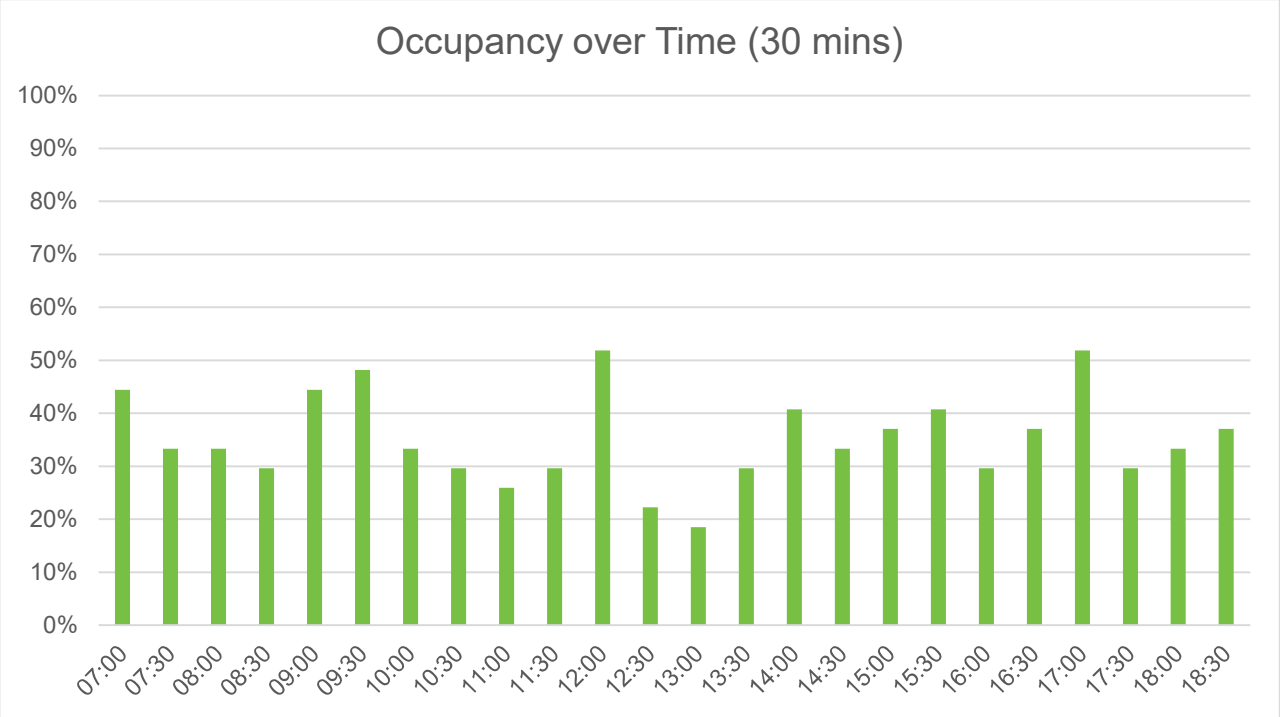


Figure 11: Zone 5: Occupancy over Time

As can be seen from the figure above, occupancy within this zone is low, with occupancy levels staying generally at or slightly above 50% for most of the day. The highest occupancy during the morning and afternoon periods are 48% and 52% respectively.

4.5.2 PARKING DURATION

The usage pattern of parking in this zone was determined by investigating the occupancy duration of spaces. This is shown in the figure below.

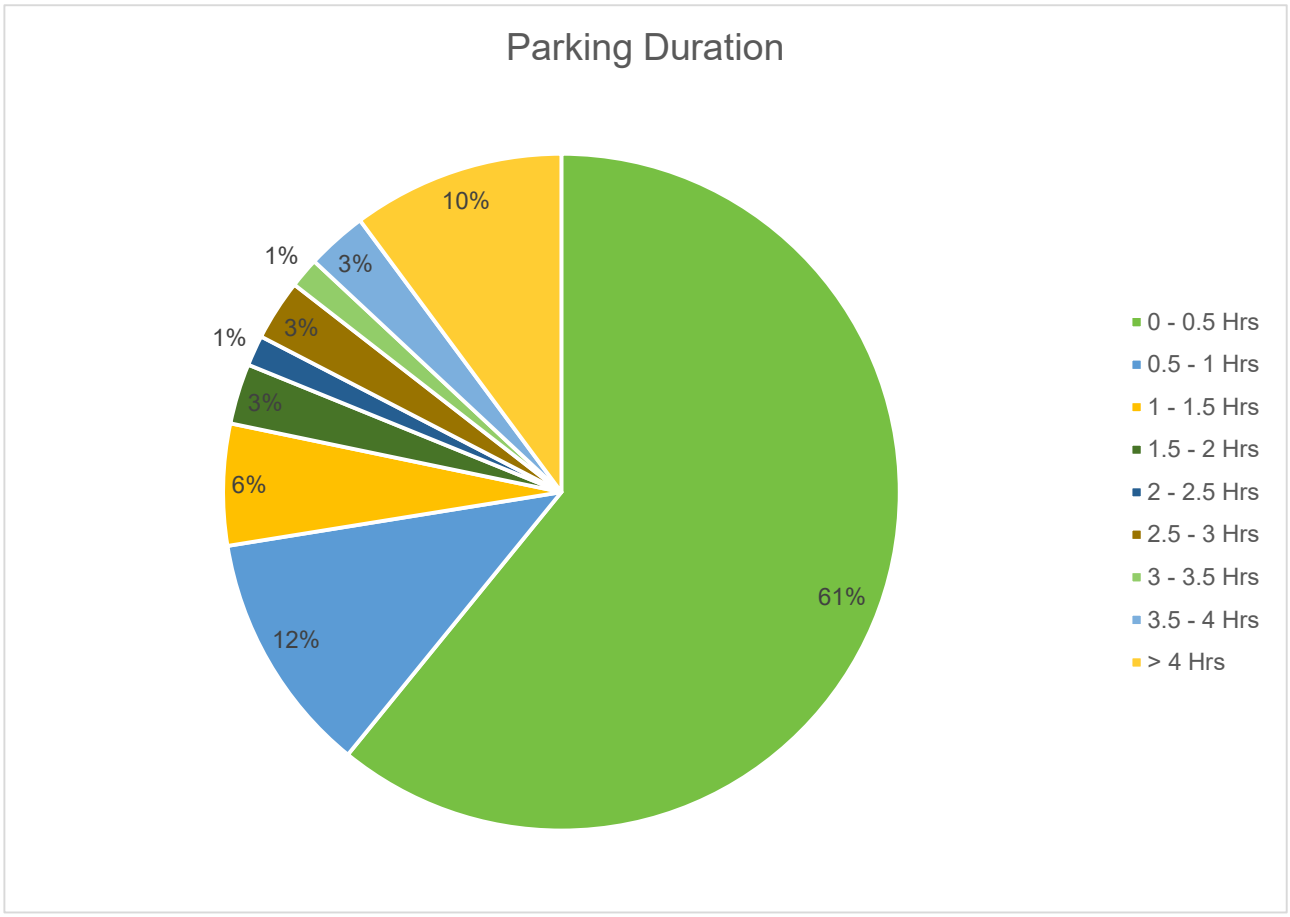


Figure 12: Zone 5: Parking Duration

The above figure shows that the majority of vehicles (61%) are parked for less than 30 minutes, with a lower number of vehicles (12%) parked for between 30 minutes and 1 hour. 10% of vehicles park in this zone for more than 4 hours, which indicates low usage by road users commuting to other areas or long-stay parking by employees.

4.6 ZONE 6: CHURCH ROAD

Zone 6 comprises a portion of Church Road which provides parking on both sides of the road for northbound and southbound traffic. This zone has a total of 5 no. undesignated parking spaces with no other spaces. 2 no. of the undesignated spaces have only one or two uses per day and are likely used illegally.

4.6.1 PARKING OCCUPANCY

The occupancy of all spaces in this zone is shown in the figure below. Illegal spaces were not included in the calculations.

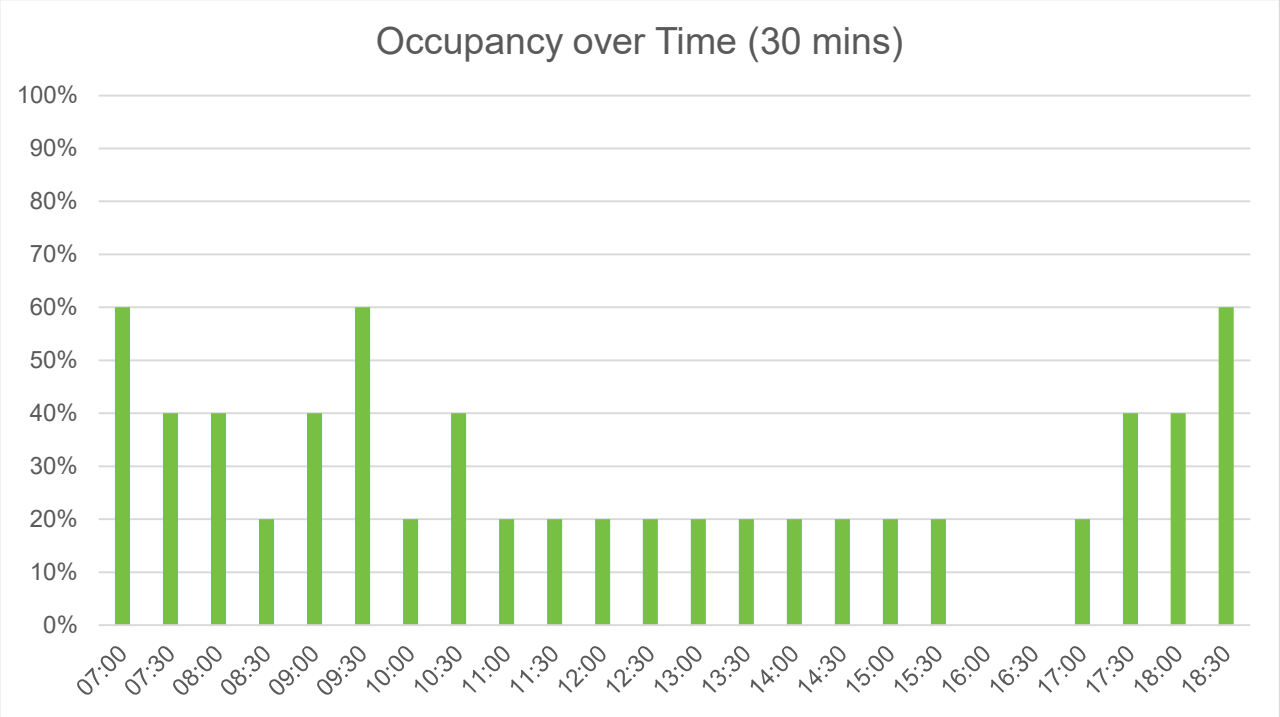


Figure 13: Zone 6: Occupancy over Time

As can be seen from the figure above, occupancy within this zone is moderate, with occupancy levels staying generally at or under 60% for most of the day. The highest occupancy during the morning and afternoon periods are both at 60%.

This zone provides exclusively undesignated parking spaces, with moderate usage throughout the day, indicating excess capacity available for demand in the area.

4.6.2 PARKING DURATION

The usage pattern of parking in this zone was determined by investigating the occupancy duration of spaces. This is shown in the figure below.

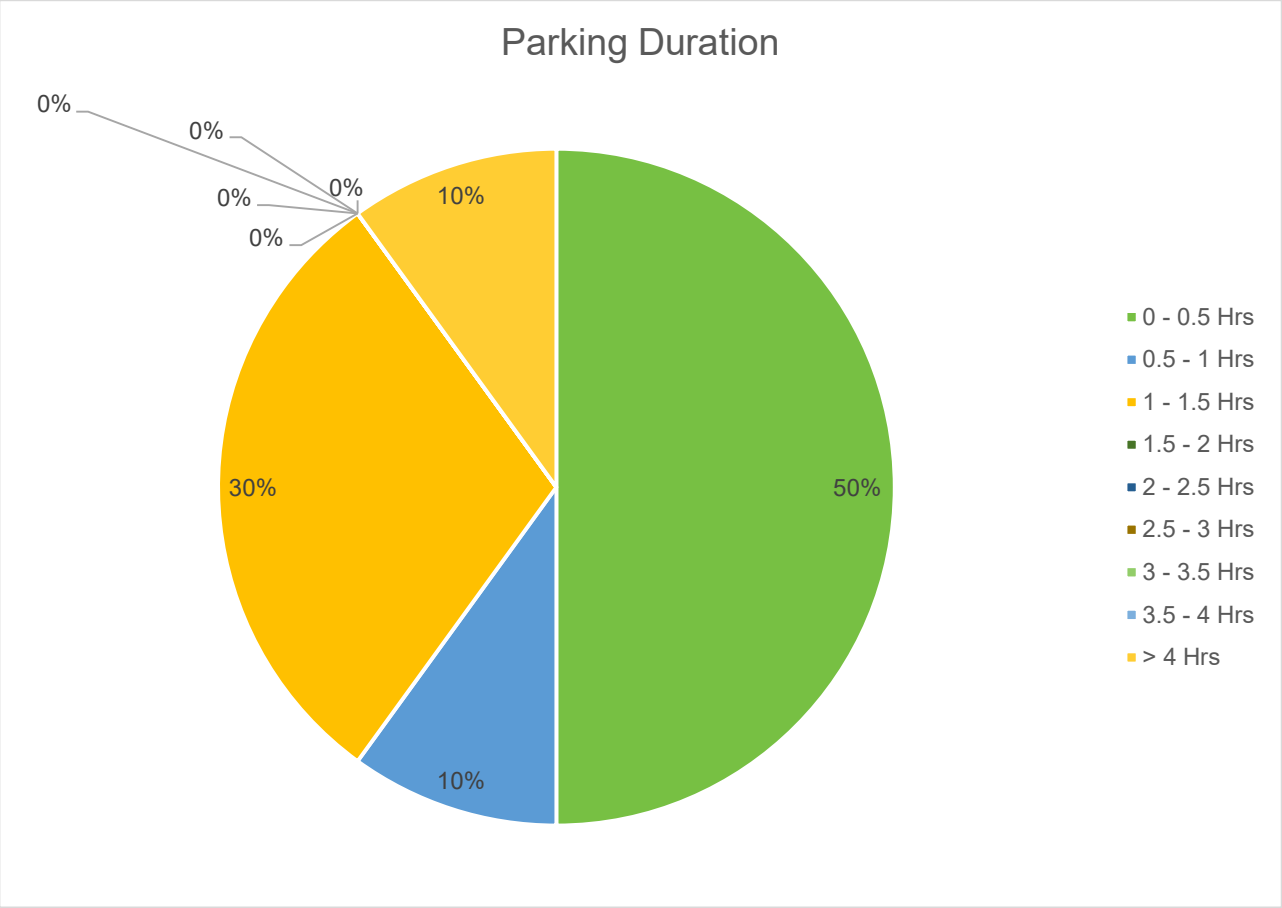


Figure 14: Zone 6: Parking Duration

The above figure shows that the majority of vehicles (50%) are parked for less than 30 minutes, with a lower number of vehicles (10%) parked for between 30 minutes and 1 hour. 10% of vehicles park in this zone for more than 4 hours, which indicates low usage by road users commuting to other areas or long-stay parking by employees. Approximately 30% of vehicles are parked for between 1 hour and 1.5 hours. This indicates that this zone is used for slightly longer duration parking compared to previous zones assessed.

4.7 ZONE 7: COMMUNITY CENTRE CAR PARK

Zone 7 comprises the Newtownmountkennedy community centre car park. This zone has a total of 53 no. designated parking spaces, 2 no. disabled spaces and 2 no. spaces which can be used illegally.

4.7.1 PARKING OCCUPANCY

The occupancy of all spaces in this zone is shown in the figure below. Illegal spaces were not included in the calculations.

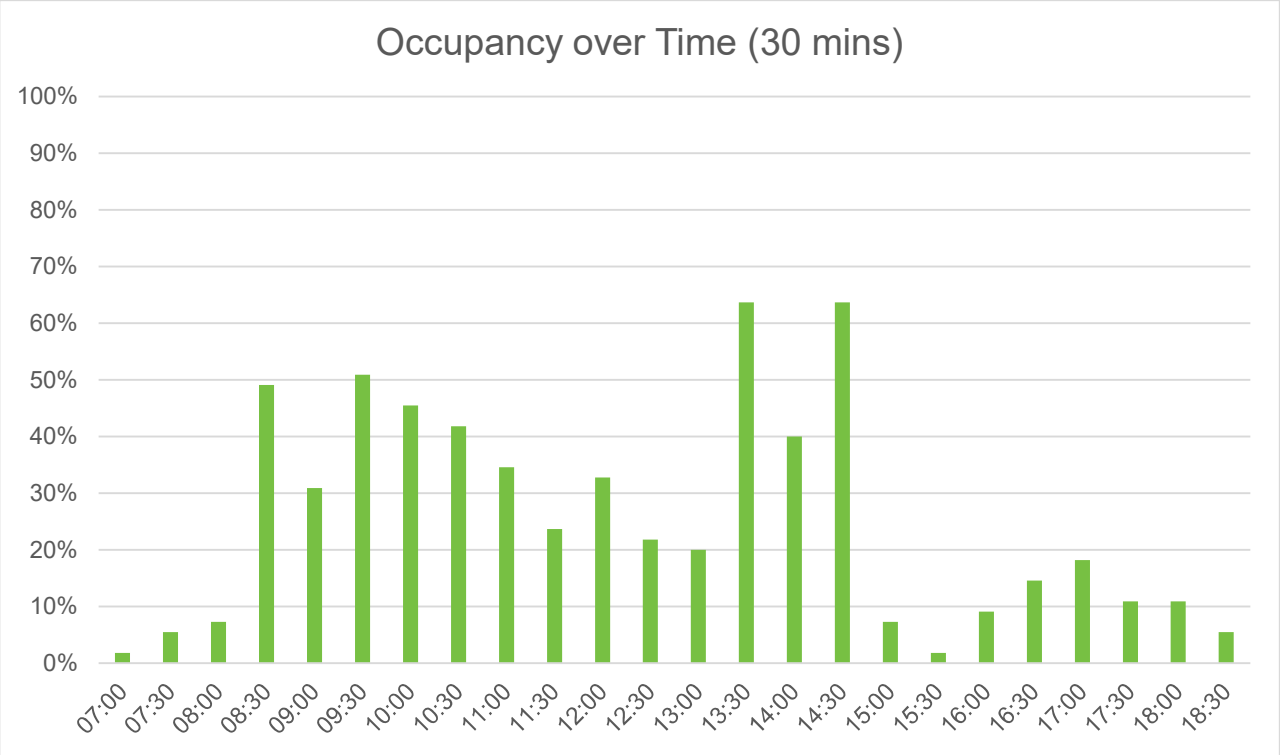


Figure 15: Zone 7: Occupancy over Time

As can be seen from the figure above, occupancy within this zone is relatively low throughout most of the day with peaks in the morning and early afternoon. Occupancy levels are generally at or under 51% for most of the day except for two periods in the early afternoon where they reach 64%. The highest occupancy during the morning and afternoon periods are 51% and 64% respectively.

4.7.2 PARKING DURATION

The usage pattern of parking in this zone was determined by investigating the occupancy duration of spaces. This is shown in the figure below.

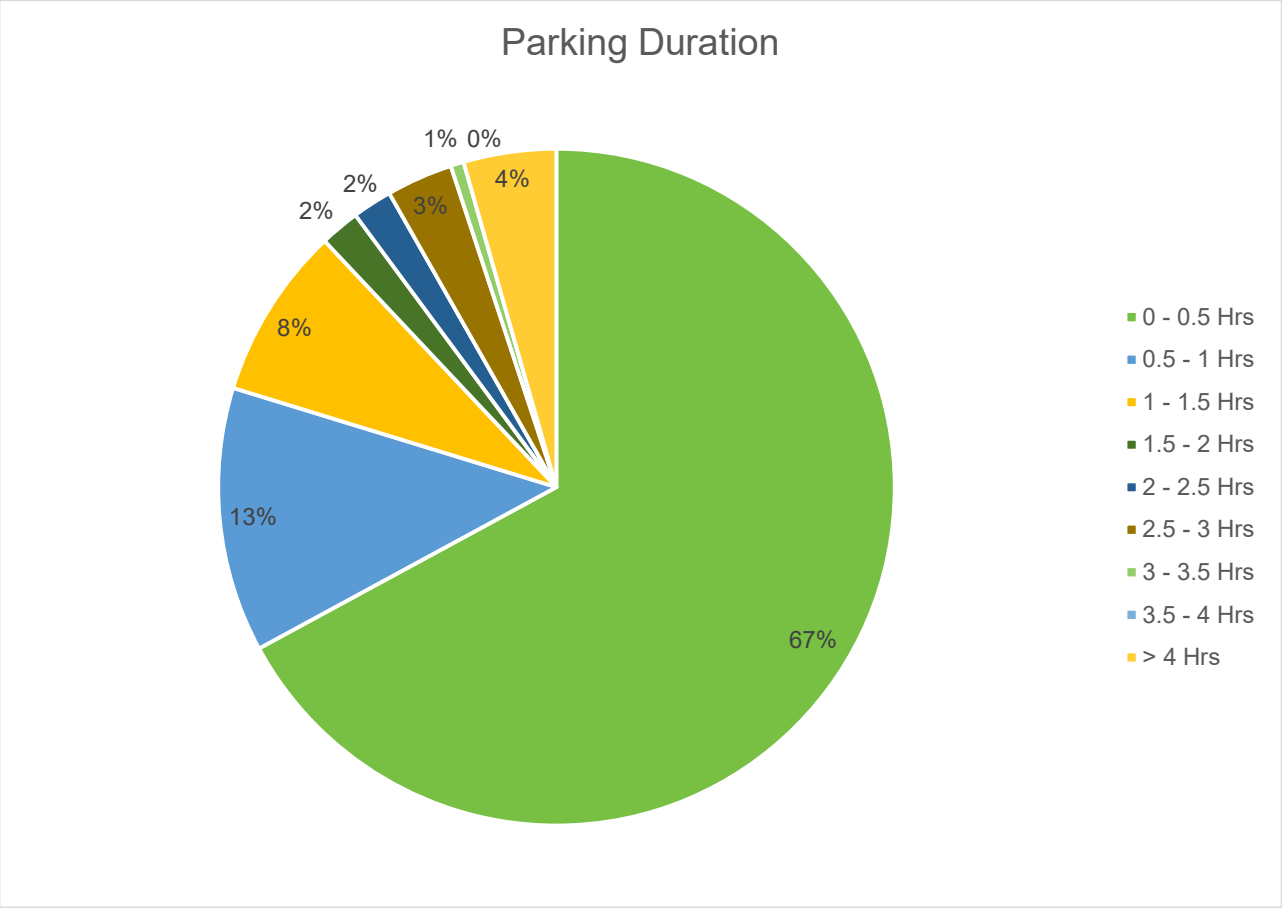


Figure 16: Zone 7: Parking Duration

The above figure shows that the majority of vehicles (67%) are parked for less than 30 minutes, with a lower number of vehicles (13%) parked for between 30 minutes and 1 hour. 4% of vehicles park in this zone for more than 4 hours, which are likely to be employees at the community centre.

4.8 ZONE 8: R765

Zone 8 comprises a portion of the R765, which provides parking on both sides of the road for eastbound and westbound traffic. This zone has a total of 12 no. designated parking spaces and 44 no. spaces which can be used illegally.

4.8.1 PARKING OCCUPANCY

The occupancy of all spaces in this zone is shown in the figure below. Illegal spaces were not included in the calculations.

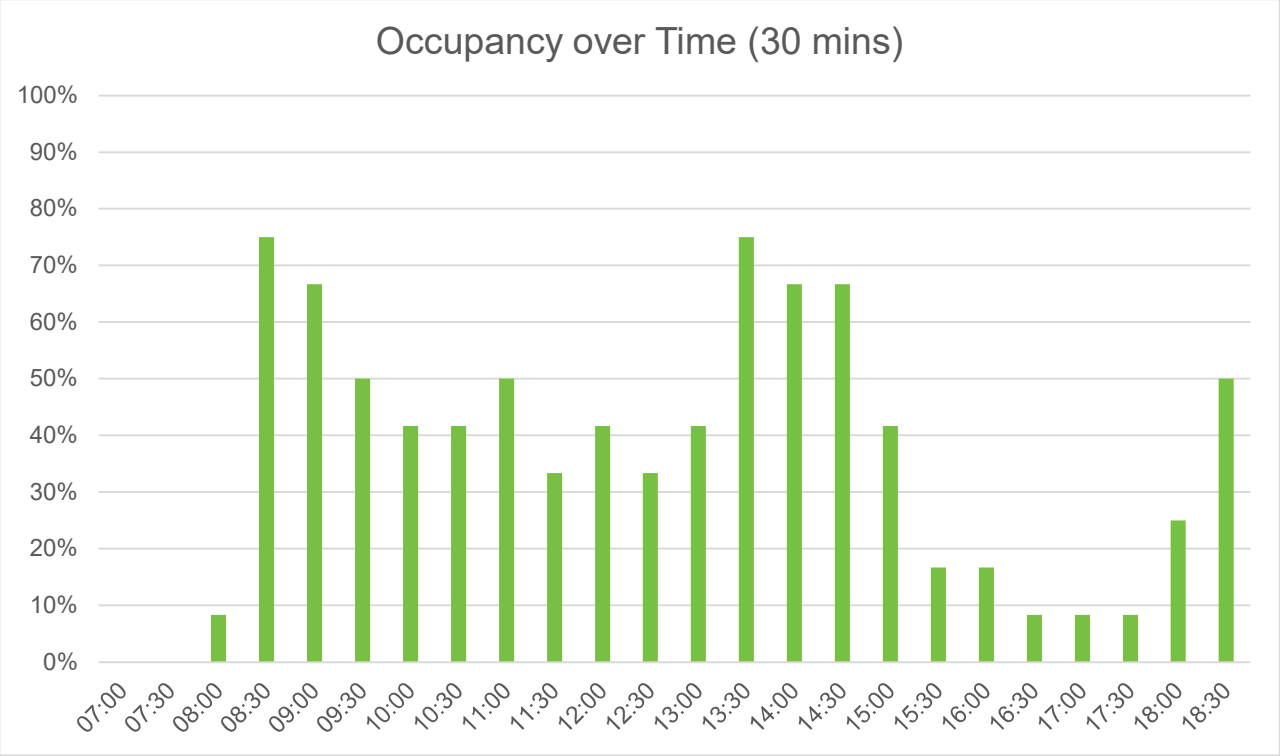


Figure 17: Zone 8: Occupancy over Time

As can be seen from the figure above, occupancy within this zone is moderate, with occupancy levels staying generally at or under 75% for most of the day. Similar to the community centre's car park, there are two peaks in the early morning and early afternoon. The highest occupancy during the morning and afternoon periods are both at 75%.

4.8.2 PARKING DURATION

The usage pattern of parking in this zone was determined by investigating the occupancy duration of spaces. This is shown in the figure below.

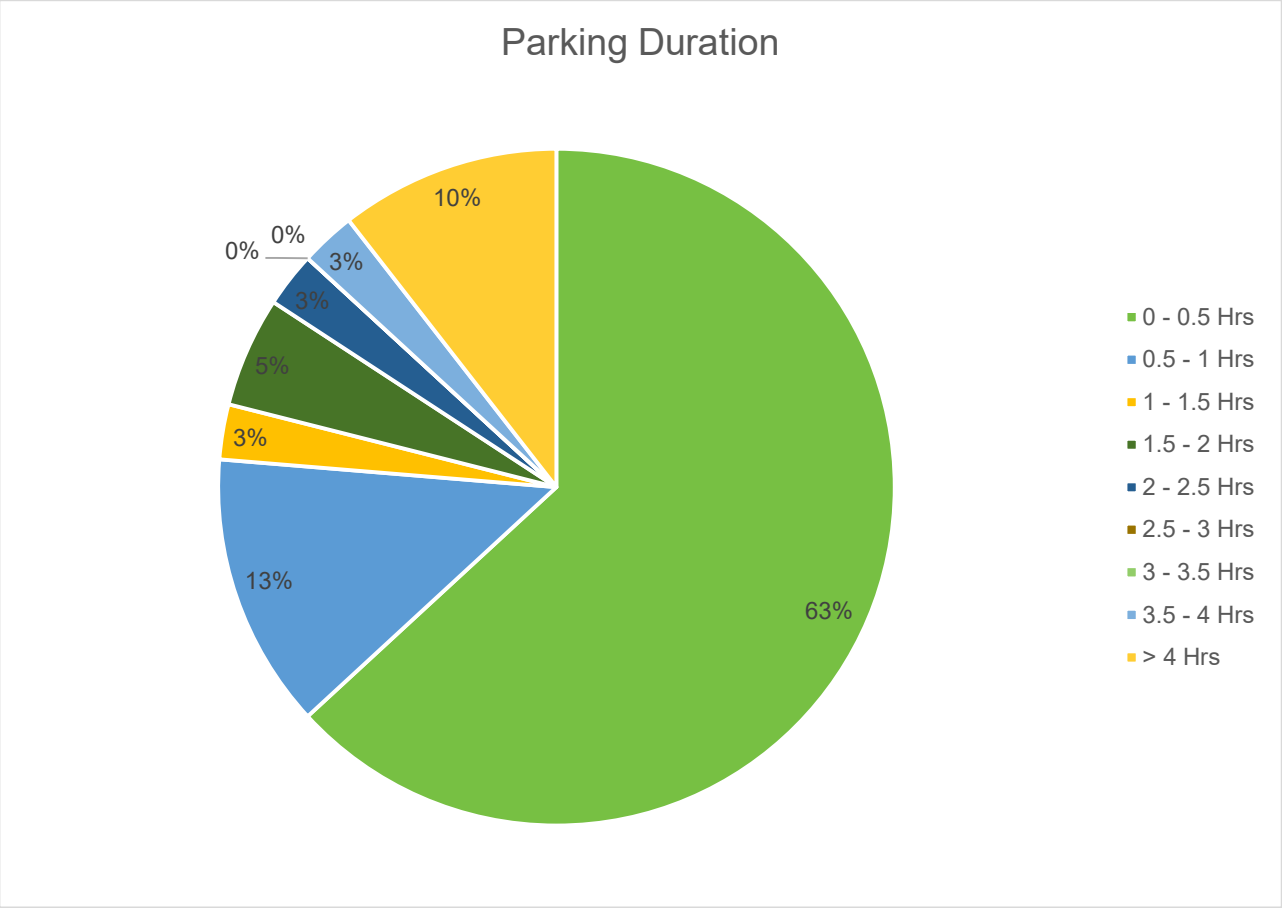


Figure 18: Zone 8: Parking Duration

The above figure shows that the majority of vehicles (63%) are parked for less than 30 minutes, with a lower number of vehicles (13%) parked for between 30 minutes and 1 hour. 10% of vehicles park in this zone for more than 4 hours, which indicates low usage by road users commuting to other areas or long-stay parking by employees. This parking pattern is similar to the community centre car park.

4.9 ZONE 9: DUNNES STORE UPPER PARKING

Zone 9 comprises the upper, uncovered car park for the Dunnes Store shopping centre. This zone has a total of 103 no. designated parking spaces.

4.9.1 PARKING OCCUPANCY

The occupancy of all spaces in this zone is shown in the figure below. Illegal spaces were not included in the calculations.

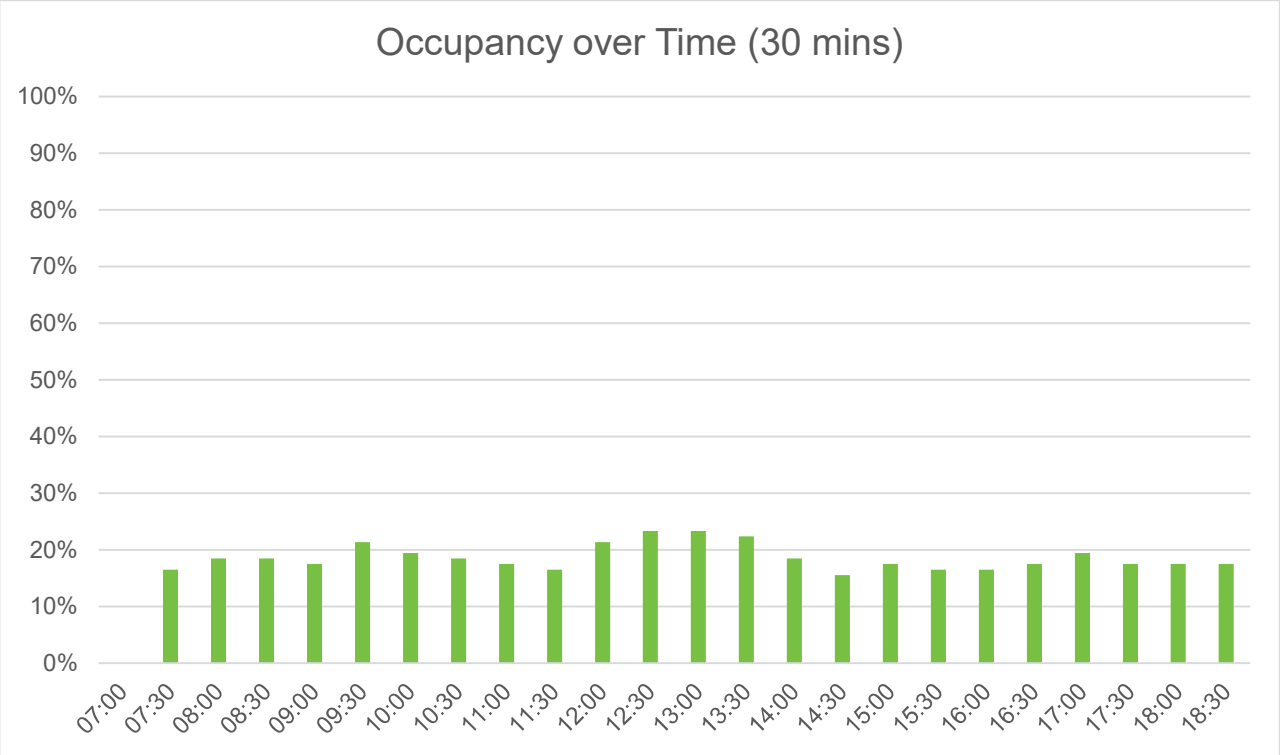


Figure 19: Zone 9: Occupancy over Time

As can be seen from the figure above, occupancy within this zone is very low, with occupancy levels staying generally at or under 23% for most of the day. The highest occupancy during the morning and afternoon periods are 21% and 23% respectively.

The low occupancy can be attributed to the uncovered nature of the car park, with the majority of visitors opting for the basement car park which is covered. This is evident by the results from Zone 10.

4.9.2 PARKING DURATION

The usage pattern of parking in this zone was determined by investigating the occupancy duration of spaces. This is shown in the figure below.

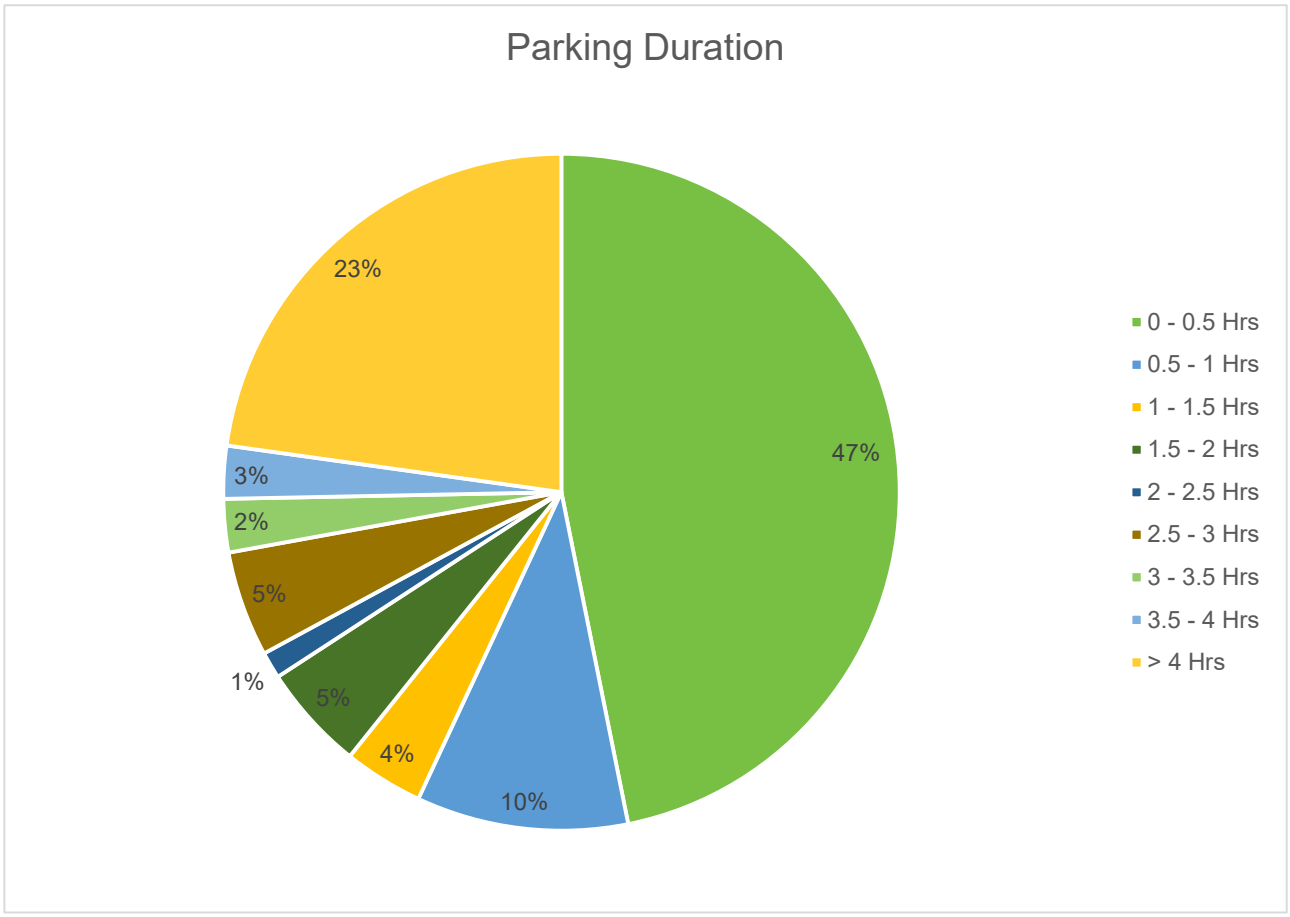


Figure 20: Zone 9: Parking Duration

The above figure shows that the majority of vehicles (47%) are parked for less than 30 minutes, with a lower number of vehicles (10%) parked for between 30 minutes and 1 hour. 23% of vehicles park in this zone for more than 4 hours, which indicates fair usage by road users commuting to other areas or long-stay parking by employees.

4.10 ZONE 10: DUNNES STORE BASEMENT PARKING

Zone 10 comprises the basement car park for the Dunnes Store shopping centre. This zone has a total of 133 no. designated parking spaces.

4.10.1 PARKING OCCUPANCY

The occupancy of all spaces in this zone is shown in the figure below. Illegal spaces were not included in the calculations.

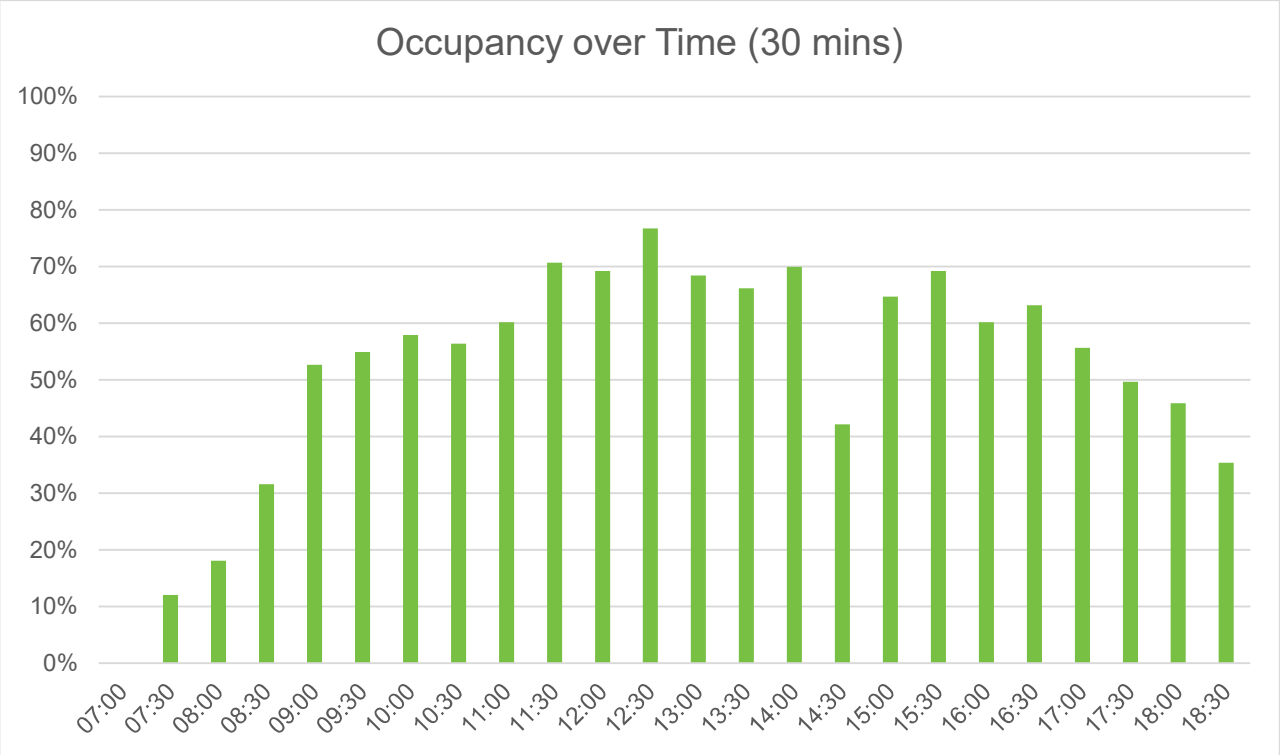


Figure 21: Zone 10: Occupancy over Time

As can be seen from the figure above, occupancy within this zone is moderate to high, with occupancy levels staying generally at or under 77% for most of the day. The highest occupancy during the morning and afternoon periods are 71% and 77% respectively. The demand mostly peaks during late morning to early afternoon.

4.10.2 PARKING DURATION

The usage pattern of parking in this zone was determined by investigating the occupancy duration of spaces. This is shown in the figure below.

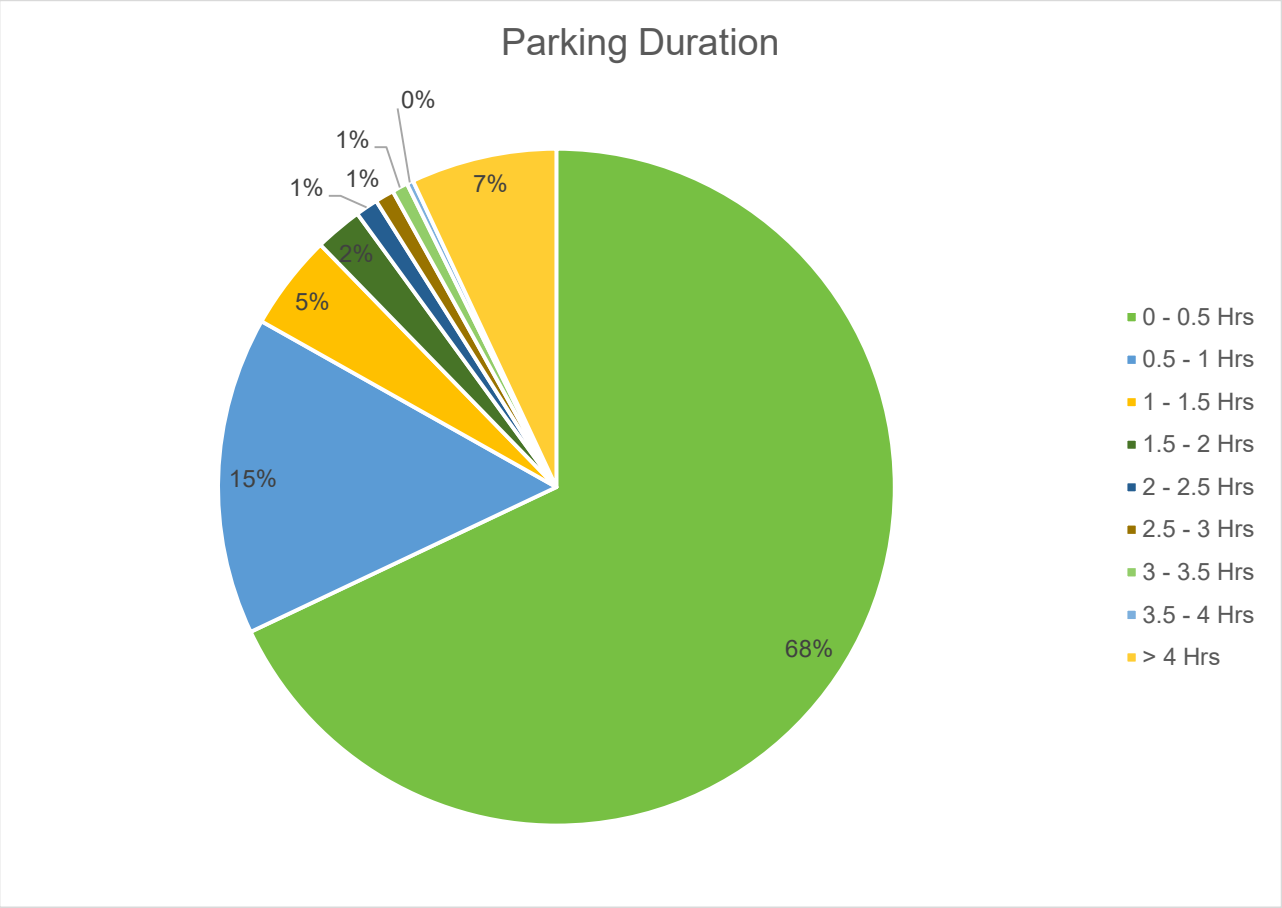


Figure 22: Zone 10: Parking Duration

The above figure shows that the majority of vehicles (68%) are parked for less than 30 minutes, with a lower number of vehicles (15%) parked for between 30 minutes and 1 hour. 7% of vehicles park in this zone for more than 4 hours, which indicates low usage by road users commuting to other areas or long-stay parking by employees.

4.11 PARKING ZONE SUMMARY

From the previous analysis of each zone, it is evident that some zones have higher demand, likely due to proximity to the destination, while other zones have some excess capacity available. The free spaces available throughout the day at each zone are shown in the table overleaf.

Table 3: Available Parking per Zone - 30 Minutes

Time	Zone										Study Area
	1	2	3	4	5	6	7	8	9	10	
07:00	20	12	22	10	15	2	54	12	103	133	383
07:30	21	10	21	10	18	3	52	12	86	117	350
08:00	22	10	22	10	18	3	51	11	84	109	340
08:30	20	7	19	8	19	4	28	3	84	91	283
09:00	15	7	16	7	15	3	38	4	85	63	253
09:30	15	6	14	4	14	2	27	6	81	60	229
10:00	13	5	13	4	18	4	30	7	83	56	233
10:30	15	6	13	5	19	3	32	7	84	58	242
11:00	21	6	14	4	20	4	36	6	85	53	249
11:30	19	5	14	7	19	4	42	8	86	39	243
12:00	18	5	14	4	13	4	37	7	81	41	224
12:30	17	4	15	3	21	4	43	8	79	31	225
13:00	21	5	16	4	22	4	44	7	79	42	244
13:30	18	5	15	6	19	4	20	3	80	45	215
14:00	21	6	16	6	16	4	33	4	84	40	230
14:30	19	6	13	4	18	4	20	4	87	77	252
15:00	22	6	17	5	17	4	51	7	85	47	261
15:30	22	6	18	7	16	4	54	10	86	41	264
16:00	18	5	18	6	19	5	50	10	86	53	270
16:30	20	7	18	6	17	5	47	11	85	49	265
17:00	20	7	20	7	13	4	45	11	83	59	269
17:30	16	3	15	5	19	3	49	11	85	67	273
18:00	11	3	12	4	18	3	49	9	85	72	266
18:30	11	1	11	4	17	2	52	6	85	86	275
Average	**18**	**6**	**16**	**6**	**18**	**4**	**41**	**8**	**85**	**64**	**264**

From this table, it is evident that there is a high amount of available capacity within the study area, with an average of 264 no. available spaces per 30 minutes.

The following section investigates the impact of the Part 8 scheme reductions on the demand vs. capacity of car parking in the study area.

5 STUDY AREA PARKING ANALYSIS

5.1 DO NOTHING SCENARIO

The Do Nothing scenario involves keeping the parking arrangements as current. The previous section shows details of parking occupancy and duration at each individual zone. However, to provide a clearer picture of the possible implications of reducing the available parking, the study area needs to be investigated.

The available parking for the full study area is shown in the table below:

Table 4: Study Area Parking Makeup

Parking Type	Spaces Available	% Makeup
Designated Parking	363	86.4%
Disabled Parking	6	1.4%
Loading/Unloading (designated)	0	0%
Undesignated Parking	45	10.7%
Bus Stop	6	1.4%

The occupancy of all spaces in the study area is shown in the figure below. Illegal spaces were not included in the calculations.

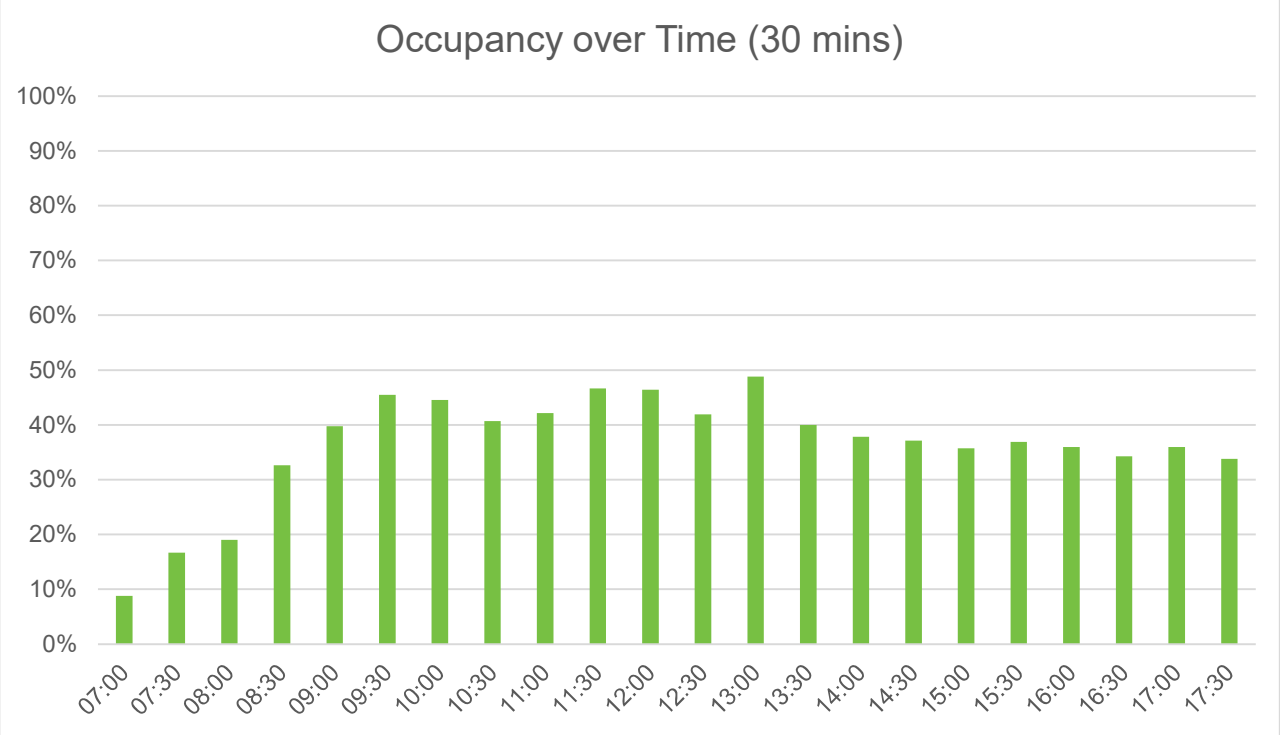


Figure 23: Do Nothing - Occupancy over Time

As can be seen from the previous figure, the overall demand in the study area is relatively low compared to the capacity. The occupancy of all parking spaces within the study area does not exceed 49% throughout the day with small peaks in the mid-morning and early afternoon, with peak occupancy levels of 45% (9:30) and 49% (13:30) respectively. This indicates that overall, there is a high amount of available capacity throughout the day across all parking zones.

The figure below shows the occupancy over time for undesignated parking (FP) and designated parking (DP) across the study area.

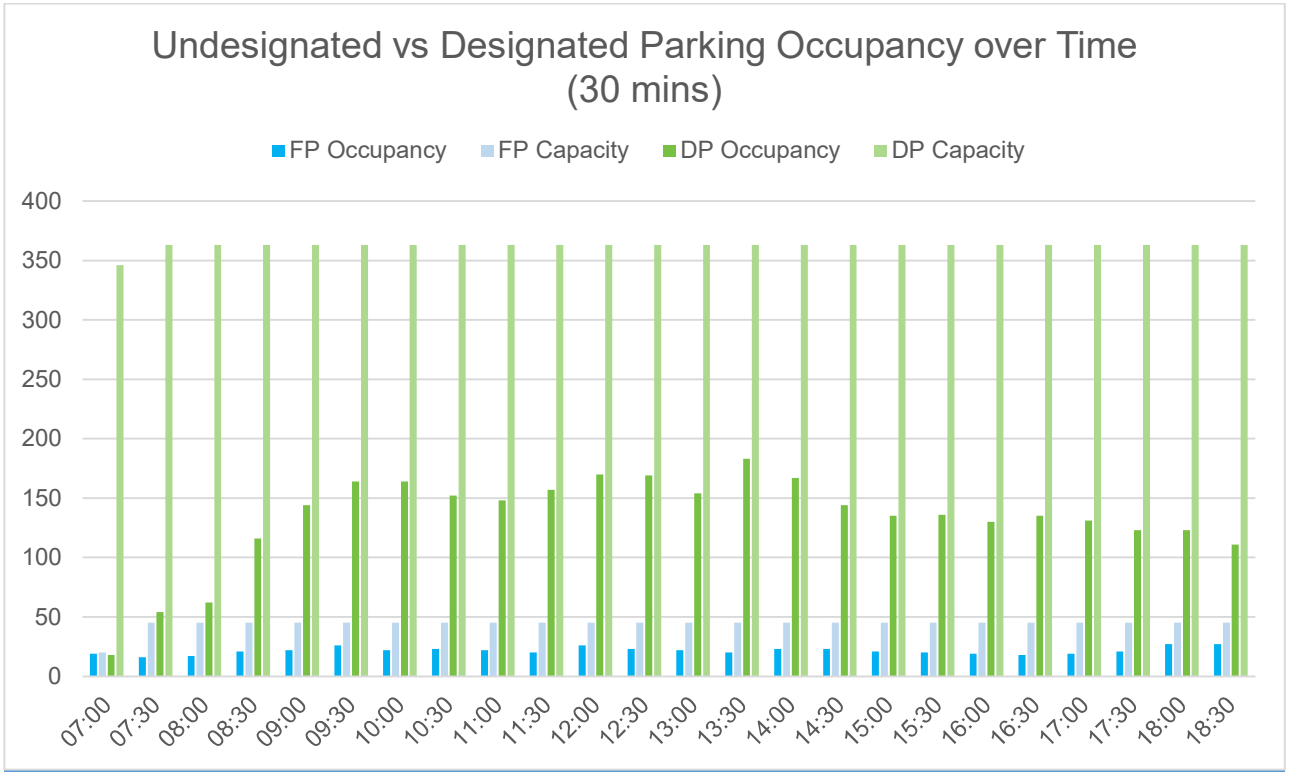


Figure 24: Do Nothing - Designated vs Undesignated Parking Occupancy over Time

As can be seen in the figure above, the demand stays well below the capacity for both undesignated and designated parking. The average occupancy over the course of an average day for undesignated parking is approximately 48%, while the average occupancy for designated parking is approximately 37%. It should be noted however that there are a total of 363 designated parking spaces and only 45 undesignated parking spaces within the study area.

The parking duration for the full study area is shown in the figure below.

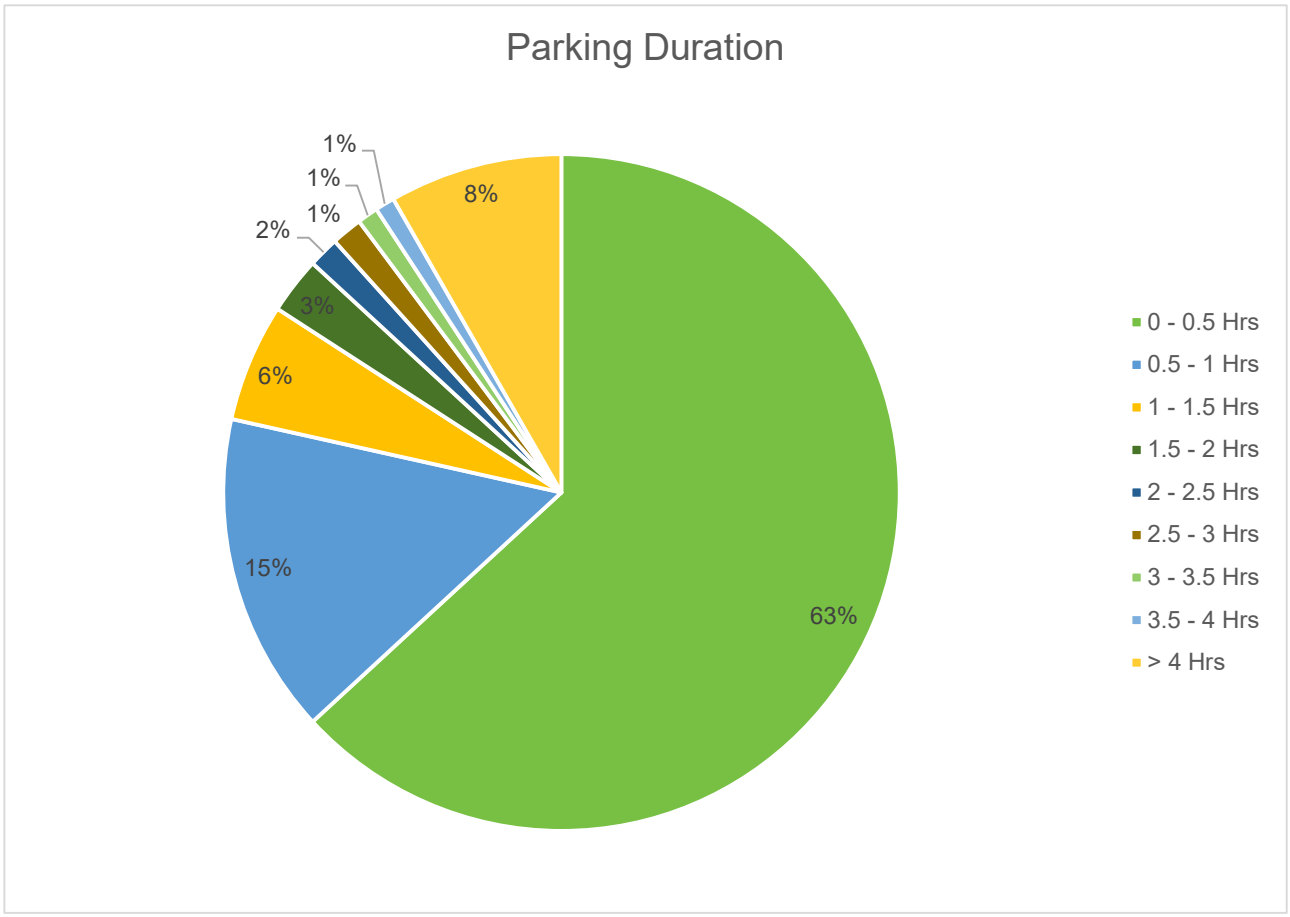


Figure 25: Parking Duration

The majority of road users (63%) park for less than 30mins with a smaller percentage (15%) parked for between 30mins and 1 hour. This indicates that most of the parking in the study area is used for short errands. Approximately 8% park for longer than 4 hours. This is mainly road users commuting to other areas or long-stay parking by employees. The remaining 14% are parked for between 1 hour and 4 hours, which can be attributed to longer visits to destinations such as restaurants or entertainment.

Overall, the data shows that there is an excess of both designated and undesignated parking available throughout the day in the wider study area.

5.2 DO SOMETHING SCENARIO

The Do Something scenario involves reducing the number of available parking spaces as detailed in Chapter 3. As mentioned in this chapter, the Part 8 scheme proposes to reduce the overall number of parking in the study area by 40 no. spaces, from 420 to 380 (including undesignated spaces).

Applying this reduction to the surveyed demand yields the following occupancy:

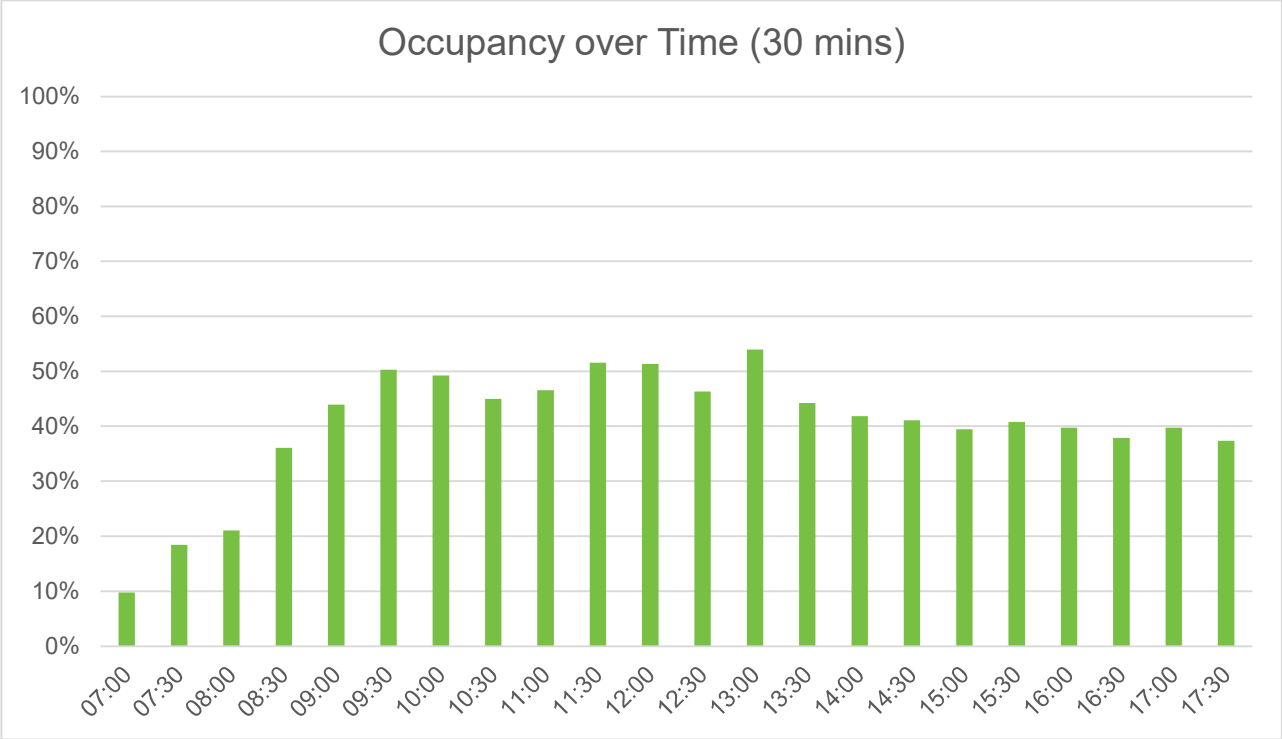


Figure 26: Do Something - Occupancy over Time

As can be seen from this figure, the occupancy percentage will increase slightly as compared to the Do Nothing scenario, due to the lower capacity. However, the occupancy will not exceed 54%, with a morning peak occupancy of 50% and an afternoon peak occupancy of 54%. Overall, the average 30-minute occupancy will increase from 36% (Do Nothing) to 40% (Do Something).

From this data, it is clear that there is ample additional available capacity in the study area to accommodate the proposed reduction in car parking, without having any detrimental impact on road users and residents.

6 SUMMARY & CONCLUSIONS

This parking assessment report is based on several parking surveys conducted throughout various zones in the study area. The zonal assessment has indicated that the parking patterns across the zones vary significantly, however, it has been shown that the demand is much lower than the supply throughout.

The proposed Part 8 scheme will result in the following changes to the existing parking supply:

- Designated car parking spaces will be reduced by 17 no. spaces, from 363 to 346;
- Disabled spaces will be reduced by 2 no. spaces from 6 to 4;
- Designated loading spaces will be increased by 4 no. spaces from 0 to 4;
- Undesignated spaces will be reduced by 25 no. spaces from 45 to 20; and
- The total spaces within the study area will be reduced by 40 no. spaces from 420 to 380.

Based on the results of this report, it can be concluded that the removal of 40 no. car parking spaces (combined designated and undesignated) in the study area can be accommodated without any detrimental impact on residents of Newtownmountkennedy due to the following findings:

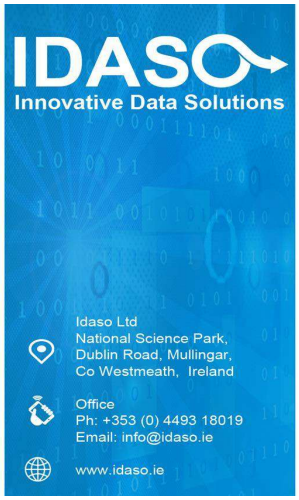
- Survey data indicates that the parking demand within the study area is significantly lower than the capacity provided;
- With the reduction in spaces, demand in the study area shows a peak occupancy of 50% in the morning period (9:30), at which point 189 no. spaces will be unoccupied, and a peak occupancy of 54% (13:30) in the afternoon period, at which point 175 no. spaces are unoccupied. Daily average occupancy is 40% per 30 minute interval;
- The existing provision includes parking spaces that are not compliant with current design standards, as set out in the Wicklow County Development Plan 2022-2028. For example, many of the existing designated parking spaces are approximately 2.0m wide, with some as narrow as 1.8m wide. The development standard requires a parking bay width of 2.5m. As the amended Part 8 scheme complies with the development standard, the proposed parking bays are 2.5m wide; and
- The Dunnes Stores shopping centre is available for long-stay commuters making use of the bus services on Main Street. This parking zone has also been shown to have ample additional capacity available.

7 VERIFICATION

This report was compiled and verified by:

Wian Marais BEng (US), BEng (Hons) (UP), CEng (IMEI)
Chartered Civil Engineer
O'Connor Sutton Cronin & Associates

Appendix A PARKING SURVEYS

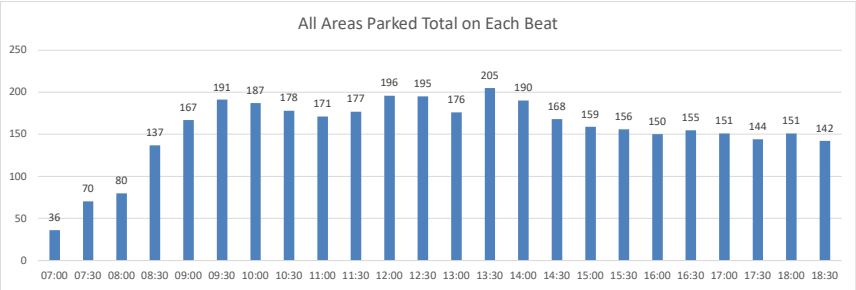


Data Analysis Services
Traffic-Transportation- Commercial-Innovation

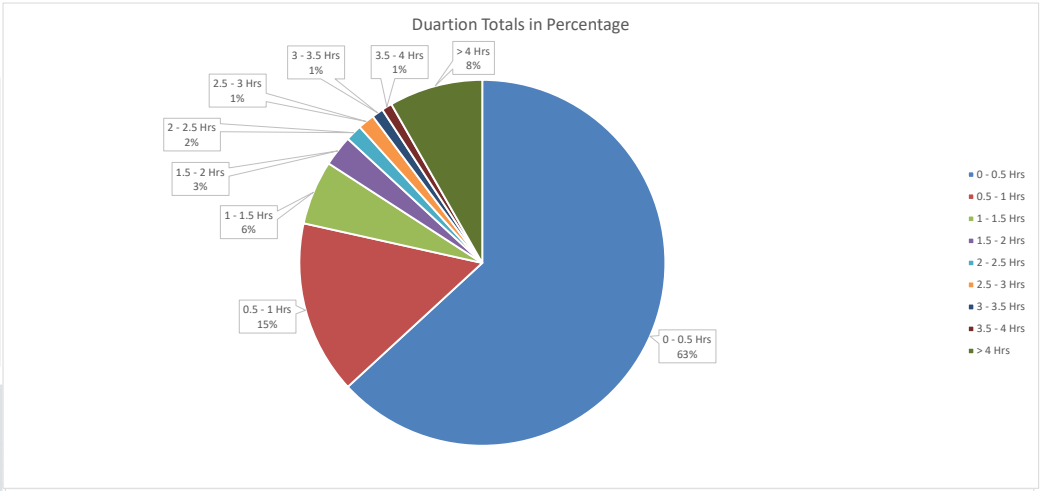
267 23409 - Newtownmountkennedy, Co. Wicklow

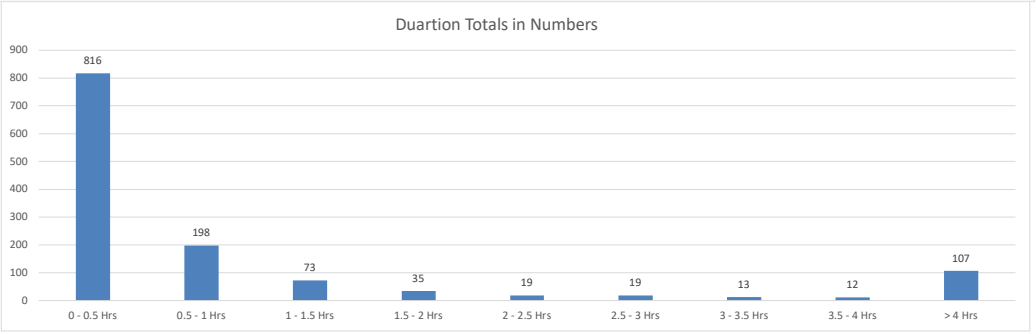
with compliments

Date: 2023/09/20
All Areas:

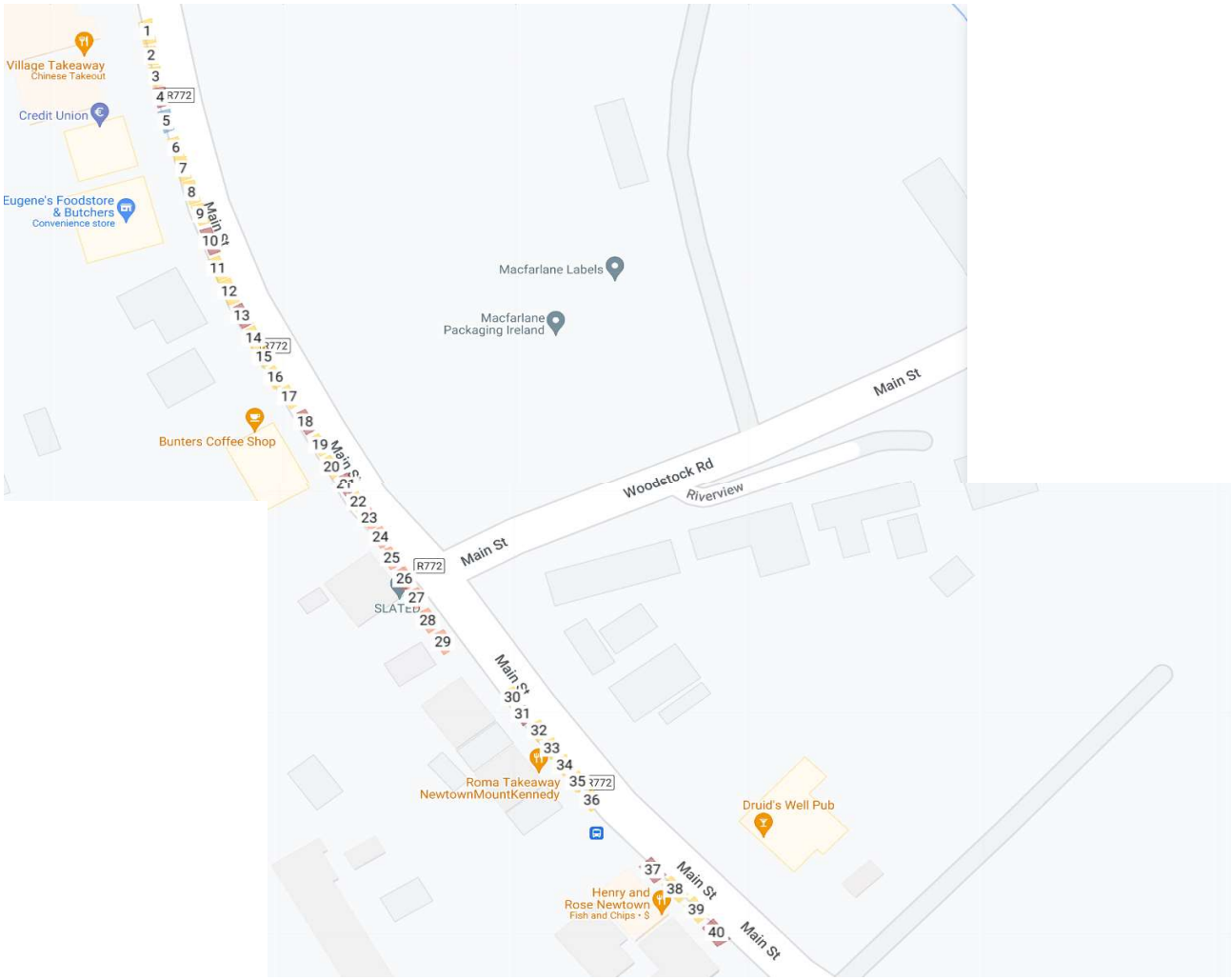


Time	All Bays	Designated Parking	Bus Stop	Permit Parking	Disabled Permit Parking	Loading / Unloading (designated)	Loading / Unloading (non - designated)	Taxi Parking	Commercial vehicles parked for display	Illegal Parking	Undesignated Parking
0 - 0.5 Hrs	816	725	0	0	3	0	0	0	0	20	68
0.5 - 1 Hrs	198	173	0	0	1	0	0	0	0	1	23
1 - 1.5 Hrs	73	63	0	0	0	0	0	0	0	0	10
1.5 - 2 Hrs	35	30	0	0	0	0	0	0	0	0	5
2 - 2.5 Hrs	19	14	0	0	0	0	0	0	0	0	5
2.5 - 3 Hrs	19	16	0	0	0	0	0	0	0	0	3
3 - 3.5 Hrs	13	11	0	0	0	0	0	0	0	0	2
3.5 - 4 Hrs	12	8	0	0	0	0	0	0	0	0	4
> 4 Hrs	107	93	0	0	0	0	0	0	0	0	14
Total	1292	1133	0	0	4	0	0	0	0	21	134





Date: 2023/09/20
Road Name: Main St / Zone 1



Date: 2023/09/20

Road Name: Main St / Zone 1

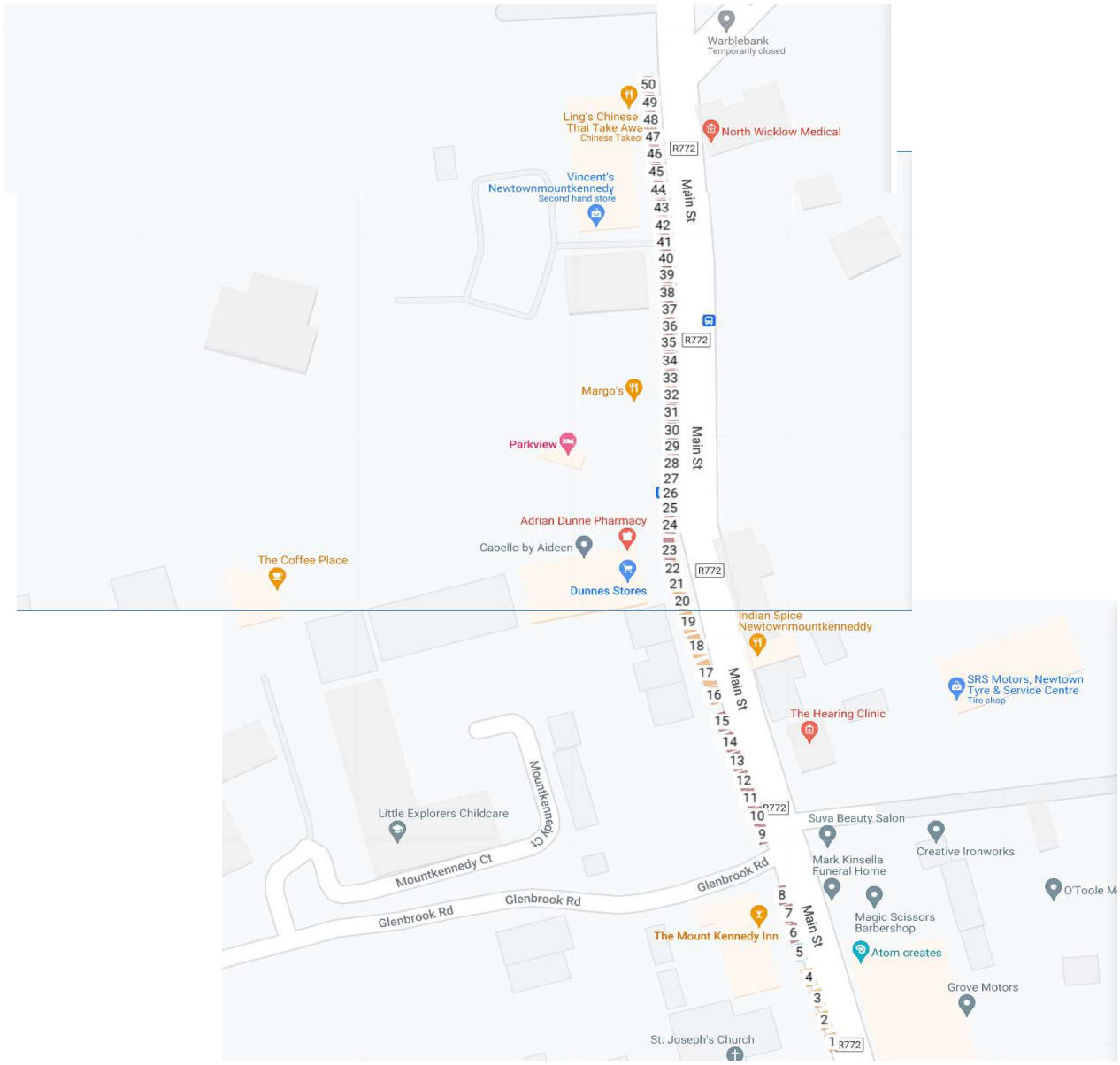
Occupancy Legend:	
0	No Vehicle Present
1	Vehicle Present
2	Same Vehicle Present

Bay Number	TOT	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18
Type	PARKED	DP	DP	DP	ILLEGAL	DIS	DP	DP	DP	DP	ILLEGAL	DP	DP	ILLEGAL	DP	DP	DP	DP	ILLEGAL
07:00	9	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0
07:30	9	2	0	0	0	0	0	1	0	0	0	0	0	0	2	0	2	0	0
08:00	8	0	0	0	0	0	0	0	1	0	0	0	0	0	2	0	2	0	0
08:30	10	0	1	0	0	0	0	0	0	1	0	0	0	0	2	0	0	0	0
09:00	15	0	1	1	0	0	0	1	0	2	0	0	0	0	1	0	1	1	0
09:30	15	1	2	2	0	0	1	0	1	0	0	1	0	0	2	0	1	1	0
10:00	17	2	2	2	0	0	2	1	0	0	0	2	1	0	2	1	1	1	0
10:30	15	0	0	2	0	1	0	0	1	1	1	1	0	0	2	1	0	0	0
11:00	9	0	1	2	0	0	0	1	0	0	0	0	0	0	2	0	0	1	0
11:30	11	1	0	2	0	0	0	0	0	0	0	0	1	0	2	1	0	2	0
12:00	12	2	0	2	0	0	1	0	1	1	0	0	2	0	2	0	1	0	0
12:30	13	2	0	2	0	0	2	0	1	0	0	1	2	0	0	0	0	1	1
13:00	9	2	0	2	0	0	2	0	0	0	0	2	1	0	0	1	0	0	0
13:30	12	1	0	2	0	0	2	1	0	0	1	0	2	0	1	0	0	1	1
14:00	9	2	0	2	0	0	2	0	0	1	0	0	0	0	2	0	0	2	0
14:30	11	1	1	2	0	0	2	1	1	0	0	1	1	0	1	0	0	0	0
15:00	8	1	0	2	0	0	2	2	1	0	0	0	0	0	0	0	0	0	0
15:30	8	0	0	2	0	0	2	2	0	1	0	0	0	0	1	0	0	1	0
16:00	12	0	0	2	0	0	2	2	1	0	0	1	1	0	2	1	0	2	0
16:30	10	0	1	2	0	1	2	2	1	0	0	2	0	0	2	0	0	0	0
17:00	10	1	2	2	0	0	2	2	2	0	0	0	1	0	2	1	0	0	0
17:30	14	1	0	2	0	0	2	2	1	0	0	1	1	0	2	2	1	0	0
18:00	19	1	1	2	0	1	0	1	2	0	0	1	2	0	2	2	2	1	0
18:30	19	2	2	0	0	2	0	2	0	1	0	1	2	0	2	2	2	1	0
0 - 0.5 Hrs	82	4	3	0	0	2	0	5	8	5	2	5	4	0	1	5	4	6	2
0.5 - 1 Hrs	28	4	2	0	0	1	1	1	2	1	0	3	1	0	1	0	0	3	0
1 - 1.5 Hrs	9	0	1	0	0	0	0	0	0	0	0	0	2	0	0	0	2	0	0
1.5 - 2 Hrs	5	1	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0
2 - 2.5 Hrs	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2.5 - 3 Hrs	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3 - 3.5 Hrs	4	0	0	0	0	0	0	1	0	0	0	0	0	0	2	0	0	0	0
3.5 - 4 Hrs	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
> 4 Hrs	3	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0

Bay Type Legend:	
DP	Designated Parking
PP	Permit Parking
DIS	Disabled Permit Parking
LL	Loading / Unloading (designated)
LL	Loading / Unloading (non-designated)
TP	Taxi Parking
COMM	Commercial vehicles parked for display
ILLEGAL	Illegal Parking
FP	Undesignated Parking
BS	Bus Stop

19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40
DP	DP	ILLEGAL	DP	FP	FP	FP	FP	FP	FP	FP	DP	ILLEGAL	DP	DP	DP	DP	DP	ILLEGAL	DP	DP	ILLEGAL
0	0	0	1	0	0	1	0	0	1	0	1	0	1	0	0	1	0	0	0	1	0
0	0	0	2	0	0	2	0	0	2	0	2	0	2	0	0	0	0	0	0	0	0
0	0	0	2	0	0	2	0	0	2	0	2	0	2	0	0	0	0	0	0	0	0
0	0	0	2	0	0	2	0	0	2	1	2	0	2	1	0	0	0	0	0	0	0
1	1	0	2	0	0	2	0	0	2	2	2	0	2	0	0	0	0	0	0	0	0
1	1	0	1	0	0	1	0	0	0	0	2	0	2	0	0	0	0	0	0	0	0
0	2	0	2	0	0	2	0	0	0	0	2	0	1	0	0	1	0	0	0	0	0
1	2	1	2	0	0	2	0	0	0	1	2	0	0	0	0	0	0	0	0	0	0
0	0	0	2	0	0	2	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0
1	1	0	1	0	0	2	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0
2	2	0	0	0	0	2	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0
0	2	0	1	1	0	2	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0
0	0	0	0	2	0	0	0	0	0	0	2	0	1	0	0	0	0	0	0	0	0
0	1	0	0	0	0	0	0	0	0	0	2	0	2	0	0	0	0	0	0	0	0
0	0	0	0	0	0	1	0	0	0	0	2	0	0	0	0	0	0	0	0	1	0
0	0	0	0	0	0	2	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	2	0	0	0	0	2	1	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	1	0
0	0	0	0	0	0	0	0	0	0	0	2	0	1	0	0	0	0	0	0	2	0
0	0	0	0	0	0	0	0	0	0	1	2	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	2	0	1	0	0	0	0	0	1	1	0
1	0	0	0	0	1	1	0	0	1	0	2	0	2	0	0	0	0	0	0	1	0
2	1	0	1	0	0	2	0	0	0	0	2	0	2	0	0	0	0	1	0	1	0
3	**3**	**1**	**3**	**0**	**1**	**0**	**0**	**0**	**1**	**1**	**0**	**1**	**2**	**1**	**0**	**2**	**0**	**1**	**1**	**5**	**0**
2	**0**	**0**	**0**	**1**	**0**	**1**	**0**	**0**	**0**	**2**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**
0	**2**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
0	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
0	**0**	**0**	**1**	**0**	**0**	**1**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
0	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
0	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
0	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
0	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

Date: 2023/09/20
Road Name: Main St / Zone 2



Date: 2023/09/20
Road Name: Main St / Zone 2

Occupancy Legend:	
0	No Vehicle Present
1	Vehicle Present
2	Same Vehicle Present

Bay Number	TOT	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18
Type	PARKED	FP	FP	FP	FP	DIS	ILLEGAL	ILLEGAL	ILLEGAL	ILLEGAL	ILLEGAL	ILLEGAL	ILLEGAL	ILLEGAL	ILLEGAL	ILLEGAL	FP	FP	FP
07:00	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0
07:30	5	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	2	0	0
08:00	5	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	2	0	0
08:30	8	0	1	1	2	0	0	0	0	0	0	0	0	0	0	0	2	1	0
09:00	8	0	2	2	2	0	0	0	0	0	0	0	0	0	0	0	2	2	0
09:30	9	0	2	2	2	0	0	0	0	0	0	0	0	0	0	0	2	2	0
10:00	10	0	2	2	2	0	0	0	0	0	0	0	0	0	0	1	2	2	0
10:30	9	0	2	2	2	0	0	0	0	0	0	0	0	0	0	0	2	2	0
11:00	9	0	2	2	2	0	0	0	0	0	0	0	0	0	0	0	2	2	0
11:30	10	1	2	2	2	0	0	0	0	0	0	0	0	0	0	0	2	2	0
12:00	10	2	2	2	2	0	0	0	0	0	0	0	0	0	0	0	2	2	0
12:30	11	2	2	2	2	0	0	0	0	0	0	0	0	0	0	1	2	0	1
13:00	10	2	2	2	2	0	0	0	0	0	0	0	0	0	0	0	2	0	2
13:30	10	2	2	2	2	0	0	0	0	0	0	0	0	0	0	0	2	0	2
14:00	9	2	2	2	2	0	0	0	0	0	0	0	0	0	0	0	2	0	1
14:30	9	2	2	2	2	0	0	0	0	0	0	0	0	0	0	0	2	0	1
15:00	9	2	2	2	2	0	0	0	0	0	0	0	0	0	0	0	2	0	2
15:30	9	2	2	2	2	0	0	0	0	0	0	0	0	0	0	0	2	0	0
16:00	10	2	2	2	0	0	0	0	0	0	0	0	0	0	0	0	2	0	1
16:30	8	2	2	2	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0
17:00	8	2	2	2	0	0	0	0	0	0	0	0	0	0	0	0	2	1	0
17:30	9	2	2	2	1	0	0	0	0	0	0	0	0	0	0	0	2	2	0
18:00	9	2	2	2	2	0	0	0	0	0	0	0	0	0	0	0	2	2	0
18:30	11	2	2	2	2	0	0	0	0	0	0	0	0	0	0	1	2	2	0
0 - 0.5 Hrs	10	0	0	1	0	0	0	0	0	0	0	0	0	0	0	3	0	0	2
0.5 - 1 Hrs	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
1 - 1.5 Hrs	2	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
1.5 - 2 Hrs	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0
2 - 2.5 Hrs	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2.5 - 3 Hrs	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3 - 3.5 Hrs	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3.5 - 4 Hrs	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0
> 4 Hrs	8	1	1	1	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0

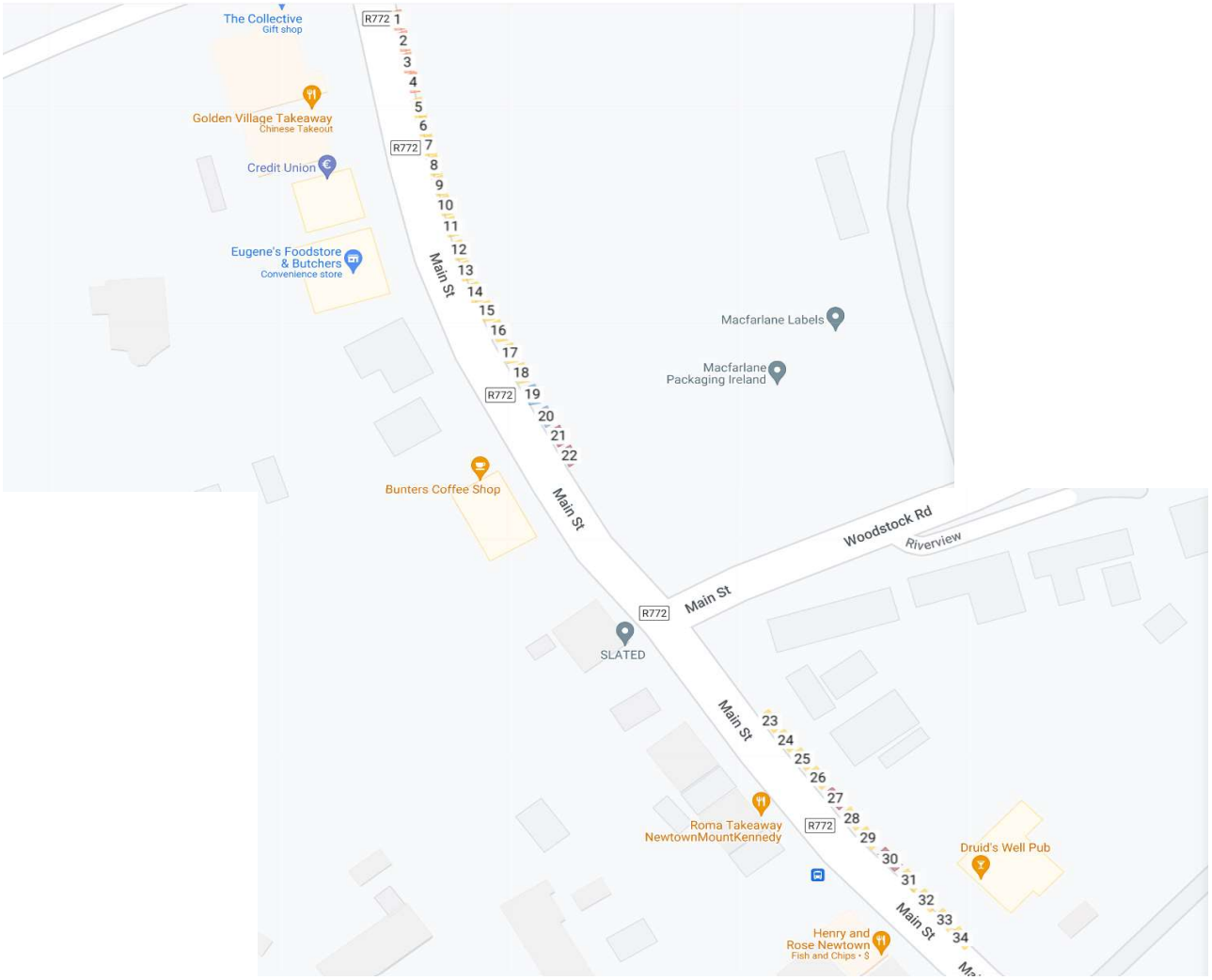
Bay Type Legend:	
DP	Designated Parking
PP	Permit Parking
DIS	Disabled Permit Parking
LL	Loading / Unloading (designated)
LL	Loading / Unloading (non-designated)
TP	Taxi Parking
COMM	Commercial vehicles parked for display
ILLEGAL	Illegal Parking
FP	Undesignated Parking
BS	Bus Stop

Occupancy Legend:	
0	No Vehicle Present
1	Vehicle Present
2	Same Vehicle Present

19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40
FP	FP	FP	FP	ILLEGAL	ILLEGAL	BS	BS	BS	ILLEGAL	ILLEGAL	ILLEGAL	ILLEGAL	ILLEGAL	ILLEGAL	ILLEGAL	ILLEGAL	ILLEGAL	ILLEGAL	ILLEGAL	ILLEGAL	ILLEGAL
0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2	2	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2	2	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2	2	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2	2	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2	2	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2	2	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2	2	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2	2	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2	2	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2	2	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2	2	2	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2	2	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2	2	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	**0**	**0**	**3**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
2	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
0	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
0	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
0	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
0	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
0	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
0	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
1	**1**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

41	42	43	44	45	46	47	48	49	50
ILLEGAL	ILLEGAL	ILLEGAL	ILLEGAL	ILLEGAL	ILLEGAL	ILLEGAL	ILLEGAL	ILLEGAL	ILLEGAL
0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0
0	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
0	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
0	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
0	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
0	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
0	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
0	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
0	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
0	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

Date: 2023/09/20
Road Name: Main St / Zone 3



Date: 2023/09/20
Road Name: Main St / Zone 3

Occupancy Legend:	
0	No Vehicle Present
1	Vehicle Present
2	Same Vehicle Present

Bay Number	TOT	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18
Type	PARKED	FP	FP	FP	FP	DP	DP	DP	DP	DP	DP	DP	DP	DP	DP	DP	DP	DP	DP
07:00	6	0	0	0	0	0	0	1	1	0	1	0	0	0	0	0	0	0	0
07:30	7	0	0	0	0	0	0	2	2	0	2	0	0	0	0	0	0	0	0
08:00	6	0	0	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0
08:30	9	0	0	0	0	0	1	2	2	0	0	0	0	0	0	0	0	0	1
09:00	12	0	0	0	0	0	2	2	2	0	0	0	1	1	0	0	0	0	2
09:30	14	0	0	0	0	0	2	2	2	0	1	1	0	2	0	1	1	0	0
10:00	15	0	0	0	0	1	2	2	2	0	2	1	0	2	0	2	0	0	1
10:30	15	0	0	0	0	0	2	2	2	0	2	0	1	2	0	2	0	1	2
11:00	14	0	0	0	0	0	2	2	2	0	0	0	2	2	0	2	0	2	2
11:30	14	0	0	0	0	0	2	2	2	0	0	0	1	2	0	2	0	0	2
12:00	14	0	0	0	0	0	2	2	2	1	0	0	2	2	0	2	1	0	2
12:30	13	0	0	0	0	0	2	2	2	0	1	0	0	2	0	2	2	0	2
13:00	12	0	0	0	0	1	2	2	2	0	0	0	1	2	0	2	0	0	2
13:30	13	0	0	0	0	2	2	2	2	1	0	1	0	2	0	0	0	1	2
14:00	12	0	0	0	0	1	2	2	2	2	0	0	1	2	0	0	1	0	0
14:30	15	0	0	0	0	2	2	2	2	2	0	1	1	2	1	0	2	0	1
15:00	11	0	0	0	0	2	2	2	2	0	0	2	2	0	0	0	2	0	0
15:30	10	0	0	0	0	2	2	2	2	0	0	2	2	0	0	0	2	0	0
16:00	10	0	0	0	0	2	2	2	2	0	1	0	2	0	0	0	2	0	0
16:30	10	0	0	0	0	2	2	2	2	0	0	1	2	0	0	1	0	0	0
17:00	8	0	0	0	0	2	2	2	2	0	0	0	2	0	0	0	0	0	0
17:30	13	0	0	0	0	2	2	2	2	1	1	0	2	0	0	0	1	0	0
18:00	16	0	0	0	0	2	1	2	2	2	1	0	2	1	1	1	0	0	1
18:30	17	0	0	0	0	2	2	2	2	2	2	0	2	0	2	2	0	0	2
0 - 0.5 Hrs	29	0	0	0	0	1	0	0	0	1	3	4	3	1	1	1	2	1	1
0.5 - 1 Hrs	14	0	0	0	0	1	1	0	0	0	2	0	2	0	1	1	1	1	2
1 - 1.5 Hrs	5	0	0	0	0	0	0	0	0	2	1	1	0	0	0	0	0	0	0
1.5 - 2 Hrs	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2 - 2.5 Hrs	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0
2.5 - 3 Hrs	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3 - 3.5 Hrs	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3.5 - 4 Hrs	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1
> 4 Hrs	10	0	0	0	0	1	1	1	1	0	0	0	1	1	0	0	0	0	0

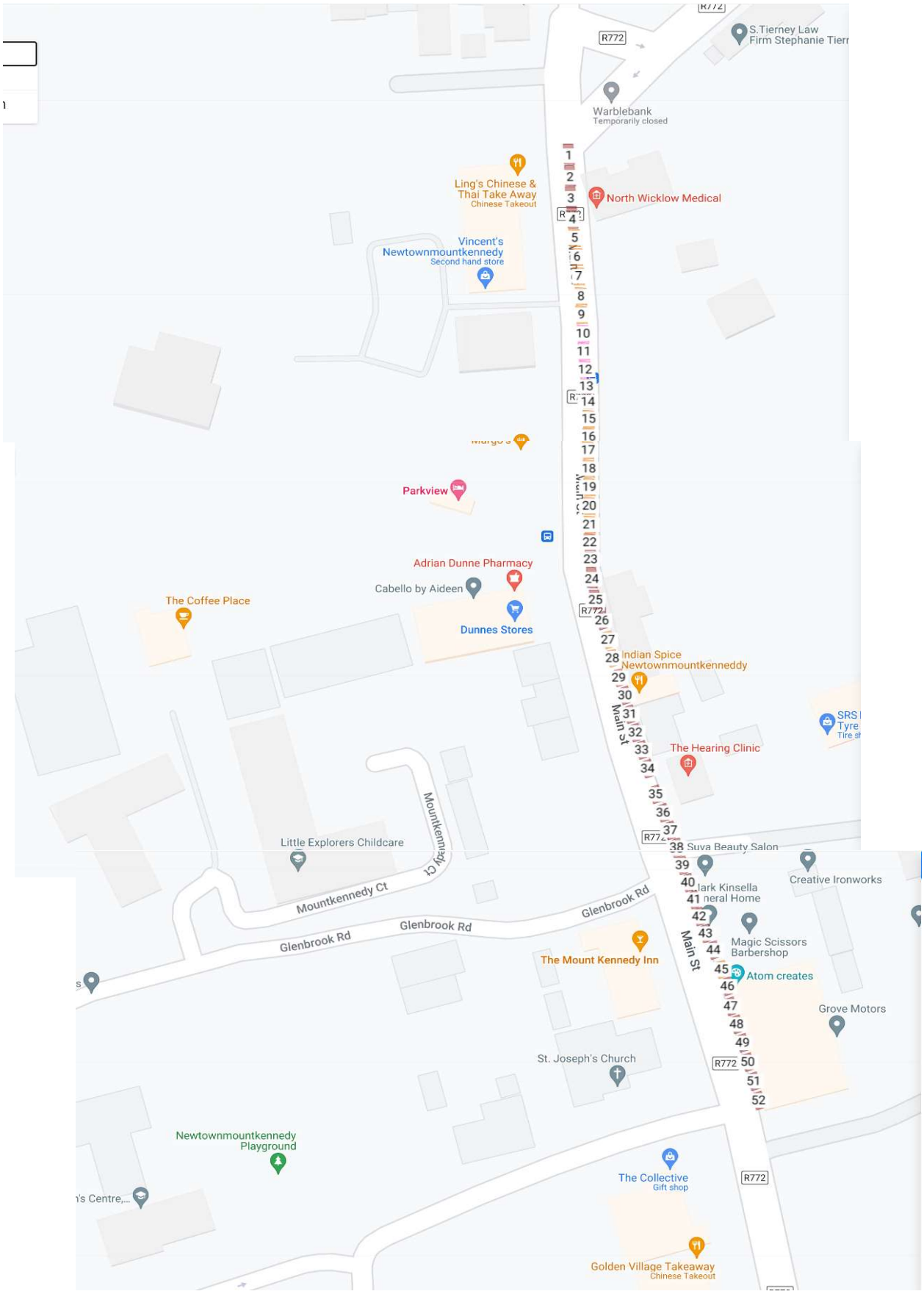
Bay Type Legend:	
DP	Designated Parking
PP	Permit Parking
DIS	Disabled Permit Parking
LL	Loading / Unloading (designated)
LL	Loading / Unloading (non-designated)
TP	Taxi Parking
COMM	Commercial vehicles parked for display
ILLEGAL	Illegal Parking
FP	Undesignated Parking
BS	Bus Stop

Occupancy Legend:	
0	No Vehicle Present
1	Vehicle Present
2	Same Vehicle Present

19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34
DP	DP	DIS	DIS	DP	DP	DP	DP	ILLEGAL	DP	DP	ILLEGAL	DP	DP	DP	DP
0	1	0	0	0	1	0	0	0	0	0	0	1	0	0	0
0	2	0	0	0	2	0	0	0	0	0	0	2	0	0	1
0	2	0	0	0	2	0	0	0	0	0	0	2	0	0	2
0	2	0	0	0	2	1	0	0	0	0	0	2	0	0	2
0	2	0	0	0	2	2	0	0	1	0	0	2	0	0	2
1	2	0	0	0	2	2	0	0	0	0	0	2	0	0	2
2	2	0	0	0	2	2	0	0	0	0	0	2	0	0	2
2	2	0	0	0	2	2	0	0	0	0	0	2	0	0	2
0	2	0	0	0	2	2	0	0	1	0	0	2	0	0	2
1	2	0	0	0	2	2	0	0	0	1	0	2	0	0	2
0	2	0	0	0	2	2	0	0	0	0	0	2	0	0	2
1	2	0	0	0	2	0	0	0	0	0	0	2	0	0	2
0	2	0	0	0	2	0	0	0	0	0	0	2	0	0	2
0	2	0	0	0	2	0	0	0	0	0	0	2	0	0	2
0	2	0	0	0	2	0	0	0	0	0	0	2	0	0	2
0	2	0	0	0	2	0	0	0	0	0	0	2	0	0	2
0	0	0	0	0	2	0	0	1	0	0	0	2	0	0	2
0	0	0	0	0	2	0	0	0	0	0	0	2	0	0	2
0	0	0	0	0	2	0	0	0	0	0	0	2	0	0	2
0	0	0	0	0	2	0	0	0	0	0	0	2	0	0	2
0	0	0	0	0	2	0	0	0	0	0	0	2	0	0	2
0	0	0	0	0	2	0	1	0	0	1	0	2	0	0	2
1	0	0	0	0	2	0	2	0	0	0	0	2	0	0	2
2	1	0	0	0	2	0	0	0	0	1	0	2	0	1	2
2	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**2**	**3**	**0**	**0**	**0**	**1**	**0**
1	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
1	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
0	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
0	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
0	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
0	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
0	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
0	**1**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**1**

Date: 2023/09/20

Road Name: Main St / Zone 4



Date: 2023/09/20
Road Name: Main St / Zone 4

Occupancy Legend:	
0	No Vehicle Present
1	Vehicle Present
2	Same Vehicle Present

Bay Number	TOT	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18
Type	PARKED	ILLEGAL	ILLEGAL	ILLEGAL	ILLEGAL	FP	FP	FP	FP	FP	BS	BS	BS	ILLEGAL	ILLEGAL	FP	FP	FP	FP
07:00	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0
07:30	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2	0	0
08:00	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2	0	0
08:30	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2	0	0
09:00	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2	0	0
09:30	8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2	1	1
10:00	8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	1	1	2
10:30	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2	1	2
11:00	8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2	1	2
11:30	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2	0	0
12:00	8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2	1	1
12:30	9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	1	2	0
13:00	8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2	1	1
13:30	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2	0	0
14:00	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	1	1
14:30	8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	1	0	2
15:00	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	1	0	2
15:30	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2	1	0
16:00	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	1	0	1
16:30	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	1	0	1
17:00	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2	0	2
17:30	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2	0	1
18:00	8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	2	1	1
18:30	8	0	0	0	0	0	0	0	0	0	0	0	0	1	0	2	2	0	1
0 - 0.5 Hrs	33	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	2	8	6
0.5 - 1 Hrs	10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1	1
1 - 1.5 Hrs	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1
1.5 - 2 Hrs	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
2 - 2.5 Hrs	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0
2.5 - 3 Hrs	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0
3 - 3.5 Hrs	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3.5 - 4 Hrs	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
> 4 Hrs	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0

Bay Type Legend:	
DP	Designated Parking
PP	Permit Parking
DIS	Disabled Permit Parking
LL	Loading / Unloading (designated)
LL	Loading / Unloading (non-designated)
TP	Taxi Parking
COMM	Commercial vehicles parked for display
ILLEGAL	Illegal Parking
FP	Undesignated Parking
BS	Bus Stop

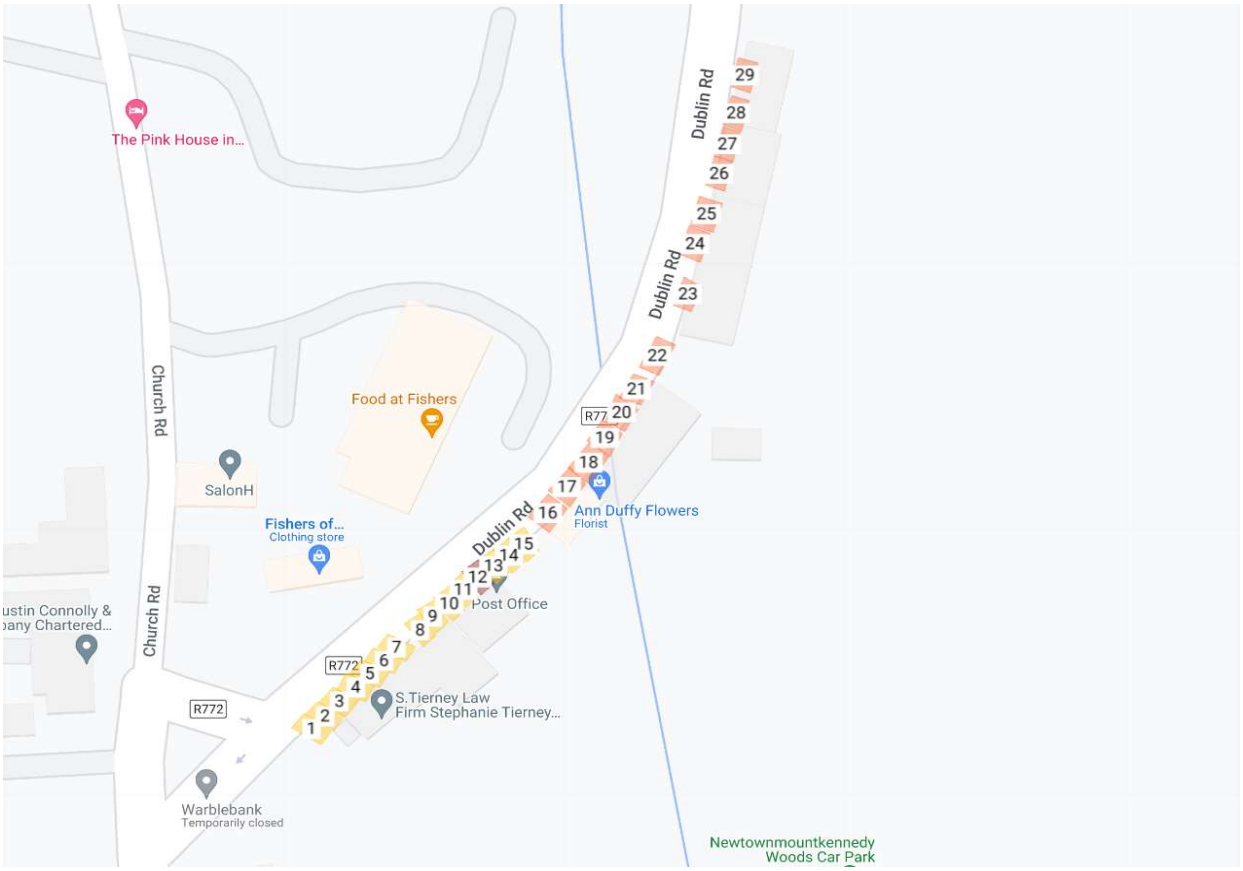
Occupancy Legend:	
0	No Vehicle Present
1	Vehicle Present
2	Same Vehicle Present

19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40
FP	FP	FP	ILLEGAL	ILLEGAL	ILLEGAL	ILLEGAL	ILLEGAL	FP	FP	ILLEGAL	ILLEGAL	ILLEGAL	ILLEGAL	ILLEGAL	ILLEGAL	ILLEGAL	ILLEGAL	ILLEGAL	ILLEGAL	ILLEGAL	ILLEGAL
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	1	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0
1	2	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0
2	2	0	0	0	0	0	0	1	2	0	0	0	0	0	0	0	0	0	0	0	0
2	2	0	0	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0
2	2	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0
2	2	0	0	0	0	0	0	2	1	0	0	0	0	0	0	0	0	0	0	0	0
2	2	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0
2	2	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0
2	2	0	0	0	0	0	0	1	1	1	0	0	0	0	0	0	0	0	0	0	0
2	2	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0
2	2	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0
2	2	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0
2	2	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0
2	2	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2	2	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0
2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0
1	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0
2	2	0	0	0	0	0	0	2	1	0	0	0	0	0	0	0	0	0	0	0	0
0	**1**	**0**	**0**	**0**	**0**	**0**	**1**	**4**	**6**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
1	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
0	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
0	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
0	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
0	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
0	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
0	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
1	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

41	42	43	44	45	46	47	48	49	50	51	52
ILLEGAL	ILLEGAL	ILLEGAL	ILLEGAL	FP	ILLEGAL	ILLEGAL	ILLEGAL	ILLEGAL	ILLEGAL	ILLEGAL	ILLEGAL
0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	1	0	0	0	0	0	0	0
0	0	0	0	1	0	0	0	0	0	0	0
0	0	0	0	1	0	0	0	0	0	0	0
0	0	0	0	2	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	1	0	0	0	0	0	0	0
0	0	0	0	2	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	1	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	1	0	0	0	0	0	0	0
0	0	0	0	2	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0
0	**0**	**0**	**0**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
0	**0**	**0**	**0**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
0	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
0	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
0	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
0	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
0	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
0	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
0	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
0	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

Date: 2023/09/20

Road Name: Dublin Rd / Zone 5



Date: 2023/09/20
Road Name: Dublin Rd / Zone 5

Occupancy Legend:	
0	No Vehicle Present
1	Vehicle Present
2	Same Vehicle Present

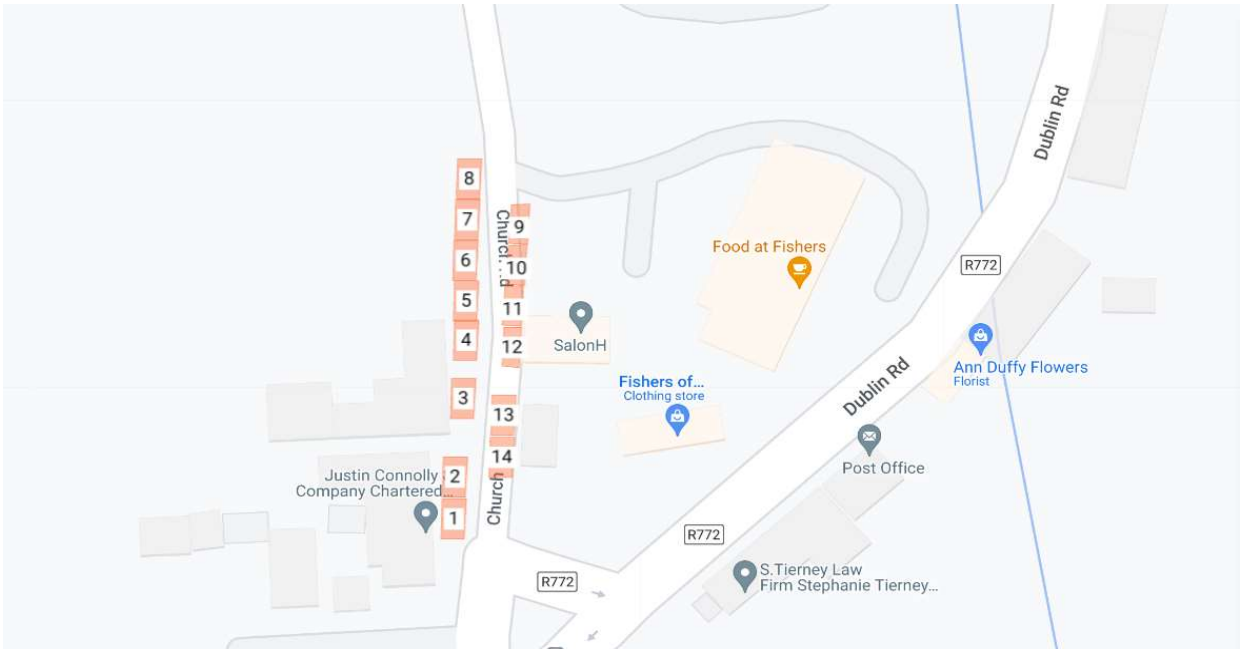
Bay Number	TOT	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18
Type	PARKED	DP	DP	DP	DP	DP	DP	DP	DP	DP	DP	DP	ILLEGAL	DP	FP	FP	FP	FP	FP
07:00	12	0	1	0	0	0	0	1	1	0	0	0	0	0	0	0	1	1	1
07:30	9	0	2	0	0	1	0	2	2	0	0	0	0	0	0	0	2	0	0
08:00	9	0	2	0	0	0	0	2	2	0	0	0	0	0	0	0	2	0	0
08:30	8	0	2	0	0	0	0	2	2	0	0	0	0	0	0	0	2	0	0
09:00	12	0	2	1	0	1	0	2	2	0	1	1	0	1	0	0	2	0	0
09:30	13	0	2	0	1	2	0	2	2	1	2	0	1	0	1	0	2	1	0
10:00	9	0	2	0	0	0	0	2	2	2	2	0	0	1	0	0	2	0	0
10:30	8	0	2	0	0	0	1	2	2	0	2	0	0	0	0	0	2	0	0
11:00	7	0	2	0	0	0	2	2	2	0	2	0	0	0	0	0	0	0	0
11:30	8	0	2	0	0	0	2	2	2	0	2	0	0	0	1	0	0	0	0
12:00	14	0	2	1	0	1	2	2	2	0	2	0	0	1	1	1	0	1	0
12:30	6	0	2	0	0	0	0	2	2	0	2	0	0	0	0	0	0	0	0
13:00	5	0	2	0	0	0	0	0	2	0	2	0	0	0	0	0	0	0	0
13:30	8	0	2	1	0	1	0	0	2	0	2	0	0	0	0	0	0	0	0
14:00	11	0	2	0	0	0	1	0	2	0	2	0	0	1	0	1	1	1	0
14:30	9	0	2	0	0	0	0	0	2	0	2	1	0	2	0	0	0	2	0
15:00	10	0	2	0	0	0	1	0	2	0	2	2	0	2	1	0	0	0	0
15:30	11	0	2	0	0	1	1	0	2	0	2	2	0	0	0	1	1	0	0
16:00	8	0	2	0	0	0	0	0	2	0	2	2	0	0	0	0	0	0	0
16:30	10	0	2	0	1	1	0	0	2	0	2	2	1	0	0	0	0	0	0
17:00	14	0	2	1	2	2	1	0	2	0	2	2	2	0	1	0	1	0	0
17:30	8	0	0	0	2	2	0	0	2	0	2	2	0	0	0	0	0	0	0
18:00	9	0	0	0	0	0	0	0	2	0	2	2	0	1	0	0	1	0	0
18:30	10	0	0	0	0	0	0	0	2	0	2	2	0	2	0	0	1	0	0
0 - 0.5 Hrs	42	0	0	4	1	4	4	0	0	0	0	1	1	3	5	3	5	3	1
0.5 - 1 Hrs	8	0	0	0	0	1	0	0	0	1	0	0	1	1	0	0	0	1	0
1 - 1.5 Hrs	4	0	0	0	1	1	0	0	0	0	0	0	0	1	0	0	0	0	0
1.5 - 2 Hrs	2	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0
2 - 2.5 Hrs	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2.5 - 3 Hrs	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3 - 3.5 Hrs	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3.5 - 4 Hrs	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0
> 4 Hrs	7	0	1	0	0	0	0	1	1	0	1	1	0	0	0	0	0	0	0

Bay Type Legend:	
DP	Designated Parking
PP	Permit Parking
DIS	Disabled Permit Parking
LL	Loading / Unloading (designated)
LL	Loading / Unloading (non-designated)
TP	Taxi Parking
COMM	Commercial vehicles parked for display
ILLEGAL	Illegal Parking
FP	Undesignated Parking
BS	Bus Stop

Occupancy Legend:	
0	No Vehicle Present
1	Vehicle Present
2	Same Vehicle Present

19	20	21	22	23	24	25	26	27	28	29
FP	FP	FP	FP	FP	FP	FP	FP	FP	FP	FP
1	0	0	1	0	1	1	0	1	1	0
0	0	0	0	0	2	2	0	2	2	0
1	0	0	0	0	2	2	0	2	1	0
0	0	0	0	0	2	2	0	2	2	0
0	0	0	0	0	0	2	0	2	2	0
0	0	0	0	0	0	0	0	2	2	0
0	0	0	0	0	0	0	0	1	2	0
0	0	0	0	0	0	0	0	2	2	0
0	0	0	1	0	0	0	0	2	0	0
0	0	0	0	0	1	0	0	2	0	0
1	0	0	0	0	2	0	0	2	0	0
2	0	0	0	0	0	0	0	2	0	0
2	0	0	0	0	0	0	0	2	0	0
2	0	0	0	0	0	0	1	2	0	0
2	0	0	0	0	1	0	2	0	0	0
2	0	0	0	0	2	0	2	0	0	0
2	0	0	0	1	2	0	0	0	0	0
2	0	0	0	0	2	0	1	0	0	0
2	0	0	1	0	2	0	2	0	0	0
2	0	0	0	0	2	0	2	0	0	0
2	0	0	0	0	2	0	2	0	0	0
2	0	0	0	0	2	0	2	0	0	0
2	0	1	0	0	2	0	2	0	0	0
2	1	2	0	0	2	0	2	0	0	0
2	**1**	**0**	**3**	**1**	**0**	**0**	**0**	**0**	**0**	**0**
0	**0**	**1**	**0**	**0**	**1**	**0**	**0**	**0**	**1**	**0**
0	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**
0	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**
0	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**
0	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**1**	**0**
0	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**
0	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**
1	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**

Date: 2023/09/20
Road Name: Church Rd / Zone 6



Date: 2023/09/20
Road Name: Church Rd / Zone 6

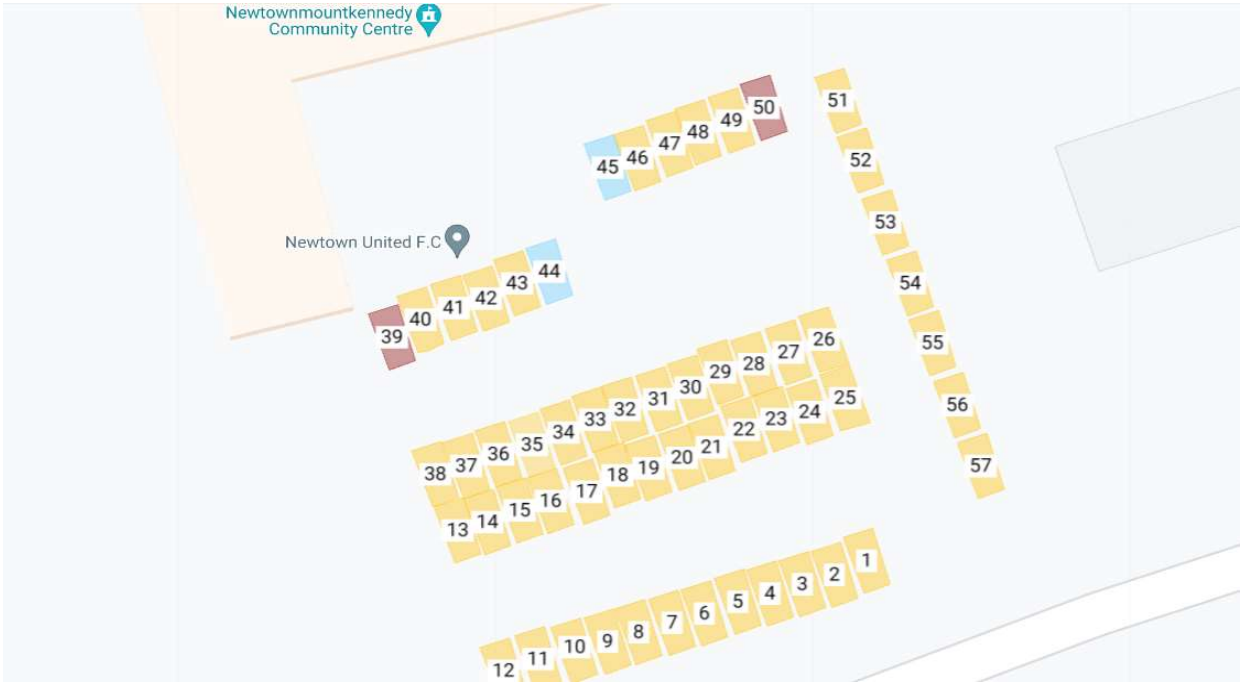
Occupancy Legend:	
0	No Vehicle Present
1	Vehicle Present
2	Same Vehicle Present

Bay Number	TOT	1	2	3	4	5	6	7	8	9	10	11	12	13	14
Type	PARKED	FP	FP	FP	FP	FP	FP	FP	FP	FP	FP	FP	FP	FP	FP
07:00	3	1	0	1	1	0	0	0	0	0	0	0	0	0	0
07:30	2	2	0	2	0	0	0	0	0	0	0	0	0	0	0
08:00	2	2	0	2	0	0	0	0	0	0	0	0	0	0	0
08:30	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0
09:00	2	2	1	0	0	0	0	0	0	0	0	0	0	0	0
09:30	3	2	2	0	0	1	0	0	0	0	0	0	0	0	0
10:00	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30	2	2	0	0	1	0	0	0	0	0	0	0	0	0	0
11:00	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0
13:00	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0
13:30	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0
14:00	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0
14:30	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0
15:00	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0
15:30	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0
16:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:00	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0
17:30	2	1	0	2	0	0	0	0	0	0	0	0	0	0	0
18:00	2	2	0	2	0	0	0	0	0	0	0	0	0	0	0
18:30	3	2	0	1	1	0	0	0	0	0	0	0	0	0	0
0 - 0.5 Hrs	5	0	0	1	3	1	0	0	0	0	0	0	0	0	0
0.5 - 1 Hrs	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0
1 - 1.5 Hrs	3	1	0	2	0	0	0	0	0	0	0	0	0	0	0
1.5 - 2 Hrs	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2 - 2.5 Hrs	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2.5 - 3 Hrs	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3 - 3.5 Hrs	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3.5 - 4 Hrs	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
> 4 Hrs	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0

Bay Type Legend:	
DP	Designated Parking
PP	Permit Parking
DIS	Disabled Permit Parking
LL	Loading / Unloading (designated)
LL	Loading / Unloading (non-designated)
TP	Taxi Parking
COMM	Commercial vehicles parked for display
ILLEGAL	Illegal Parking
FP	Undesignated Parking
BS	Bus Stop

Occupancy Legend:	
0	No Vehicle Present
1	Vehicle Present
2	Same Vehicle Present

Date: 2023/09/20
Road Name: Community Centre / Zone 7



Date: 2023/09/20

Road Name: Community Centre / Zone 7

Occupancy Legend:	
0	No Vehicle Present
1	Vehicle Present
2	Same Vehicle Present

Bay Number	TOT	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18
Type	PARKED	DP	DP	DP	DP	DP	DP	DP	DP	DP	DP	DP	DP	DP	DP	DP	DP	DP	DP
07:00	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30	3	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0
08:00	4	0	0	0	0	0	1	0	0	2	0	0	0	0	0	0	0	0	0
08:30	27	1	0	1	0	1	2	1	0	2	0	0	0	0	0	1	1	1	0
09:00	17	0	0	0	0	0	2	2	0	2	0	0	0	0	0	0	0	0	0
09:30	28	0	0	0	1	0	2	2	0	2	0	0	0	0	0	0	1	0	0
10:00	25	0	0	0	2	0	2	2	0	2	0	0	0	0	0	0	2	0	0
10:30	23	0	0	0	2	0	2	2	0	2	0	0	0	0	0	0	2	0	0
11:00	19	0	0	0	2	0	2	2	0	2	0	0	0	0	0	0	1	0	1
11:30	13	0	0	0	2	0	2	2	0	2	0	0	0	0	0	0	0	0	0
12:00	18	0	0	0	2	0	2	2	0	2	0	0	0	0	0	0	1	0	0
12:30	12	0	0	0	2	0	2	2	0	2	0	0	0	0	0	0	2	0	0
13:00	11	0	0	0	2	0	2	2	0	2	0	0	0	0	0	0	2	0	0
13:30	35	0	1	1	2	0	2	2	0	2	0	1	0	0	0	1	2	0	1
14:00	22	0	0	2	2	0	2	0	0	2	0	0	0	0	0	2	2	0	0
14:30	35	1	1	0	1	0	2	1	0	1	0	1	0	1	1	1	1	1	0
15:00	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:30	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:00	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:30	8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:00	10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:30	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:00	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:30	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0 - 0.5 Hrs	106	2	2	1	1	1	0	1	0	1	0	2	0	1	1	2	3	2	2
0.5 - 1 Hrs	20	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0
1 - 1.5 Hrs	13	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0
1.5 - 2 Hrs	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2 - 2.5 Hrs	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0
2.5 - 3 Hrs	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3 - 3.5 Hrs	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3.5 - 4 Hrs	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
> 4 Hrs	7	0	0	0	1	0	1	1	0	1	0	0	0	0	0	0	0	0	0

Bay Type Legend:	
DP	Designated Parking
PP	Permit Parking
DIS	Disabled Permit Parking
LL	Loading / Unloading (designated)
LL	Loading / Unloading (non-designated)
TP	Taxi Parking
COMM	Commercial vehicles parked for display
ILLEGAL	Illegal Parking
FP	Undesignated Parking
BS	Bus Stop

Occupancy Legend:	
0	No Vehicle Present
1	Vehicle Present
2	Same Vehicle Present

19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40
DP	DP	DP	DP	DP	DP	DP	DP	DP	DP	DP	DP	DP	DP	DP	DP	DP	DP	DP	DP	ILLEGAL	DP
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	1	1	1	1	1	0	0	1	1	1	0	1	1	1	0	0	1	1	0	0	0
1	0	1	0	0	1	1	0	0	0	0	1	0	1	0	0	0	1	1	0	0	0
1	0	2	1	1	1	0	1	1	1	1	2	1	2	1	1	0	2	2	0	0	1
2	1	2	2	2	2	0	0	0	1	2	2	2	2	0	0	0	2	2	0	0	0
2	2	2	0	2	0	0	0	0	2	2	2	2	2	1	0	0	2	2	0	0	0
0	0	2	0	0	0	0	0	1	2	2	2	2	0	2	0	0	2	2	0	0	0
0	0	2	0	0	0	0	0	0	2	2	0	2	0	2	0	0	2	2	0	0	0
0	0	2	1	1	0	0	0	0	2	2	0	2	0	2	0	0	2	2	0	0	0
0	0	2	0	0	0	0	0	0	2	0	0	2	0	2	0	0	0	2	0	0	0
0	0	2	0	0	0	0	0	0	0	0	1	2	0	2	0	0	0	2	0	0	0
1	0	2	1	1	1	1	0	1	1	0	1	2	1	0	1	0	0	2	0	0	1
1	0	2	0	2	0	0	0	0	0	1	0	2	0	0	2	0	0	2	0	0	2
1	1	2	1	2	1	1	0	0	0	0	1	2	0	1	1	1	0	2	0	0	1
0	1	2	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	1	1	0	2	0	2	0	1	0	0	0	0	0	0
0	0	0	0	0	1	0	0	2	2	0	2	0	2	1	0	1	0	0	0	0	0
0	0	0	0	0	2	0	0	0	0	0	0	0	0	2	0	2	0	0	0	0	0
0	0	0	0	0	1	0	0	0	0	0	0	1	1	2	0	2	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
4	**3**	**1**	**4**	**2**	**5**	**3**	**1**	**4**	**3**	**2**	**4**	**2**	**3**	**3**	**3**	**1**	**1**	**1**	**0**	**0**	**3**
0	**1**	**0**	**1**	**0**	**2**	**0**	**0**	**1**	**1**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**1**
1	**0**	**0**	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**1**	**1**	**0**	**1**	**0**	**0**	**0**	**0**	**0**
0	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
0	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
0	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**1**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
0	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**
0	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
0	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**

41	42	43	44	45	46	47	48	49	50	51	52	53	54	55	56	57	
DP	DP	DP	DIS	DIS	DP	DP	DP	DP	ILLEGAL	DP	DP	DP	DP	DP	DP	DP	
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	158
0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	176
0	0	0	0	0	1	2	0	0	0	0	0	0	0	0	0	0	
0	0	0	0	0	0	0	0	1	0	0	1	1	1	1	0	0	
1	1	0	0	0	1	1	0	2	0	0	0	1	0	0	0	0	
0	2	1	0	0	2	2	1	2	0	0	0	0	0	0	0	0	
0	2	2	0	0	2	1	2	2	0	0	0	1	0	0	0	0	
0	0	2	0	0	2	2	2	2	0	0	0	2	0	0	0	0	
0	1	0	0	0	0	0	2	2	0	0	0	1	0	0	0	0	
0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	1	
0	0	0	0	0	1	0	0	1	0	0	0	1	0	0	1	0	
0	0	0	0	0	2	0	0	0	0	0	1	0	0	0	0	0	
0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1	2	1	0	1	1	0	1	1	0	0	1	0	1	1	1	0	
0	1	2	0	0	2	1	1	2	0	1	0	0	0	0	1	0	
0	0	0	0	0	2	2	2	2	0	0	1	1	1	1	2	0	
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	
0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	
0	0	1	0	0	1	0	1	0	0	0	0	0	0	0	0	0	
0	0	2	0	0	2	0	2	0	0	0	0	0	0	0	0	0	
0	0	2	0	0	2	1	0	0	0	0	0	0	0	0	0	0	
0	0	2	0	0	2	0	0	1	0	0	0	0	0	0	0	0	
0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	
0	0	0	0	0	2	0	1	0	0	0	0	0	0	0	0	0	
2	**2**	**0**	**0**	**1**	**2**	**1**	**2**	**2**	**0**	**1**	**4**	**5**	**3**	**3**	**2**	**1**	
0	**1**	**1**	**0**	**0**	**1**	**4**	**2**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	
0	**1**	**1**	**0**	**0**	**1**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	
0	**0**	**1**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	
0	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	
0	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	
0	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	
0	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	
0	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	

Date: 2023/09/20
Road Name: Unnamed Rd / Zone 8

Date: 2023/09/20
Road Name: Unnamed Rd / Zone 8

Occupancy Legend:	
0	No Vehicle Present
1	Vehicle Present
2	Same Vehicle Present

Bay Number	TOT	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18
Type	PARKED	ILLEGAL	DP	DP	DP	DP	ILLEGAL	ILLEGAL	ILLEGAL	ILLEGAL	ILLEGAL	ILLEGAL	ILLEGAL	ILLEGAL	ILLEGAL	ILLEGAL	ILLEGAL	ILLEGAL	ILLEGAL
07:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0
08:30	9	0	1	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0
09:00	8	0	2	2	0	2	1	0	0	0	0	0	0	0	0	0	0	0	0
09:30	6	0	1	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00	5	0	0	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30	5	0	0	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00	6	0	0	2	0	2	1	0	0	0	0	0	0	0	0	0	0	0	0
11:30	4	0	0	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00	5	0	0	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30	4	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0
13:00	5	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0
13:30	9	0	1	1	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0
14:00	8	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0
14:30	8	0	2	0	0	2	1	0	0	0	0	0	0	0	0	0	0	0	0
15:00	5	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:30	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:00	2	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:30	1	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:00	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:30	1	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:00	3	0	1	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:30	6	0	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0 - 0.5 Hrs	24	0	1	1	0	0	3	1	0	0	0	0	0	0	0	0	0	0	0
0.5 - 1 Hrs	5	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1 - 1.5 Hrs	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1.5 - 2 Hrs	2	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2 - 2.5 Hrs	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2.5 - 3 Hrs	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3 - 3.5 Hrs	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3.5 - 4 Hrs	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
> 4 Hrs	4	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0

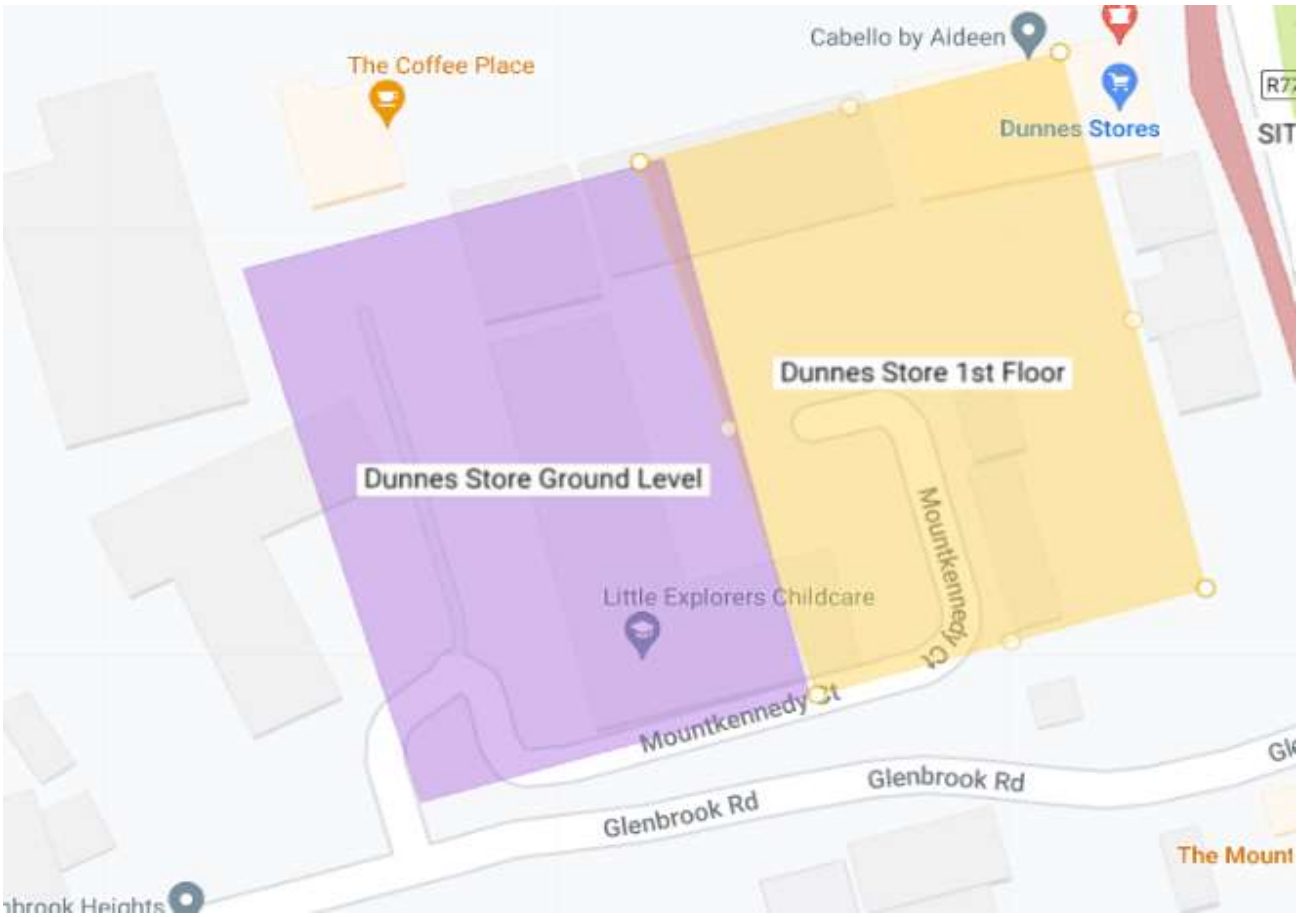
Bay Type Legend:	
DP	Designated Parking
PP	Permit Parking
DIS	Disabled Permit Parking
LL	Loading / Unloading (designated)
LL	Loading / Unloading (non-designated)
TP	Taxi Parking
COMM	Commercial vehicles parked for display
ILLEGAL	Illegal Parking
FP	Undesignated Parking
BS	Bus Stop

Occupancy Legend:	
0	No Vehicle Present
1	Vehicle Present
2	Same Vehicle Present

19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40
ILLEGAL	DP	DP	DP	DP	DP	DP	DP	DP	ILLEGAL	ILLEGAL	ILLEGAL	ILLEGAL	ILLEGAL	ILLEGAL	ILLEGAL	ILLEGAL	ILLEGAL	ILLEGAL	ILLEGAL	ILLEGAL	ILLEGAL
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	1	0	1	1	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	2	0	0	2	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	2	0	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	2	0	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	2	0	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	1	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	1	0	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	2	0	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	2	0	1	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	2	0	1	2	1	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	2	1	0	2	2	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	2	0	1	0	2	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	2	1	0	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	1	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	**0**	**0**	**4**	**5**	**2**	**1**	**5**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
0	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
0	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
0	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
0	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
0	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
0	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
0	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
0	**0**	**1**	**0**	**0**	**1**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

41	42	43	44	45	46	47	48	49	50	51	52	53	54	55	56
ILLEGAL	ILLEGAL	ILLEGAL	ILLEGAL	ILLEGAL	ILLEGAL	ILLEGAL	ILLEGAL	ILLEGAL	ILLEGAL	ILLEGAL	ILLEGAL	ILLEGAL	ILLEGAL	ILLEGAL	ILLEGAL
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
0	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
0	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
0	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
0	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
0	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
0	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
0	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
0	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
0	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

Date: 2023/09/20
Road Name: Dunnes Stores / Zone 9 & 11



Date: 2023/09/20

Road Name: Dunnes Upper / Zone 9

Occupancy Legend:	
0	No Vehicle Present
1	Vehicle Present
2	Same Vehicle Present

Bay Number	TOT	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18
Type	PARKED	DP	DP	DP	DP	DP	DP	DP	DP	DP	DP	DP	DP	DP	DP	DP	DP	DP	DP
07:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30	17	1	0	1	0	0	1	0	0	0	1	1	1	1	0	0	0	0	0
08:00	19	2	0	2	0	1	2	0	0	0	2	2	2	2	0	0	0	0	0
08:30	19	2	0	2	0	2	2	0	0	0	2	2	2	2	0	0	0	0	0
09:00	18	2	0	2	0	2	2	0	0	0	2	2	2	2	0	0	0	0	0
09:30	22	2	0	2	0	2	2	0	0	0	0	2	2	2	0	0	0	0	1
10:00	20	2	0	2	0	2	2	0	0	0	0	2	2	2	0	0	0	0	0
10:30	19	2	0	2	0	2	2	0	0	0	0	2	2	2	0	0	0	0	0
11:00	18	2	0	2	0	0	2	0	0	0	0	2	2	2	0	0	1	0	0
11:30	17	0	0	2	0	0	2	0	0	0	0	2	2	2	0	0	0	0	1
12:00	22	0	0	2	0	0	2	0	0	0	0	2	2	2	0	0	0	1	2
12:30	24	0	0	2	0	0	2	0	0	0	0	2	2	2	0	0	0	0	1
13:00	24	1	0	2	0	0	2	0	0	0	0	2	2	2	0	0	0	0	0
13:30	23	1	0	2	0	0	2	0	0	0	0	2	2	2	0	0	0	0	1
14:00	19	2	0	2	0	0	2	0	0	0	0	2	2	2	0	0	0	0	0
14:30	16	2	0	2	0	0	2	0	0	0	0	2	2	2	0	0	0	0	0
15:00	18	2	0	2	0	0	2	0	0	0	0	2	2	2	0	0	0	0	1
15:30	17	2	0	2	0	0	2	0	0	0	0	2	2	2	0	0	0	0	0
16:00	17	2	0	2	0	0	2	0	0	0	0	2	2	2	0	0	0	0	0
16:30	18	2	0	2	0	0	2	0	0	0	0	2	2	2	0	0	0	0	0
17:00	20	2	0	2	0	0	2	0	0	0	0	2	2	2	0	0	0	0	1
17:30	18	2	0	2	0	0	2	0	0	0	1	2	2	2	0	0	0	0	0
18:00	18	2	0	2	0	0	2	0	0	0	2	2	2	0	0	0	0	0	0
18:30	18	2	0	2	0	0	2	0	0	0	2	2	2	0	0	0	0	0	0
0 - 0.5 Hrs	37	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	5
0.5 - 1 Hrs	8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
1 - 1.5 Hrs	3	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0
1.5 - 2 Hrs	4	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0
2 - 2.5 Hrs	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2.5 - 3 Hrs	4	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0
3 - 3.5 Hrs	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3.5 - 4 Hrs	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
> 4 Hrs	18	1	0	1	0	0	1	0	0	0	0	1	1	1	0	0	0	0	0

Bay Type Legend:	
DP	Designated Parking
PP	Permit Parking
DIS	Disabled Permit Parking
LL	Loading / Unloading (designated)
LL	Loading / Unloading (non-designated)
TP	Taxi Parking
COMM	Commercial vehicles parked for display
ILLEGAL	Illegal Parking
FP	Undesignated Parking
BS	Bus Stop

Occupancy Legend:	
0	No Vehicle Present
1	Vehicle Present
2	Same Vehicle Present

19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40
DP	DP	DP	DP	DP	DP	DP	DP	DP	DP	DP	DP	DP	DP	DP	DP	DP	DP	DP	DP	DP	DP
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	2	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	1	0	0	2	0	0	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0
0	0	0	0	2	0	0	2	0	0	1	0	0	2	0	0	0	0	0	0	0	0
0	0	0	0	2	0	0	2	0	0	2	0	0	2	0	0	0	0	1	0	0	0
0	0	0	0	2	0	0	2	0	0	2	0	1	2	0	0	0	0	0	0	0	0
0	1	0	0	0	0	0	0	0	0	0	0	2	2	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0
0	0	0	0	1	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0
0	1	0	0	2	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0
0	0	0	0	1	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0
0	0	0	0	2	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	1	0	0	0	0	0	2	0	1	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2	0	0	0	0	0	0
0	**3**	**0**	**0**	**0**	**0**	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**
0	**0**	**0**	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
0	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
0	**1**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**
0	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
0	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
0	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
0	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
0	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

41	42	43	44	45	46	47	48	49	50	51	52	53	54	55	56	57	58	59	60	61	62
DP	DP	DP	DP	DP	DP	DP	DP	DP	DP	DP	DP	DP	DP	DP	DP	DP	DP	DP	DP	DP	DP
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	1	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	1	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	1	0	0	0
0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0
0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0
0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	**0**	**0**	**2**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**2**	**6**	**0**	**0**	**0**
0	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
0	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
0	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
0	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
0	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
0	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
0	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
0	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

63	64	65	66	67	68	69	70	71	72	73	74	75	76	77	78	79	80	81	82	83	84
DP	DP	DP	DP	DP	DP	DP	DP	DP	DP	DP	DP	DP	DP	DP	DP	DP	DP	DP	DP	DP	DP
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2	0
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2	0
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2	0
0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2	0
0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0
0	0	1	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0
0	0	0	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0
0	0	0	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0
0	0	0	1	2	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0
0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0
0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	2	0	1	0	0	0	0
0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	2	0	2	0	0	0	0
0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2	0	0	0	0
0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	2	0	2	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2	0	0	0	0
0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	2	0	2	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2	0	0	0	0
0	**0**	**4**	**3**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
0	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
0	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
0	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
0	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**
0	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
0	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
0	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
0	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**1**	**1**	**0**	**0**	**0**

85	86	87	88	89	90	91	92	93	94	95	96	97	98	99	100	101	102	103
DP	DP	DP	DP	DP	DP	DP	DP	DP	DP	DP	DP	DP	DP	DP	DP	DP	DP	DP
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	1	0	1	0	1	0	1	0	0	0	1	0	1	0	1	1
0	0	0	2	0	2	0	2	0	2	1	0	0	2	0	2	0	2	2
0	0	0	0	0	2	0	2	0	2	2	0	0	2	0	2	0	2	2
0	0	0	0	0	2	0	2	0	2	2	0	0	0	0	2	0	2	2
0	0	0	0	0	2	0	2	0	2	2	0	0	0	0	2	0	2	2
0	0	0	0	0	2	0	2	0	2	2	0	0	0	0	2	0	2	2
0	0	0	0	0	2	0	2	0	2	2	0	0	0	0	2	0	2	2
0	0	0	0	0	2	0	2	0	0	0	0	0	0	0	2	0	2	2
0	0	0	1	0	2	0	2	0	0	0	0	0	0	0	2	0	2	2
0	0	0	2	0	2	0	2	0	0	0	0	0	0	0	2	0	2	2
0	0	1	1	1	2	0	2	0	1	0	0	0	0	0	2	0	2	2
0	0	2	0	0	2	0	2	0	2	0	0	0	0	0	2	0	2	2
0	0	2	0	0	2	0	2	0	2	0	0	0	0	0	0	0	2	2
0	0	2	0	0	2	0	2	0	2	0	0	0	0	0	0	0	2	2
0	0	2	0	0	2	0	2	0	2	0	0	0	0	0	0	0	2	2
0	0	2	0	0	2	0	0	0	2	0	0	0	1	0	0	0	2	2
0	0	2	0	0	2	0	0	0	2	0	0	0	2	0	0	0	2	2
0	0	2	0	0	2	0	0	0	2	0	0	0	2	0	1	0	2	2
0	0	2	0	0	2	0	0	0	2	0	0	0	2	0	2	0	2	2
0	0	2	0	0	2	0	0	0	2	0	0	0	2	0	2	0	2	2
0	0	2	0	0	2	0	0	0	2	0	0	0	2	0	2	0	2	2
0	0	2	0	0	2	0	1	0	2	0	0	0	2	0	2	0	2	2
0	0	2	0	0	2	0	2	0	2	0	0	0	2	0	2	0	2	2
0	**0**	**0**	**1**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
0	**0**	**0**	**2**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
0	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**
0	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
0	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
0	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**
0	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
0	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**
0	**0**	**1**	**0**	**0**	**1**	**0**	**1**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**1**	**1**

Date: 2023/09/20

Road Name: Dunnes Lower / Zone 10

Occupancy Legend:	
0	No Vehicle Present
1	Vehicle Present
2	Same Vehicle Present

Bay Number	TOT	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18
Type	PARKED	DP	DP	DP	DP	DP	DP	DP	DP	DP	DP	DP	DP	DP	DP	DP	DP	DP	DP
07:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30	16	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1	1
08:00	24	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2	2	2
08:30	42	0	0	0	1	0	0	0	0	0	0	0	1	0	0	2	2	2	2
09:00	70	0	1	1	1	1	1	1	1	0	0	0	2	0	0	2	2	2	2
09:30	73	0	2	2	0	1	0	1	1	0	0	1	2	0	0	2	2	2	2
10:00	77	0	2	2	1	2	1	1	2	0	0	0	2	0	0	2	2	2	2
10:30	75	0	2	2	2	0	1	2	1	1	0	1	2	0	0	2	2	2	2
11:00	80	0	2	2	1	1	1	2	2	1	0	2	2	0	1	2	0	2	2
11:30	94	0	2	2	2	2	1	2	1	2	0	2	2	1	2	2	1	2	2
12:00	92	0	2	2	1	2	1	1	1	1	0	0	2	0	1	2	0	0	2
12:30	102	0	2	2	2	1	0	1	1	1	0	0	2	0	2	2	0	1	2
13:00	91	0	2	2	1	1	0	1	0	0	1	0	2	0	2	2	0	2	2
13:30	88	0	2	2	1	1	1	1	1	1	0	1	2	0	2	1	1	0	2
14:00	93	0	2	2	1	1	1	1	0	0	1	1	2	0	2	0	2	1	2
14:30	56	0	2	2	0	0	0	0	0	0	0	0	2	0	0	1	0	1	2
15:00	86	0	2	2	1	1	0	1	1	1	1	1	2	0	1	1	0	1	2
15:30	92	0	2	2	1	2	1	0	1	1	1	2	2	0	2	2	0	1	2
16:00	80	0	2	2	0	0	1	0	1	1	1	2	2	0	2	2	0	2	2
16:30	84	0	2	2	1	0	0	0	1	2	0	2	2	0	2	0	1	1	1
17:00	74	0	2	2	2	1	0	0	0	0	0	2	2	0	0	0	0	1	1
17:30	66	0	2	0	0	1	1	1	0	1	0	0	2	0	0	0	0	1	0
18:00	61	1	0	0	1	2	1	1	1	1	0	1	2	1	0	0	1	1	0
18:30	47	2	0	1	2	1	1	2	1	1	0	0	0	2	0	0	1	1	1
0 - 0.5 Hrs	448	0	0	1	7	7	13	9	11	9	5	4	0	1	0	2	4	8	3
0.5 - 1 Hrs	100	1	0	0	5	3	0	1	2	2	0	0	0	1	1	0	1	2	0
1 - 1.5 Hrs	30	0	0	0	0	1	0	0	0	0	0	1	0	0	0	1	0	0	0
1.5 - 2 Hrs	15	0	0	0	0	0	0	1	0	0	0	0	0	0	1	0	0	0	0
2 - 2.5 Hrs	7	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0
2.5 - 3 Hrs	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3 - 3.5 Hrs	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0
3.5 - 4 Hrs	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
> 4 Hrs	46	0	1	1	0	0	0	0	0	0	0	0	1	0	0	1	0	1	1

Bay Type Legend:	
DP	Designated Parking
PP	Permit Parking
DIS	Disabled Permit Parking
LL	Loading / Unloading (designated)
LL	Loading / Unloading (non-designated)
TP	Taxi Parking
COMM	Commercial vehicles parked for display
ILLEGAL	Illegal Parking
FP	Undesignated Parking
BS	Bus Stop

Occupancy Legend:	
0	No Vehicle Present
1	Vehicle Present
2	Same Vehicle Present

19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40
DP	DP	DP	DP	DP	DP	DP	DP	DP	DP	DP	DP	DP	DP	DP	DP	DP	DP	DP	DP	DP	DP
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	2	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	2	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	1
0	0	1	0	0	2	1	0	0	0	1	2	1	0	1	0	0	1	0	1	0	1
0	1	2	0	1	2	2	0	1	0	1	2	1	0	0	0	0	1	0	1	0	2
0	2	2	0	2	2	2	0	2	0	0	2	0	0	0	1	0	2	1	0	0	2
0	0	2	0	2	2	2	0	2	0	1	2	0	0	0	1	0	2	0	0	0	2
1	1	2	0	2	2	2	0	2	0	1	2	1	0	0	2	0	1	0	1	0	2
2	2	2	1	2	2	2	0	2	0	1	2	2	0	0	2	0	1	1	2	1	2
2	2	2	2	2	2	2	0	2	0	2	2	0	0	0	1	0	2	1	0	2	2
2	2	2	2	2	2	2	0	2	0	2	2	1	0	1	2	1	1	1	0	1	2
2	2	2	2	2	2	2	0	2	0	2	2	0	0	1	0	2	2	0	0	0	2
2	2	2	2	2	2	0	1	2	0	2	2	1	0	0	0	2	1	0	1	0	2
2	2	2	2	2	2	1	1	2	0	2	2	2	0	1	0	2	1	1	1	1	2
2	2	2	2	2	2	0	2	2	0	2	2	2	0	0	0	2	2	0	0	0	2
2	2	2	2	2	2	1	1	2	0	2	2	2	0	0	1	2	2	0	1	0	2
2	2	2	2	2	2	1	2	0	0	2	2	2	0	0	2	2	2	1	2	1	2
2	2	2	2	2	2	2	2	0	1	1	0	0	0	1	2	2	1	0	1	1	2
2	2	2	2	2	2	2	2	0	2	1	1	1	0	1	0	2	2	1	0	0	2
2	2	0	2	2	2	2	2	0	2	1	2	2	0	1	1	2	2	0	1	0	2
2	2	0	2	2	2	2	2	0	2	2	0	1	0	0	2	2	1	0	2	0	2
2	2	0	2	2	2	2	2	0	2	2	1	0	0	0	1	2	1	0	1	0	0
2	2	0	2	0	0	2	0	0	2	2	1	1	0	0	0	2	1	0	1	1	0
0	**0**	**0**	**0**	**0**	**0**	**2**	**1**	**0**	**0**	**6**	**2**	**5**	**0**	**7**	**2**	**0**	**6**	**7**	**7**	**5**	**1**
0	**1**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**1**	**2**	**0**	**0**	**2**	**0**	**2**	**0**	**3**	**1**	**0**
0	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**2**	**0**	**2**	**0**	**0**	**0**	**0**
0	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**
0	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
0	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
0	**0**	**0**	**0**	**0**	**0**	**1**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
0	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
1	**1**	**1**	**1**	**1**	**1**	**1**	**0**	**1**	**0**	**1**	**1**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**1**

41	42	43	44	45	46	47	48	49	50	51	52	53	54	55	56	57	58	59	60	61	62
DP	DP	DP	DP	DP	DP	DP	DP	DP	DP	DP	DP	DP	DP	DP	DP	DP	DP	DP	DP	DP	DP
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	1	0	0	0	1
0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	2	2	1	0	1	2
0	1	0	0	0	2	0	1	1	0	1	0	0	1	0	1	2	2	0	1	2	2
0	1	0	0	0	1	0	1	0	0	1	0	0	2	0	1	2	2	0	2	2	1
0	1	0	0	1	2	0	1	0	0	1	0	0	2	0	2	2	2	1	2	1	1
0	0	0	0	1	0	0	0	1	0	0	1	0	1	0	2	2	2	1	2	2	1
0	1	0	0	2	1	1	0	1	0	1	2	0	0	0	0	2	2	1	2	0	2
0	0	0	1	2	0	2	1	0	1	0	0	1	0	1	1	2	2	1	2	1	2
0	1	0	1	1	1	0	2	0	0	1	1	0	0	1	2	2	2	2	2	2	1
1	1	0	0	1	1	1	1	1	0	2	1	1	1	2	2	2	2	2	2	0	1
0	2	0	0	2	1	1	0	1	1	1	1	1	0	2	1	2	2	1	2	1	1
1	1	0	0	2	1	1	0	1	0	1	0	0	0	0	0	2	2	0	2	0	1
1	1	0	0	0	2	2	1	1	0	1	0	1	1	0	1	2	2	1	0	1	1
0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	2	2	2	0	0	0	2
1	0	0	1	0	1	0	1	0	1	0	1	0	1	0	2	0	2	1	1	1	1
2	1	0	0	1	1	0	1	1	1	1	2	0	2	0	2	1	2	2	0	1	2
1	1	0	1	2	1	1	1	1	1	1	0	1	0	1	2	1	0	0	0	0	0
1	1	0	0	1	1	0	2	2	2	1	1	0	0	1	1	1	0	0	1	1	1
1	1	0	1	0	1	0	2	0	2	2	0	1	1	0	2	1	0	1	0	1	2
1	0	1	2	0	1	0	1	1	2	2	0	2	0	1	1	1	1	0	1	0	2
0	1	0	0	0	1	0	0	0	2	2	0	2	0	0	1	1	2	1	0	1	2
0	2	0	1	0	0	1	0	0	2	0	0	2	0	1	0	1	1	0	1	0	2
7	**12**	**1**	**5**	**3**	**11**	**4**	**9**	**9**	**5**	**9**	**4**	**5**	**4**	**5**	**4**	**7**	**1**	**8**	**4**	**7**	**6**
1	**2**	**0**	**1**	**1**	**3**	**2**	**1**	**1**	**0**	**1**	**2**	**0**	**1**	**0**	**1**	**0**	**1**	**1**	**0**	**2**	**2**
0	**0**	**0**	**0**	**2**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**1**	**1**	**2**	**0**	**0**	**1**	**0**	**1**	**2**
0	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
0	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**1**
0	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
0	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
0	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
0	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**1**	**0**	**1**	**0**	**0**

63	64	65	66	67	68	69	70	71	72	73	74	75	76	77	78	79	80	81	82	83	84
DP	DP	DP	DP	DP	DP	DP	DP	DP	DP	DP	DP	DP	DP	DP	DP	DP	DP	DP	DP	DP	DP
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	0	1	0
0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	2	0	2	0
1	1	1	0	0	1	0	1	0	1	0	1	0	0	2	0	1	0	2	0	2	0
2	2	2	1	1	1	0	2	1	2	1	1	0	0	2	0	2	0	2	0	2	0
0	2	1	0	0	0	1	0	1	2	0	2	0	0	2	0	2	1	2	0	2	1
1	2	2	0	1	1	0	1	2	2	1	2	0	0	2	0	2	1	2	0	2	0
1	2	2	0	2	1	1	1	1	2	0	2	0	0	2	0	2	0	2	1	2	0
2	2	1	0	0	0	0	1	1	2	1	0	0	0	2	1	2	1	2	2	2	0
1	1	0	0	1	1	1	2	2	2	1	1	0	1	2	2	2	2	2	0	2	0
1	2	1	1	1	1	1	1	1	2	2	0	0	2	2	2	2	2	2	1	2	0
2	2	2	2	1	1	1	2	1	2	2	1	0	2	2	2	2	2	2	2	2	1
1	2	2	0	0	0	0	1	1	2	2	1	1	2	2	2	2	2	2	2	2	2
0	1	1	1	0	1	1	1	1	2	0	1	0	2	2	2	2	0	2	2	2	2
1	1	1	0	0	2	1	2	1	2	1	2	1	2	2	2	2	1	2	2	2	1
2	1	0	0	0	2	0	1	0	2	0	0	0	2	2	2	2	2	2	2	2	0
1	1	0	0	1	2	1	0	1	2	1	1	0	2	2	2	2	2	2	0	2	0
1	0	1	1	1	1	1	0	1	2	0	1	0	2	2	2	2	2	2	1	2	0
0	1	0	0	0	1	1	1	0	2	0	1	0	2	2	2	2	2	2	0	2	0
0	0	1	0	1	1	2	2	1	2	1	2	0	2	2	2	2	2	2	1	2	1
0	1	1	1	0	1	0	1	0	2	1	2	0	2	2	2	2	2	0	1	2	1
0	0	2	2	1	1	0	2	0	2	1	2	0	2	2	2	0	1	0	0	2	2
0	1	0	0	1	1	1	0	1	1	1	0	0	2	2	0	1	1	0	0	2	0
0	0	0	0	1	2	0	1	1	1	1	1	0	2	2	0	2	0	0	0	0	0
5	**7**	**6**	**3**	**10**	**12**	**10**	**5**	**12**	**2**	**10**	**8**	**2**	**0**	**0**	**0**	**0**	**4**	**0**	**3**	**0**	**3**
4	**0**	**2**	**2**	**1**	**1**	**1**	**6**	**2**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**1**	**0**	**1**
0	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**
0	**1**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**1**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
0	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**
0	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**
0	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**
0	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
0	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**1**	**1**	**1**	**1**	**0**	**1**	**0**	**1**	**0**

85	86	87	88	89	90	91	92	93	94	95	96	97	98	99	100	101	102	103	104	105	106
DP	DP	DP	DP	DP	DP	DP	DP	DP	DP	DP	DP	DP	DP	DP	DP	DP	DP	DP	DP	DP	DP
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0
0	2	0	1	0	0	0	0	0	0	0	0	0	0	1	0	2	2	1	0	0	0
0	2	0	2	0	0	0	0	0	0	0	0	0	0	2	1	2	2	2	1	0	0
1	2	0	2	0	0	0	0	1	0	0	0	0	1	2	2	2	2	2	2	0	1
2	2	1	2	0	1	0	0	2	0	0	1	0	2	2	2	2	2	2	2	0	2
0	2	2	2	0	2	0	1	2	0	0	1	0	2	2	2	2	2	2	2	0	2
0	2	1	2	1	2	0	0	2	0	0	0	0	2	2	2	2	2	2	2	1	2
0	2	1	2	0	2	0	0	2	0	0	0	0	2	2	2	2	2	2	2	2	2
0	2	2	2	1	0	0	1	2	1	0	1	1	2	2	2	2	2	2	2	0	2
1	2	0	2	0	1	0	0	2	1	0	2	2	2	2	2	2	2	2	2	0	2
1	2	0	2	1	0	0	0	2	2	0	2	0	2	2	2	2	2	2	2	0	2
2	2	1	2	0	1	0	1	2	2	0	1	0	2	2	2	2	2	0	2	1	2
2	0	0	2	0	2	0	2	0	2	0	2	0	2	2	2	2	2	0	2	2	2
2	1	0	2	1	0	0	2	0	2	0	2	0	2	2	2	0	2	0	2	2	2
1	0	1	2	0	0	0	2	0	0	0	0	0	2	2	2	0	2	0	2	2	2
2	0	2	2	1	1	0	2	0	0	0	1	0	2	2	2	1	2	0	2	2	2
2	1	0	2	1	1	0	2	0	1	0	0	0	2	2	2	1	2	1	2	2	2
0	2	1	2	0	0	0	2	0	2	0	0	1	2	2	2	0	2	2	2	0	2
0	2	1	2	1	0	0	2	1	0	0	0	1	2	0	2	0	2	2	2	0	2
0	1	1	0	0	0	0	0	2	0	0	1	0	2	0	2	0	2	1	2	0	2
0	0	0	0	0	1	0	0	1	0	0	0	0	2	1	0	1	2	2	2	0	0
0	0	0	0	1	0	0	0	1	0	0	1	0	1	0	0	2	0	2	0	1	0
0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	1	0	0	0	0	0
1	**2**	**5**	**0**	**8**	**4**	**0**	**2**	**2**	**1**	**0**	**5**	**2**	**0**	**1**	**0**	**3**	**0**	**0**	**0**	**1**	**0**
1	**0**	**3**	**0**	**0**	**1**	**0**	**0**	**1**	**1**	**0**	**0**	**1**	**1**	**0**	**0**	**1**	**0**	**0**	**0**	**1**	**0**
1	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**2**	**0**	**0**	**0**
1	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
0	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
0	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**
0	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
0	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
0	**1**	**0**	**1**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**1**	**1**	**1**	**1**	**1**	**1**	**1**	**0**	**1**

107	108	109	110	111	112	113	114	115	116	117	118	119	120	121	122	123	124	125	126	127	128
DP	DP	DP	DP	DP	DP	DP	DP	DP	DP	DP	DP	DP	DP	DP	DP	DP	DP	DP	DP	DP	DP
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0
0	0	0	0	1	0	0	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0
0	0	0	0	2	0	0	2	0	0	0	2	0	1	0	0	0	0	0	0	1	0
0	0	0	0	2	0	0	2	0	0	0	2	0	2	0	0	1	0	0	0	2	0
0	0	0	0	2	0	0	2	0	0	0	2	1	0	1	1	2	0	0	0	2	0
0	0	1	0	2	0	0	2	0	0	0	2	0	0	0	0	2	0	0	1	2	0
0	0	2	0	2	0	0	2	0	1	0	2	0	0	0	0	2	0	0	0	2	0
0	0	2	0	2	0	0	1	0	1	0	2	0	0	1	0	2	0	0	0	2	0
0	0	2	0	2	0	0	1	0	2	0	2	0	0	0	0	2	0	0	1	2	0
0	0	2	0	2	0	1	0	1	1	1	2	0	0	1	0	2	0	0	2	2	0
0	0	2	1	2	0	2	0	2	2	2	2	1	0	1	0	2	1	0	2	2	0
0	0	2	0	2	0	1	0	1	0	2	2	2	0	2	0	2	0	0	2	2	0
0	1	2	0	2	0	1	0	1	0	2	2	2	1	0	0	2	0	1	0	2	0
0	0	2	0	2	1	0	0	0	0	1	2	0	0	1	0	2	0	0	0	2	0
0	0	2	0	2	0	0	0	0	0	0	2	0	0	0	0	2	0	0	0	2	0
0	0	2	0	2	0	1	0	1	0	1	2	0	0	1	0	2	0	0	0	2	0
0	0	2	0	2	0	1	0	2	0	1	2	0	0	2	0	2	0	0	0	2	0
0	1	2	0	2	0	1	0	2	0	1	2	0	0	2	0	2	0	0	0	2	0
0	0	2	0	2	0	1	0	0	0	2	2	1	1	0	0	2	0	0	0	2	0
0	0	2	0	0	0	0	1	0	0	1	2	1	0	0	0	2	0	0	0	2	0
0	1	0	0	0	0	0	0	0	0	2	2	2	0	0	0	2	0	0	0	2	0
0	0	0	0	1	0	0	0	0	0	0	2	0	1	0	0	2	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	**3**	**0**	**1**	**1**	**1**	**6**	**3**	**2**	**1**	**3**	**0**	**2**	**3**	**4**	**1**	**0**	**1**	**1**	**1**	**0**	**0**
0	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**1**	**2**	**2**	**0**	**1**	**1**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
0	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**1**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
0	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**
0	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
0	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
0	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
0	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
0	**0**	**1**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**1**	**0**

129	130	131	132	133
DP	DP	DP	DP	DP
0	0	0	0	0
0	0	1	0	1
0	0	2	0	2
0	0	2	0	2
0	1	2	0	2
1	2	2	0	2
0	2	2	1	2
0	2	2	2	2
0	2	2	2	2
1	2	2	2	2
0	2	2	2	2
0	2	2	2	2
0	1	2	0	2
1	2	2	1	2
1	0	2	1	2
0	0	2	0	0
0	0	2	0	1
0	0	2	0	1
0	0	2	0	0
0	0	2	0	0
0	0	2	0	1
0	0	0	0	1
0	0	0	0	2
0	0	1	0	0
4	**0**	**1**	**2**	**3**
0	**1**	**0**	**0**	**1**
0	**0**	**0**	**0**	**0**
0	**0**	**0**	**0**	**0**
0	**0**	**0**	**0**	**0**
0	**0**	**0**	**1**	**0**
0	**0**	**0**	**0**	**0**
0	**1**	**0**	**0**	**0**
0	**0**	**1**	**0**	**1**

OCSC

O'CONNOR · SUTTON · CRONIN

MULTIDISCIPLINARY CONSULTING ENGINEERS

Head Office

9 Prussia Street
Dublin 7
Ireland
D07KT57
T: +353 (0)1 8682000
E: ocsc@ocsc.ie | W: www.ocsc.ie

Civil | Structural | Mechanical | Electrical | Sustainability | Environmental

APPENDIX 5: Town Team Shopfront and Signage Design Guidelines

Shopfront and Signage Design Guidelines

Newtownmountkennedy Main Street

A Heritage Town Character Approach

01. Introduction: The Vital Role of Shopfronts in Newtownmountkennedy's Identity

Purpose and Scope of the Shopfront and Signage Design Guideline (the "**Guideline**")

This document serves as a practical guide for property owners, designers, and planning applicants involved in the design, alteration, or maintenance of shopfronts along Newtownmountkennedy Main Street. Its main objective is to ensure that all interventions contribute positively to the town's distinctive heritage character and enhance its overall public realm.

This Guideline considers principles and recommendations from multiple established Irish shopfront guidelines, including those from Counties Meath, Galway, Louth, Kildare, Malahide, Cork, South Dublin and Waterford. Whilst Wicklow does not have an established shopfront framework, this Guideline also integrates those applicable requirements and objectives from both the Wicklow County Development Plan (the "**CDP**") and Newtownmountkennedy Local Area Plan (the "**LAP**").

Newtownmountkennedy is designated a Heritage Town. Whilst there is no specific national framework or requirements for a town to be designated as a "heritage town" in Ireland, both the CDP and LAP extensively cover how Newtownmountkennedy's status as a "Level 4 self-sustaining town" with a focus on heritage-led regeneration influencing the town's main street development. The LAP states that proposals for regeneration should be "heritage led where possible and informed by healthy placemaking".

The town centre is recognised as the "heart of the settlement" as per the LAP and a core objective includes "consolidate and safeguard the historical and architectural character of Newtownmountkennedy town centre through the protection of individual buildings, structures, shopfronts and elements of the public realm".

By integrating the above principles and recommendations from various established documents, this Guidance aims to provide clear, consistent framework for shopfront design that respects both national practices and local planning imperatives.

The Importance of Shopfronts in Defining Newtownmountkennedy's character and economic vitality

Shopfronts are consistently recognised as one of the most significant elements determining the character, quality, and public perception of main streets in towns and villages across Ireland. They function as the "public face" of a town, offering the first impression to potential customers and passers-by.

Well-designed and maintained shopfronts will play a crucial role in enhancing the attractiveness of the main street. Such improvements will attract customers and encourage economic activity and contribute to a thriving commercial environment. Conversely, poorly designed or neglected shopfronts across the town will severely erode the character of its streetscape, leading to visual intrusion and undermining the economic vitality of the town.

Selection of poor design and quality from existing main street properties, Newtownmountkennedy

The potential for decline in presentation quality on Newtownmountkennedy main street, often due to over-scaled fascia, non-heritage colours, non-confirming balconies and excessive signage, will directly impact the architectural merit of buildings and the collective town qualities.

As such, the quality of shopfronts is directly linked to the overall prosperity and appeal of Newtownmountkennedy's Main Street.

Overview of Guiding Principles for Newtownmountkennedy Main Street

This Guideline provides a set of core principles designed to harmonise new and existing shopfronts with Newtownmountkennedy's unique identity as a Heritage Town. They emphasize the integration of shopfront design with the entire building and the broader streetscape, ensuring each principle contributes to the visual environment.

A focus is placed on conservation and authenticity of historical buildings throughout the main street, advocating for the preservation of historic character and discouraging superficial modern design. In addition, the guidelines underscore the importance of universal accessibility, ensuring all shopfronts are welcoming and functional for individuals of diverse abilities. These guiding principles are specifically aligned with Newtownmountkennedy's strategic objectives for heritage-led regeneration, aiming to foster a vibrant and economically sustainable town centre that celebrates its rich past.

02. Understanding Newtownmountkennedy's Unique Character and Heritage

Historical Context and Evolution of Newtownmountkennedy Urban Fabric

Newtownmountkennedy urban fabric evolved significantly along the historic mail coach road connecting Dublin to Wexford. The town's layout was characterised by an overly wide main street, with a small market house at its geographical centre. Early 19th-century growth saw the establishment of over one hundred residences, a Catholic Church (St. Joseph's, built 1864/65), and a police station, all contributing to its developing structure. This historical setting positioned Newtownmountkennedy as a vital stopping point for travellers by horse and coach, fostering a diverse array of trades essential for a transit and service hub. These included corn mills, bakeries, hotels, shoemakers, tailors, and blacksmiths, bringing additional financial resources and trades to the growing town.

The town's historical function as a service and transit hub during the 18th and 19th centuries aligns with the period when classical architectural styles profoundly influenced Irish shopfront design.

During this era, Irish architecture underwent a transformation towards a modern, simple aesthetic, integrating clean lines with classical proportion and detail. This "Irish Age of Reason" in architecture, prevalent between 1750 and 1840, emphasized balance and harmony between the shopfront and the building as a whole, often drawing inspiration from classical components like cornices and fascia. The skilled application of these principles created well-proportioned, classical shopfronts that expressed individuality within a disciplined streetscape. Given Newtownmountkennedy's growth during this period, it is highly probable the original shopfronts would have embodied these characteristics, featuring pared simplicity and intricate, yet economical, references to classical detail and proportion. This historical precedent provides a strong foundation for maintaining and building on this era as we reflect on our current day designs.

Newtownmountkennedy as a 'Self-Sustaining Town' and its Heritage-Led Regeneration Focus

Newtownmountkennedy is officially designated as a 'Level 4 Self-Sustaining Town' within the CDP. This indicates the town has experienced substantial population growth but has a comparatively weaker employment base, leading to a reliance on other areas for employment and services. Consequently, Newtownmountkennedy requires "targeted 'catch up' investment to become more self-sustaining".

A key strategic priority for all Level 4 towns is "delivering compact growth, regeneration and revitalisation of the town centres," with a strong emphasis that proposals for regeneration and renewal should be "heritage led where possible and informed by healthy placemaking". The town centre is explicitly recognised as the "heart of the settlement" as per the LDP, confirming its attractiveness for residents, workers, and visitors alike. The explicit focus on "heritage-led regeneration" elevates the role of shopfront design from a mere aesthetic enhancement to a strategic instrument for broader economic and social revitalisation in Newtownmountkennedy. Shopfronts are consistently identified as fundamental to the prosperity, vitality, and overall quality of town centres.

Investing in high-quality, heritage-sensitive shopfronts directly contributes to Newtownmountkennedy's strategic objective of becoming more self-sustaining and vibrant. By enhancing the visual appeal of the main street through thoughtful shopfront design, Newtownmountkennedy can attract more visitors, encourage local trade, and foster a more dynamic commercial environment.

Identification of Existing Built Heritage and Key Architectural Features on Main Street

[Need to include photos in this section, and maybe specific references to individual features?]

Newtownmountkennedy's town centre contains a notable array of structures and features of built heritage value. Within the plan boundary, particularly concentrated in the town centre, there are 15 structures listed on the Wicklow Record of Protected Structures. These structures, along with other valuable buildings and elements not formally listed, significantly contribute to the "traditional town centre appeal" and overall attractiveness of the area, serving as important tourism assets. A core objective of the Newtownmountkennedy LAP is to "consolidate and safeguard the historical and architectural character of Newtownmountkennedy town centre through the protection of individual buildings, structures, shopfronts and elements of the public realm".

The presence of Protected Structures and a clear mandate for heritage protection inherently implies that any shopfront design must navigate a complex regulatory landscape that prioritises the preservation of original and special architectural interest over purely commercial or contemporary design. Works to Protected Structures are consistently subject to a more rigorous assessment process, with conservation and enhancement being the prevailing design policy. This often necessitates higher standards of craftsmanship and materials, and a strong preference for repair over outright replacement.

The intrinsic value of genuine historic fabric, as opposed to poor imitations, contributes significantly to Newtownmountkennedy's unique character, which is a cornerstone of its heritage-led regeneration strategy. This commitment ensures that the Main Street's evolution respects its historical integrity, contributing to a more authentic and enduring sense of place.

03. Overarching Design Principles for Heritage Shopfronts

[Need to include photos in this section]

These principles form the fundamental framework for all shopfront design decisions on Newtownmountkennedy Main Street. Their adherence is critical to ensuring harmony with the town's distinctive character and alignment with broader planning objectives for regeneration and vitality.

Integration with the Building and Streetscape

A fundamental principle of good shopfront design is the alignment of the individual building with the wider streetscape. Design proposals must therefore consider the entire building, including its upper floors, and relate harmoniously to adjoining structures in terms of proportion, scale, and alignment. This approach ensures the individuality and character of the whole building, not merely the ground floor.

New designs should not dominate or detract from the existing rhythm, character, and hierarchy of the streetscape. There is a paramount importance placed on preserving historic shopfronts, with repair generally preferred over replacement. New designs, if necessary, should be authentic and avoid superficial imitations, especially for protected structures or within architectural conservation areas.

Corporate designs are expected to adapt to the local architectural context to prevent the erosion of distinctiveness. Standardised corporate designs are rarely appropriate within historic streetscapes and must be adapted to respect the unique character of the individual building and the main street. Compatibility with the architectural context of individual buildings is considered important as this prevents the erosion of local distinctiveness by generic branding. Individual property owners within Newtownmountkennedy, through their shopfront choices, bear a collective responsibility for the visual coherence of the public realm. This is reinforced by planning regulations. Each design decision has ripple effects on the collective visual amenity. For shop owners, this means their design choices are not purely private but have a public dimension, directly impacting the overall attractiveness and perceived quality of Newtownmountkennedy Main Street, which in turn influences footfall and economic viability for all businesses.

The Importance of Conservation and Authenticity

Where historic shopfronts are present, paramount importance must be placed on their preservation. Repair is generally the preferred approach over outright replacement, particularly for valuable traditional or historic examples. This preference stems from the recognition that original features contribute significantly to the character of towns and villages.

Important and traditional architectural features should not be removed or concealed by new installations; in addition, missing features should be carefully reinstated where evidence permits. For protected structures or properties within

architectural conservation areas, the preservation and enhancement of these buildings and areas are the principal considerations.

The use of inappropriately detailed reproduction frontages is generally discouraged, as these can do a disservice to genuine historic examples. Imitation of past styles is typically not favoured unless specific elements can be directly informed by adjoining buildings of a similar age.

The strong emphasis on "repair rather than replace" and the explicit discouragement of "inappropriately detailed reproduction frontages" highlight a significant shift from superficial "heritage-style" interventions to a deeper commitment to material authenticity and conservation ethics. This approach is rooted in a growing understanding that genuine historic fabric holds irreplaceable cultural and financial value. The Cork guidelines, for instance, explicitly discusses the "financial value as assets" of historic shopfronts, noting how "crude replacement... reduces the financial value of our individual and collective assets". It also points out that "historic timber usually far outweighs the quality of currently available hardwood and softwood". This perspective indicates that the preference for repair and the rejection of poor imitations stem from both an ethical commitment to preserving genuine heritage and a pragmatic recognition of its long-term economic benefits. While new "reproduction" shopfronts might appear cheaper initially, they often lack the inherent quality and material integrity of originals, leading to more rapid deterioration and a devaluation of the streetscape's overall character. This implies that "heritage" is not merely an aesthetic choice but a tangible asset that requires careful, informed investment to maintain its integrity and contribute to long-term economic prosperity for Newtownmountkennedy.

Achieving Universal Design and Accessibility

Shopfronts must be designed to provide direct and straightforward access for users of all abilities. This inclusive approach extends beyond merely accommodating wheelchair users to also benefit individuals with buggies, those carrying suitcases or shopping trolleys, people using walking or mobility aids, and individuals with visual impairments.

Step-free entrances are highly encouraged as they facilitate access for the widest range of users. Where level access is not immediately feasible, alternative solutions such as ramps or raising the pavement level in the vicinity of the doorway should be thoroughly explored. Doors must be easy to operate and provide a minimum clear width with clear markings on any glazed panels to enhance safety and visibility.

All shopfront designs must strictly comply with applicable Building Regulations and adhere to relevant universal design guidelines, such as those outlined in "Building for Everyone – A Universal Design Approach". The evolution from merely addressing "access for the disabled" to embracing "universal design" reflects a broader societal progression from simple compliance with minimum standards to a proactive, inclusive design philosophy.

A shopfront designed with universal principles is inherently more welcoming and functional for a wider demographic, which can lead to increased footfall and enhanced customer satisfaction. This directly links inclusive design practices with commercial success and contributes to a more vibrant, equitable public space, aligning seamlessly with Newtownmountkennedy's broader "placemaking" objectives.

04. Detailed Design Guidance for Shopfront Elements

[Need to include photos in this section]

This section provides specific recommendations for each component of the shopfront, ensuring adherence to the overarching design principles and contributing to Newtownmountkennedy's distinct heritage character.

Fascia, Signage and Lettering

[Need someone who know about raw metrics re heights / size of facia's etc to stick some in here]

The fascia is a prominent element of any shopfront, and its design is critical to the overall appearance of the building and streetscape. The ***depth*** of the fascia should be proportionate to the rest of the shopfront and the entire building. Overly deep fascia's are known to seriously detract from the shopfront's visual appeal and negatively impact the character of the streetscape.

For content, fascia's should primarily ***display*** the name of the trader and logo. The nature of the trade may also be indicated if deemed necessary. Excessive signage, unnecessary content, or the proliferation of numerous advertisements and posters on the shopfront or adjacent walls should be avoided, as these contribute to visual clutter and undermine legibility.

Regarding ***materials and lettering style***, hand-painted lettering or individually mounted solid letters are consistently preferred for their quality and traditional appearance. Plastic fascias, box fascias, or highly reflective materials are generally discouraged due to their unsympathetic appearance and tendency to weather poorly. ***Lettering*** should be simple, legible, and proportionate to the fascia, typically not exceeding 40cm in height.

Illumination should be discreet and integrated into the overall design. Internally illuminated box fascias and projecting signs or electronic signage should be considered inappropriate for Newtownmountkennedy, particularly on traditional shopfronts or within conservation areas. Preferred methods include backlighting individual letters or subtle spotlighting, ensuring that all wiring and switchgear are concealed for a neat appearance.

Corporate branding often presents a challenge in heritage contexts. Company logos, standardised signs, and corporate shopfront designs are frequently unsuitable for traditional shopfronts or conservation areas. Toning down branding size, scale, and colour (as appropriate, taking heritage colours into consideration) is recommended to respect the individual architectural composition and the character of the surrounding environment. The consistent and strong directive to adapt corporate branding to local architectural context reflects a recognition by Wicklow County Council that a coherent, attractive streetscape, which is a public asset, ultimately benefits all businesses within Newtownmountkennedy more effectively than fragmented, aggressive branding efforts.

Projecting or hanging signs are generally discouraged due to their tendency to create visual clutter in the streetscape (this excludes hanging flower baskets which are a prominent feature around Newtownmountkennedy main street). If permitted in exceptional circumstances, they should be simple, limited to the name or a graphic indication of the trade, non-internally illuminated, and proportionate to the building. They must not obscure architectural details, other signage, or traffic signals, and should maintain adequate ground clearance.

Integration of Gaelic into signage: The use of Gaelic script is encouraged for bilingual signs to promote linguistic heritage. The Irish language is not merely a means of communication; it is a cornerstone of Irish identity, heritage, and unique cultural expression. Its presence on shopfronts immediately roots a building within the rich tapestry of Irish history and reinforces a sense of place. This would be of prominence in Newtownmountkennedy given our status as a heritage town and the ongoing work to promote the Irish language across Irish communities, including Newtownmountkennedy. Irish language signs can greatly enhance the local character and foster a deep connection between residents and visitors to the community. Signs should be of equal prominence to the English text, ensure integration with English text (so it does not appear as an “afterthought”) and spelling should follow local relevant guidelines.

Pilasters (Decorative vertical strips), Cornices, and Stall Risers (raised legs at base of vertical strips)

These elements are fundamental to defining the framework of a shopfront, drawing inspiration from classical architecture which historically influenced Irish design. A traditional shopfront typically comprises pilasters (vertical framing elements), a fascia (the horizontal element accommodating signage), and a cornice (the projecting top edge).

Pilasters are crucial as they vertically frame the shopfront and visually support the fascia and the upper floors of a building, providing essential vertical definition and reflecting the architectural rhythm of the streetscape. The stall riser, forming a plinth at ground level, provides a solid visual base to the shopfront, contributes to balanced proportions, and offers some protection against accidental damage. For existing shopfronts, these traditional features should be retained and, if necessary, meticulously restored. Where original pilasters are missing, their reinstatement should be considered to restore the shopfront's integrity and balance.

Even in contemporary shopfront designs, it is recommended to acknowledge this classical 'framing' principle. This involves creating a strong framework with a clearly defined fascia, a clear vertical emphasis, and a robust base or plinth, ensuring that modern designs respect the established architectural context.

Pilasters, cornices, and stall risers are not merely an aesthetic preference; they pertain to the structural visual integrity and historical continuity of the town’s streetscape. The presence, or thoughtful reinterpretation, of these elements ensures that new designs integrate seamlessly with existing heritage, contributing to a sense of order and tradition. This "grammar" allows for diversity within a unifying framework, preventing visual chaos and reinforcing the town's historical aesthetic, which is essential for Newtownmountkennedy's heritage-led regeneration.

Windows, Glazing, and Display Areas

Traditional shopfronts typically featured small divisions of glazing, although larger sheets of plate glass became more common in the mid-Victorian period. Windows should generally be divided by transoms (horizontal bars) and mullions (vertical bars), with mullions often aligning with the vertical emphasis of windows on the upper floors.

It is important to balance display needs with aesthetic considerations. Extensive areas of unrelieved glazing (i.e. large glass panelling with no break) should be avoided as they can create a visual void at the base of the building, diminishing its architectural presence. Shop windows should never be completely blocked by signage to maintain clear views into the shop. Maintaining transparency and clear views into the shop interior is encouraged, as this contributes to the vitality of the street and allows for passive visibility, enhancing public safety and security. The use of film, adhesive stickers, or digital screens that obscure the glazed area of a shopfront window is strongly discouraged. Such coverings can create a "dead frontage," detracting from Newtownmountkennedy's character. The nuanced approach to glazing, balancing the commercial need for display with the aesthetic requirement for transparency and the avoidance of visual voids or dead frontages highlights a tension between commercial function and public realm quality.

The consistent guidance across multiple documents leans towards maintaining visual permeability (i.e. connection between interior and exterior), recognising that a vibrant streetscape benefits significantly from a living connection between interior and exterior spaces. This design document implicitly acknowledges that the shop window serves as a critical interface between the private commercial space and the public realm. Obscuring this interface with excessive signage or opaque materials diminishes the main street's visual interest and perceived safety. By encouraging transparency and well-lit displays, the guidelines aim to foster a more engaging and secure urban environment, which in turn can stimulate economic activity by encouraging window shopping and a sense of liveliness, directly supporting Newtownmountkennedy's revitalisation goals.

Doors and Entrances

Recessed doorways are a common and highly desirable feature of traditional shopfronts, providing depth and architectural relief to the building's facade. Good quality examples of recessed doorways, particularly those adorned with mosaics or tiles, should be carefully retained and restored. A clear example in Newtownmountkennedy is the Credit Union building.

Front Door Design: The design of the entrance door must be an integral part of the overall shopfront design and layout. The materials used and their finish should consistently match or complement those of the main shopfront frame, ensuring visual harmony. Door furniture should also be appropriate to the character of the door, shopfront, and the building as a whole.

Upper Floor access: A critical aspect of shopfront design is the retention and, where necessary, reinstatement of independent access to upper floors. This is crucial to ensure a diversity of uses within the entire building, preventing upper floors from becoming redundant or underutilised. The lack of independent access can render the building above the shop obsolete, undermining the mixed uses essential for vibrant, living streets. Each independent access should be retained, and local authorities often require its reinstatement in new and replacement shopfronts. This access should be integrated into the overall shopfront design, preferably recessed slightly from the main facade to denote its secondary function while maintaining visual coherence.

The consistent emphasis on retaining or reinstating independent access to upper floors represents a critical urban planning strategy that extends beyond mere heritage preservation. This policy directly addresses the issue of urban vitality by promoting mixed uses, particularly encouraging residential usage or "living over the shop". This approach directly aligns with Newtownmountkennedy's strategic goals for revitalization and compact growth, fostering a more vibrant and populated commercial core.

Drainage, Soffit and Guttering

>> need to add pictures of hanging baskets and some wires hanging down here and how wires can be embedded into guttering

Drainage elements such as gutters and downpipes play a significant role in the overall appearance and character of a shopfront and the building it serves. In addition, the gutters should also serve as a means to mask or hide various overhanging wiring and /or cabling (such as the water drainage system used across the main street to water the hanging baskets). In historic buildings, original rainwater goods, typically made of cast iron, should be meticulously conserved and retained. Where replacement is necessary, these should be substituted with traditional materials like cast iron or, as a suitable alternative, cast aluminium. The use of modern, extruded aluminium or plastic gutters and downpipes is strongly

discouraged, particularly on Protected Structures, as they have a shorter lifespan, are easily damaged, and can visually detract from the building view. The cornice, a key shopfront element, is designed to project over the fascia, serving to keep rain off the sign and provide a strong visual definition, implicitly linking to the overall drainage strategy. Storage of additional wires needs to be considered also as part of this covering. The underside of soffits should also be considered in terms of material and finish to ensure visual harmony with the entire shopfront and building facade.

Materials, Finishes, and Colour Palettes

The selection of materials is important to the character and longevity of a shopfront. Previous examples of materials which have not “survived the test of time” are evident along the main street. Preferred materials include traditional options such as painted timber (treated) and stone.

Contemporary designs are not to be promoted along Newtownmountkennedy main street owing to its heritage focus. Whilst certain contemporary metals like bronze, cast iron, and stainless steel may be acceptable, in certain aspects, they must complement the overall character of the main street and not interfere with the historic and/or protected structures. Emphasis on all materials and finishes needs to be placed on quality, ensuring all materials are durable, easy to maintain and promote longevity.

Synthetic materials: In addition, shiny, highly reflective materials such as plastics, acrylics, uPVC, vinyl, Perspex, or fibreglass are generally considered inappropriate, especially in historic settings evident across the main street. These synthetic materials tend to weather poorly, detract from the architectural character of the town, and do a disservice to genuine historic fabric. The use of such materials is explicitly discouraged.

Composite materials such as plywood and MDF are not usually accepted on protected structures. In addition, stains and varnishes on timber should be avoided due to their tendency to yield a poor finish and present maintenance challenges in the Irish climate.

Colour schemes should be carefully chosen to complement the building, adjoining properties, and the wider streetscape. Lurid, loud, garish, or overly strident colours should be avoided. Muted, darker shades such as greens, greys, blues, reds, browns, or black are often traditional choices that harmonise well with historic environments. Paint sample analysis can be a valuable tool for revealing historical colour palettes, guiding authentic restoration efforts. There are several paint ranges (including the Dulux Heritage range and Colour Trend historic collection) which are specially curated to blend classic colours from the past with contemporary trends, making these colours highly relevant for heritage context along the main street. It is highly recommended for Newtownmountkennedy main street that colour schemes refer to these types of colour palettes.

The strong and consistent prohibition of PVC and synthetic materials across multiple Irish guidelines reveals a long-term strategic perspective that prioritises the enduring quality and authenticity of the built environment over short-term cost savings. While these materials may offer initial cost advantages, they tend to degrade quickly, weather poorly, and visually clash with traditional fabric, leading to a cycle of premature replacement and aesthetic degradation. The Cork guide, for example, notes how "manufactured timber or pvc doors, extruded downpipes and gutters, manufactured timber or pvc windows and modern or manufactured materials used for paving in historic settings... greatly alter the material quality and detail of a setting". It also highlights that "historic timber usually far outweighs the quality of currently available hardwood and softwood". By prohibiting these materials, the guidelines aim to preserve the material authenticity and durability of the streetscape, thereby protecting the investment in heritage and ensuring a higher quality, more sustainable public realm for Newtownmountkennedy. This directly impacts the town's ability to achieve its "heritage-led regeneration" goals by maintaining a genuine and attractive historical character.

Security Features

We recognise the need to ensure adequate security commercial /retail premises is a critical consideration for retailers. However, these security measures must be carefully designed to avoid negatively impacting the appearance and ambience of the streetscape, particularly after dark or when the premises is closed.

Shopfront Security - Internal: Preferred solutions for shopfront security strongly advocate for internal, transparent options. This includes the use of security glass, such as toughened or laminated glass, which offers high levels of security without detrimentally affecting the shopfront's appearance and has the capacity to remain intact when broken. Internal open-link grille type shutters or demountable security screens are also highly recommended. These allow for clear views into the shop, maintaining an open appearance from the street and enabling passive surveillance, which contributes to a feeling of security in the shopping area and can reduce crime.

Shopfront Security – External: Conversely, external or solid roller shutters are generally considered inappropriate and should not be permitted. They introduce an inhospitable atmosphere after dark, prevent passive surveillance, attract graffiti, and significantly detract from the appearance of buildings and shopfronts. The installation of such shutters materially alters the character of the structure and diminishes the amenity and quality of the streetscape. For acceptable security solutions, shutter box housing should always be integrated within the shop front or be recessed and flush with the shopfront, rather than being externally mounted. Alarm boxes and other security equipment should be sited as unobtrusively as possible, avoiding architectural features and ensuring alignment with surrounding heritage features along the main street.

The consistent and strong preference for internal, transparent security measures over external solid shutters highlights a strategic urban planning objective: to maintain night-time vitality and passive surveillance in town centres. This approach extends beyond simple crime prevention to actively foster a safer, more inviting, and economically active public realm, even after business hours. A completely shuttered street creates a sense of abandonment, reduces safety (due to a lack of "eyes on the street"), and eliminates opportunities for "window browsing" that can drive business. By promoting internal, transparent solutions, this guideline aims to keep the commercial core active and inviting around the clock, thereby enhancing public safety, fostering a more vibrant social environment, and subtly extending commercial influence beyond traditional opening hours.

Palisade fencing: This is characterised by its tall, upright, pointed steel pales, and is a robust security feature designed to deter intrusion. Its sharp points and rigid construction make it effective at preventing climbing and unauthorised access. However, despite its security benefits, palisade fencing is generally a poor choice for integration into shopfront designs, particularly in small towns and areas with heritage features. Its aggressive, industrial appearance stands in stark contrast to the welcoming and engaging atmosphere desired in a vibrant streetscape.

This type of fencing directly undermines the principle of visual permeability, breaking the vital "living connection between interior and exterior spaces" and creating a harsh visual void at the base of the buildings, making it feel unwelcoming and disconnected from its surroundings. It also clashes with the aesthetic and heritage considerations of the main street: Its stark design is fundamentally at odds with the characterful architecture found on other buildings. It detracts from the heritage value of buildings and the overall charm of the main street, failing to blend with existing architectural elements like pilasters, cornices, or traditional materials.

Therefore, whilst security is essential, alternative and more sympathetic solutions should always be explored for shopfronts and town centre properties, prioritising design choices that enhance, rather than detract from, the unique character and permeability of Newtownmountkennedy.

Ancillary Elements and Street Furniture and benches / outside shop furniture

The overall visual quality of a streetscape is influenced not only by the shopfronts themselves but also by ancillary elements and street furniture. External elements, such as cables, alarm boxes, and CCTV cameras, should be carefully coordinated and concealed, to minimise their visual impact on shopfronts and building facades. Redundant cabling and electronic equipment attached to buildings should always be safely removed.

Free-standing street furniture, including tables, chairs, litter bins, and bollards, often requires licensing from Wicklow County Council. Such furniture should be of good quality, durable materials, and thoughtfully located so as not to impede pedestrian flow, particularly for those with mobility impairments or pushchairs, or contribute to street clutter. For outdoor seating areas, canvas barriers are generally preferred over plastic or glass infill panels, which can create a feeling of enclosure and detract from the streetscape. Measures to "green" or enhance the attractiveness of shopfronts or outdoor terraces through planting and greenery are encouraged. However, any planting should enhance the appearance of the shopfront without causing obstruction to footpaths or entrances.

The detailed guidance on ancillary elements and street furniture demonstrates a holistic "placemaking" approach that extends beyond the building facade to encompass the entire public realm. This approach acknowledges that visual clutter, poorly placed furniture, or exposed services can significantly diminish the perceived quality and functionality of a street, irrespective of the quality of the shopfronts themselves. A core area of historical significance – “Market Square” is the main area within the town centre suitable for larger outdoor dining, can comfortably accommodate free-standing street

furniture and can be turned into an outdoor area of congregation which takes consideration of the historical presence of the area.

The visual integrity of a street is a cumulative effect. Even a perfectly designed shopfront can be undermined by surrounding clutter or poorly managed street furniture. By regulating these "ancillary" elements, Wicklow County Council can aim to create a cohesive, high-quality public space in Newtownmountkennedy that is inviting and easy to navigate. This contributes to the overall "attractiveness" and "liveability" of Newtownmountkennedy, which are key to its "self-sustaining" objectives.

05. Planning and Regulatory Framework

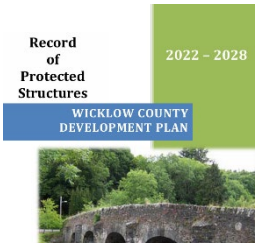
[Need to figure this section out as not 100% sure I've captured all reg's here]

Understanding and adhering to the planning and regulatory framework is paramount for any shopfront project on Newtownmountkennedy Main Street. Compliance ensures that proposed works align with local and national heritage and development objectives.

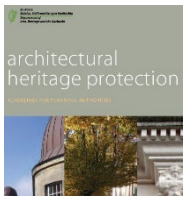
Planning Permission Requirements

Most works involving shopfronts necessitate planning permission. This includes significant alterations such as the construction of new or replacement shopfronts, as well as residual works like alterations to existing shopfronts, the erection of security grills and shutters. The erection of signs and most advertisements also falls under the requirement for planning permission. Furthermore, certain changes of use, even between commercial categories, may require planning permission. For elements within the public realm, such as free-standing street furniture (e.g., tables and chairs for outdoor seating), a license from the Planning Authority is typically required under relevant regulations. Wicklow County Council as part of their efforts to ensure the heritage standards that Newtownmountkennedy is seeking to promote should refer planning applicants to this guideline to ensure the promotion of best practices.

Historic and Preserved Buildings and Structures



Works to Protected Structures, buildings as identified by Wicklow County Council's record of protected structures[1], or those in the vicinity of Protected Structures along the main street of Newtownmountkennedy are subject to a heightened level of scrutiny and a more rigorous assessment process. In these designated areas, in particular market square, the area surrounding the 1798 site and Fishers, the prevailing policy is one of conservation and enhancement, emphasising the protection of built heritage along the main street.



Planning permission is specifically required for any works that "materially affect the character" of a Protected Structure. This can extend to seemingly minor interventions, such as the repainting of external walls, if such changes are deemed to impact the special interest of the structure or the character of the area. Given the sensitivity of these locations, specialist conservation advice should always be sought when contemplating alterations, repairs, or improvements to ensure adherence to best practices. All proposals must comply with the "Architectural Heritage Protection Guidelines for Planning Authorities"[2].

Engagement with the Council and Community

Early and proactive consultation with the Wicklow County Council Planning Department and its Architectural Conservation Officer is strongly advised at the initial stages of any design process. This early engagement is crucial for determining whether planning permission is required and for obtaining valuable guidance tailored to the specific context of the proposed works. In addition, proactive engagement with the Community via the ***Town Team*** and/or ***Community Forum*** can provide valuable insights and helpful assistance / guidance when navigating the planning process, in particular with reference to the main street and areas of historical interest.

When submitting a planning application, it must be accompanied by clear and concise information, including detailed drawings (plans, sections, elevations, and joinery details), specifications for materials, signs, and illumination, and photographs of the existing shopfront and adjoining premises. If within the vicinity of protected structures or areas of architectural conservation, a detailed submission describing how it integrates into the immediate surrounds, ensuring congruence with the surrounding heritage should be provided. There are multiple instances of planning along Newtownmountkennedy main street where the building does not reflect the heritage aspects as appropriate in particular

[1] Record of Protected Structures in the Wicklow County Council Area
[2] PART I - PLANNING

along the west (???) of the main street where there is more emphasis here on built heritage as opposed to the east (???) side of the main street where the focus is moreso on broader alignment with the town.

The consistent recommendation for early and proactive consultation with local authority planning, conservation officers and local community indicates a shift towards a more congenial engagement on any planning application. This proactive engagement will overall prevent costly mistakes or lengthy submissions against planning applications and streamline the process by providing informed guidance from the outset. This approach benefits applicants by potentially saving time and avoiding expensive redesigns, while simultaneously benefiting both the Council and community by ensuring better development outcomes and more efficient processing of applications and support of the local community.

Compliance with Wicklow CDP and Local / National Building Regulations

[need someone who knows this to figure out what to include here, what I am missing]

All development proposals for Newtownmountkennedy Main Street must strictly adhere to the overarching policies and objectives set out in the Wicklow CDP and its associated Development & Design Standards. Specifically:

- Section 6.4 of the Wicklow County Council Development & Design Standards directly addresses "Shopfront design standards," providing detailed criteria that must be met.
- Section 9.2 covers "Architectural heritage," outlining requirements pertinent to Protected Structures and Architectural Conservation Areas.

In addition to planning standards, all designs must ensure full compliance with both local and national Building Regulations. As part of diversity and inclusion, any submission must ensure that the shopfront design includes access for people with disabilities, and relevant overarching guidelines pertaining to disabilities (?? Are there any). This ensures that shopfronts are accessible and functional for all users, aligning with inclusive design principles.

06. Recommendations for Enhancing Newtownmountkennedy Main Street

[Need to figure this section out, and link to sections above once they're completed]

The enhancement of Newtownmountkennedy Main Street through thoughtful shopfront design is a multifaceted endeavour that integrates heritage preservation with economic revitalisation and public realm improvement.

>> Strategic approaches to Regeneration and Vacancies

>> Public Realm Improvements and Main Street Cohesion

07. Retroactive Shopfront re-Designs

>> what council assistance is available for retroactive re-design of shopfronts

>> what grants are available for shop owners for retrofit design

Conclusions and Recommendations??

Conclusions and Recommendations specific for Newtownmountkennedy

A1. Appendix

[Need to figure this section out and get a builder/architect to review and complete]

Appendix I – Summary of Key Shopfront Elements for Newtownmountkennedy

Key Shopfront Elements and Design Recommendations for Newtownmountkennedy

Element	Key Design Recommendation(s)	Avoid/Discourage
Fascia	Proportionate depth (max 1/4 of shopfront height); Hand-painted or individually mounted lettering; Minimal content (name, street number, trade if necessary); Coordinated with building and streetscape.	Overly deep fascias; Plastic fascias; Highly reflective materials; Excessive content/clutter; Internally illuminated box fascias.
Pilasters	Incorporated into traditional shopfronts; Sufficient size and appropriate location; Retained, restored, or reinstated if missing; Respect classical 'framing' principle in contemporary designs.	Concealed or removed pilasters; Pilasters that are too thin or disproportionate to fascia.
Stall Riser	Provide a solid visual base (30-60cm height); Protect window from splashes/knocks; Retained, restored, or acknowledged in contemporary designs.	Omission unless exceptional quality materials/detailing are used; Stall risers disproportionate to pilasters or fascia.
Windows/Glazing	Small divisions of glazing (mullions/transoms); Transparency for views into shop; Internal signage set back from glass.	Extensive areas of unrelieved glazing (visual void); Blocked windows by signage; Film, adhesive stickers, or digital screens obscuring glass.
Doors/Entrances	Recessed doorways (traditional); Integral with shopfront design (matching materials/finishes); Independent access to upper floors retained/reinstated.	Doors flush with shopfront (unless specific design rationale); Removal of independent upper floor access.
Canopies/Awnings	Rectangular, retractable sun blinds/awnings; Retract fully into fascia/recessed blind box; Adequate ground clearance (min 2.4m); No signage on canopy.	Plastic/fabric 'Dutch' type or curved canopies; Canopies obscuring architectural details.
Security	Internal, transparent solutions; Security glass (toughened/laminated); Internal open-link grille shutters or demountable screens; Integrated/recessed shutter boxes; Unobtrusive alarm boxes.	External or solid roller shutters; Shutters preventing passive surveillance or attracting graffiti.
Signage (General)	Proportionate to building/streetscape; High standard of design/finish; Designed as integral part of building; Minimal attachments.	Dominant or obstructive signage; Use of public footpath for excessive advertising (sandwich boards); Projecting box signs (generally).
Lettering	Simple, legible, proportionate to fascia (max 40cm height); Hand-painted or individually mounted solid letters; Complementary materials; Gaelic script encouraged for bilingual.	Overly large lettering; Plastic or shiny materials; Fonts conflicting with building character.
Illumination	Discreet; Backlighting individual letters or subtle spotlighting; Concealed wiring/switchgear; Appropriate intensity.	Illuminated box fascias; Internally illuminated signs; Projecting spotlights; Flashing signs; Neon illumination around windows.
Materials	Durable, quality materials; Painted timber, stone, brick, glass; Bronze, cast iron, stainless steel (contemporary); Minimal number of materials.	Shiny, highly reflective materials; Plastics, acrylics, uPVC, vinyl, perspex, fibreglass; Poor-quality flat-faced timber panels.
Colour	Complement host building, adjoining buildings, streetscape; Muted, darker traditional shades (greens, greys, blues, reds, browns, black); Consistent scheme.	Lurid, loud, garish, or overly strident colors; Colors clashing with neighboring premises.

>> Sample Photo Examples

>> Other Towns (reference Grace photos)

APPENDIX 6: Newtownmountkennedy Town Centre Riverside Walk

WICKLOW

ENDLESS OPPORTUNITIES

Newtownmountkennedy Town Centre
Riverside Walk

OCSC

O'CONNOR | SUTTON | CRONIN

Multidisciplinary
Consulting Engineers

S177

JULY 2022

WICKLOW

ENDLESS OPPORTUNITIES

Newtownmountkennedy Town Centre
S177 - Riverside Walk

DRAWING NO.	TITLE
W335-OCSC-XX-XX-DR-C-0011	S177 - RIVERSIDE WALK - SITE LOCATION MAP
W335-OCSC-XX-XX-DR-C-0012	S177 - RIVERSIDE WALK - KEYPLAN
W335-OCSC-XX-XX-DR-C-0013	S177 - RIVERSIDE WALK - SITE LAYOUT PLAN - SHEET 1 OF 3
W335-OCSC-XX-XX-DR-C-0014	S177 - RIVERSIDE WALK - SITE LAYOUT PLAN - SHEET 2 OF 3
W335-OCSC-XX-XX-DR-C-0015	S177 - RIVERSIDE WALK - SITE LAYOUT PLAN - SHEET 3 OF 3
W335-OCSC-XX-XX-DR-C-0016	S177 - RIVERSIDE WALK - ELEVATED WALKAWAY ELEVATIONS
W335-OCSC-XX-XX-DR-C-0017	S177 - RIVERSIDE WALK - TYPICAL CROSS-SECTIONS

OCSC
O'CONNOR | SUTTON | CRONIN
Multidisciplinary
Consulting Engineers

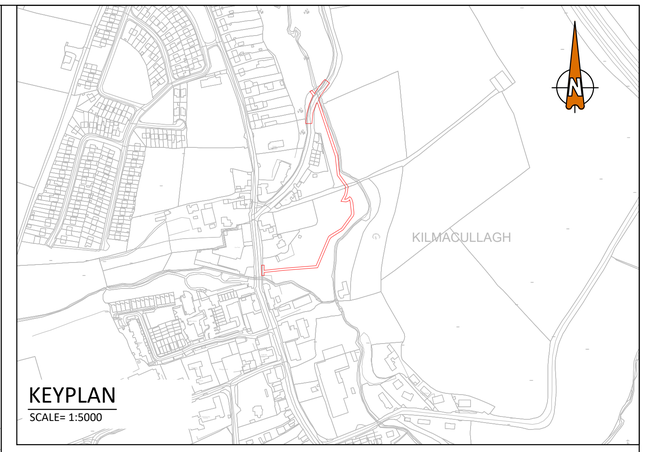
S177

JULY 2022

SITE NOTICE No.1

SITE NOTICE No.2

KILMACULLAGH



KEYPLAN
SCALE= 1:5000

LEGEND

SITE BOUNDARY	

SITE LOCATION PLAN

SCALE= 1:1000

ORDNANCE SURVEY OF IRELAND LICENCE NO. CYAL50213875 © GOVERNMENT OF IRELAND

- FOR SETTING OUT REFER TO ARCHITECT'S DRAWINGS.
- THIS DRAWING TO BE READ IN CONJUNCTION WITH ALL OTHER ARCHITECTURAL AND ENGINEERING DRAWINGS AND ALL OTHER RELEVANT DRAWINGS AND SPECIFICATIONS.
- DO NOT SCALE THIS DRAWING. USE FIGURED DIMENSIONS ONLY.
- NO PART OF THIS DOCUMENT MAY BE REPRODUCED OR TRANSMITTED IN ANY FORM OR STORED IN ANY RETRIEVAL SYSTEM OF ANY NATURE WITHOUT THE WRITTEN PERMISSION OF O'CONNOR SUTTON CRONIN AS COPYRIGHT HOLDER EXCEPT AS AGREED FOR USE ON THE PROJECT FOR WHICH THE DOCUMENT WAS ORIGINALLY ISSUED.

Rev No.	Date	Revision Note	Drn by	Chkd by
P01	20.05.22	FIRST ISSUE	RF	NMM

Rev No.	Date	Revision Note	Drn by	Chkd by

WICKLOW
ENDLESS OPPORTUNITIES

ENVIRONMENT NSAI Certified · QUALITY NSAI Certified · HEALTH & SAFETY NSAI Certified

bsi. BIM Verified Design & Construction Capital Delivery PAS 1192-2

Head Office,
9 Prussia Street,
Dublin 7.
D07 KT57

TEL +353 (0)1 8682000

e: contactus@ocsc.ie
w: www.ocsc.ie

OCSC O'CONNOR | SUTTON | CRONIN
Multidisciplinary Consulting Engineers

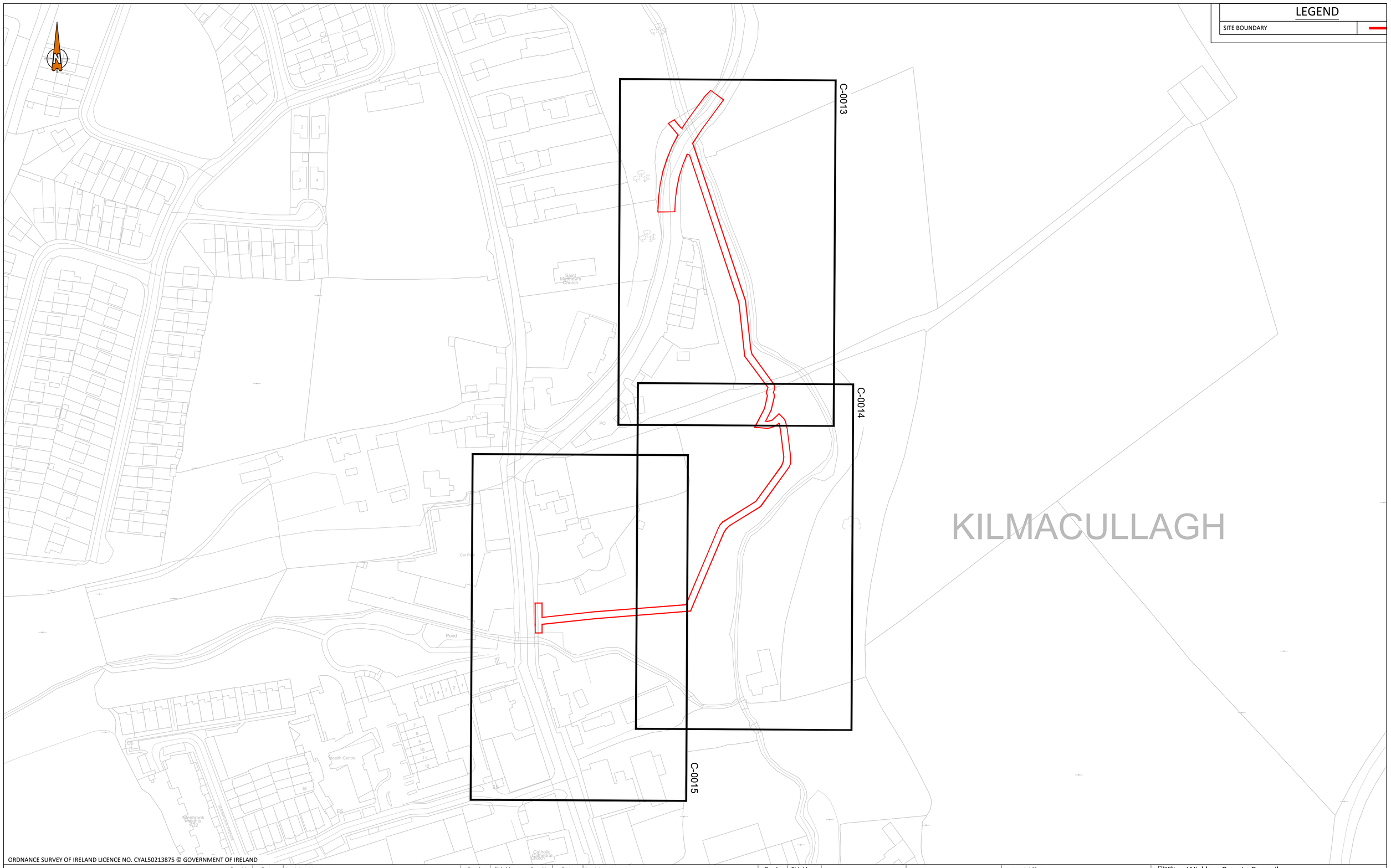
Dublin | London | Belfast | Galway | Cork | Birmingham

Client: Wicklow County Council
Project: Newtownmountkennedy Riverside Walk

Title: S177 - Riverside Walk
Site Location Plan

Code	Originator	Zone	Level	Type	Role	Number	Status	Revision
W335	OCSC	XX	XX	DR	C	0011	S2	P01

Date: 20.05.22 Scale: 1:1000@ A1 Drn by:RF Chkd by:NMM Aprvd by:BOR



ORDNANCE SURVEY OF IRELAND LICENCE NO. CYAL50213875 © GOVERNMENT OF IRELAND

- FOR SETTING OUT REFER TO ARCHITECT'S DRAWINGS.
- THIS DRAWING TO BE READ IN CONJUNCTION WITH ALL OTHER ARCHITECTURAL AND ENGINEERING DRAWINGS AND ALL OTHER RELEVANT DRAWINGS AND SPECIFICATIONS.
- DO NOT SCALE THIS DRAWING. USE FIGURED DIMENSIONS ONLY.
- NO PART OF THIS DOCUMENT MAY BE REPRODUCED OR TRANSMITTED IN ANY FORM OR STORED IN ANY RETRIEVAL SYSTEM OF ANY NATURE WITHOUT THE WRITTEN PERMISSION OF O'CONNOR SUTTON CRONIN AS COPYRIGHT HOLDER EXCEPT AS AGREED FOR USE ON THE PROJECT FOR WHICH THE DOCUMENT WAS ORIGINALLY ISSUED.

Rev No.	Date	Revision Note	Drn by	Chkd by
P01	20.05.22	FIRST ISSUE	RF	NMM

Rev No.	Date	Revision Note	Drn by	Chkd by

WICKLOW
ENDLESS OPPORTUNITIES

ENVIRONMENT NSAI Certified · QUALITY NSAI Certified · HEALTH & SAFETY NSAI Certified
bsi. BIM Verified Design & Construction Capital Delivery PAS 1192-2

Head Office,
9 Prussia Street,
Dublin 7.
D07 KT57

TEL +353 (0)1 8682000

e: contactus@ocsc.ie
w: www.ocsc.ie

OCSC O'CONNOR | SUTTON | CRONIN
Multidisciplinary Consulting Engineers

Dublin | London | Belfast | Galway | Cork | Birmingham

Client: Wicklow County Council
Project: Newtownmountkennedy Riverside Walk

Title: S177 - Riverside Walk
Keyplan

Code	Originator	Zone	Level	Type	Role	Number	Status	Revision
W335	OCSC	XX	XX	DR	C	0012	S2	P01

Date: 20.05.22 Scale: 1:1000@ A1 Drn by:RF Chkd by:NMM Aprvd by:BOR

LEGEND

SITE BOUNDARY	
PROPOSED CARRIAGEWAY BITUMEN	
PROPOSED CARRIAGEWAY GATEWAY	
PROPOSED FOOTPATH (CONCRETE)	
PROPOSED TACTILE BLISTER BUFF	
PROPOSED BALCONY AND ELEVATED WALKWAY	
PROPOSED WALKWAY	
PROPOSED VERGE	
EXISTING WATERCOURSE	
PROTECTED STRUCTURE	
VIEW IDENTIFIED IN DRAFT COUNTY DEVELOPMENT PLAN	
LIGHT POLE	LP

PROPOSED ENTRY TREATMENT
TYPE 'A' TO TII'S DN-GEO-03084-02

ELEVATED WALKWAY TO RIVERSIDE WALK

refer to drawing
W335-OCSC-XX-XX-DR-C-0016

PROPOSED 2m-WIDE FOOTPATH
TO COILLTE FOREST PATH

PROPOSED IMPROVED FOOTPATH

Dublin Road

R772

Layout plan

SCALE= 1:250

ORDNANCE SURVEY OF IRELAND LICENCE NO. CYAL50213875 © GOVERNMENT OF IRELAND

- FOR SETTING OUT REFER TO ARCHITECT'S DRAWINGS.
- THIS DRAWING TO BE READ IN CONJUNCTION WITH ALL OTHER ARCHITECTURAL AND ENGINEERING DRAWINGS AND ALL OTHER RELEVANT DRAWINGS AND SPECIFICATIONS.
- DO NOT SCALE THIS DRAWING. USE FIGURED DIMENSIONS ONLY.
- NO PART OF THIS DOCUMENT MAY BE REPRODUCED OR TRANSMITTED IN ANY FORM OR STORED IN ANY RETRIEVAL SYSTEM OF ANY NATURE WITHOUT THE WRITTEN PERMISSION OF O'CONNOR SUTTON CRONIN AS COPYRIGHT HOLDER EXCEPT AS AGREED FOR USE ON THE PROJECT FOR WHICH THE DOCUMENT WAS ORIGINALLY ISSUED.

Rev No.	Date	Revision Note	Drn by	Chkd by
P01	20.05.22	FIRST ISSUE	RF	NMcM

Rev No.	Date	Revision Note	Drn by	Chkd by

WICKLOW
ENDLESS OPPORTUNITIES

ENVIRONMENT NSAI Certified · QUALITY NSAI Certified · HEALTH & SAFETY NSAI Certified

bsi. BIM Verified Design & Construction Capital/Delivery PAS 1192-2

Head Office,
9 Prussia Street,
Dublin 7.
D07 KT57

TEL +353 (0)1 8682000

e: contactus@ocsc.ie
w: www.ocsc.ie

OCSC
O'CONNOR | SUTTON | CRONIN
Multidisciplinary Consulting Engineers

Dublin | London | Belfast | Galway | Cork | Birmingham

Client: Wicklow County Council
Project: Newtownmountkennedy Riverside Walk

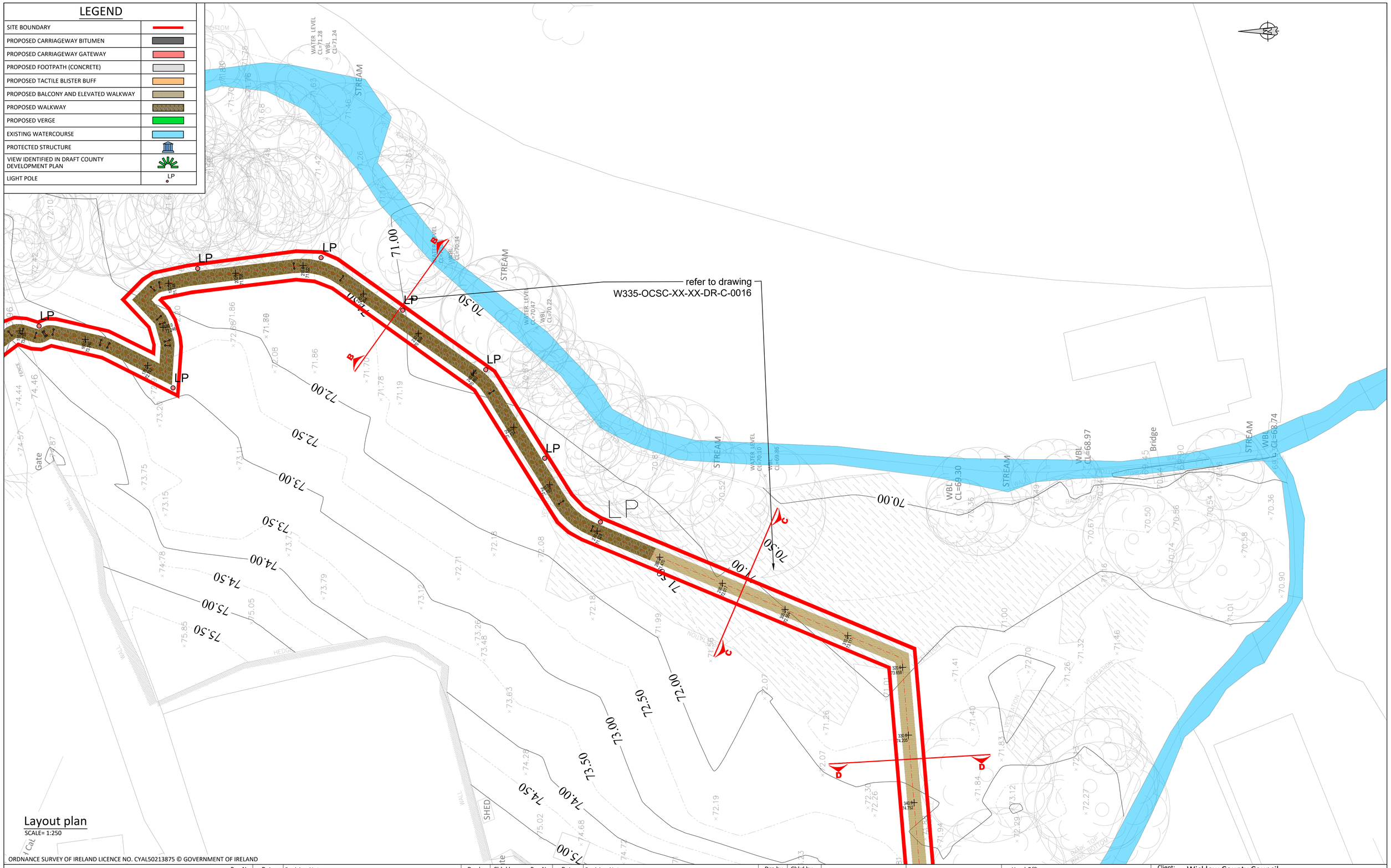
Title: S177 - Riverside Walk
Site Layout Plan
Sheet 01 of 03

Code	Originator	Zone	Level	Type	Role	Number	Status	Revision
W335	OCSC	XX	XX	DR	C	0013	S2	P01

Date: 20.05.22 Scale: 1:250 @ A1 Drn by:RF Chkd by:NMcM Aprvd by:BO'R

LEGEND

SITE BOUNDARY	
PROPOSED CARRIAGEWAY BITUMEN	
PROPOSED CARRIAGEWAY GATEWAY	
PROPOSED FOOTPATH (CONCRETE)	
PROPOSED TACTILE BLISTER BUFF	
PROPOSED BALCONY AND ELEVATED WALKWAY	
PROPOSED WALKWAY	
PROPOSED VERGE	
EXISTING WATERCOURSE	
PROTECTED STRUCTURE	
VIEW IDENTIFIED IN DRAFT COUNTY DEVELOPMENT PLAN	
LIGHT POLE	LP



Layout plan

SCALE= 1:250

ORDNANCE SURVEY OF IRELAND LICENCE NO. CYAL50213875 © GOVERNMENT OF IRELAND

- FOR SETTING OUT REFER TO ARCHITECT'S DRAWINGS.
- THIS DRAWING TO BE READ IN CONJUNCTION WITH ALL OTHER ARCHITECTURAL AND ENGINEERING DRAWINGS AND ALL OTHER RELEVANT DRAWINGS AND SPECIFICATIONS.
- DO NOT SCALE THIS DRAWING. USE FIGURED DIMENSIONS ONLY.
- NO PART OF THIS DOCUMENT MAY BE REPRODUCED OR TRANSMITTED IN ANY FORM OR STORED IN ANY RETRIEVAL SYSTEM OF ANY NATURE WITHOUT THE WRITTEN PERMISSION OF O'CONNOR SUTTON CRONIN AS COPYRIGHT HOLDER EXCEPT AS AGREED FOR USE ON THE PROJECT FOR WHICH THE DOCUMENT WAS ORIGINALLY ISSUED.

Rev No.	Date	Revision Note	Drn by	Chkd by
P01	20.05.22	FIRST ISSUE	RF	NMcM

Rev No.	Date	Revision Note	Drn by	Chkd by

WICKLOW ENDLESS OPPORTUNITIES

ENVIRONMENT ISO 14001:2015 NSAI Certified · QUALITY ISO 9001:2015 NSAI Certified · HEALTH & SAFETY OHSAS 18001:2007 NSAI Certified

bsi. BIM Verified Design & Construction Data/eDelivery PAS 1192-2

Head Office,
9 Prussia Street,
Dublin 7.
D07 KT57

TEL +353 (0)1 8682000

e: contactus@ocsc.ie
w: www.ocsc.ie

OCSC O'CONNOR | SUTTON | CRONIN Multidisciplinary Consulting Engineers

Dublin | London | Belfast | Galway | Cork | Birmingham

Client: Wicklow County Council
Project: Newtownmountkennedy Riverside Walk

Title: S177 - Riverside Walk
Site Layout Plan
Sheet 02 of 03

Code	Originator	Zone	Level	Type	Role	Number	Status	Revision
W335	OCSC	XX	XX	DR	C	0014	S2	P01

Date: 20.05.22 Scale: 1:250 @ A1 Drn by:RF Chkd by:NMcM Aprvd by:BO'R

LEGEND

SITE BOUNDARY	
PROPOSED CARRIAGEWAY BITUMEN	
PROPOSED CARRIAGEWAY GATEWAY	
PROPOSED FOOTPATH (CONCRETE)	
PROPOSED TACTILE BLISTER BUFF	
PROPOSED BALCONY AND ELEVATED WALKWAY	
PROPOSED WALKWAY	
PROPOSED VERGE	
EXISTING WATERCOURSE	
PROTECTED STRUCTURE	
VIEW IDENTIFIED IN DRAFT COUNTY DEVELOPMENT PLAN	
LIGHT POLE	LP

ELEVATED WALKWAY TO RIVERSIDE WALK

PROPOSED BALCONY AT INTERFACE BETWEEN EXISTING FOOTPATH AND PROPOSED ELEVATED WALKWAY

EXISTING WALL TO BE BROKEN DOWN TO EXISTING FOOTPATH LEVEL.
PROPOSED BALCONY LEVELS TO MATCH EXISTING FOOTPATH LEVELS

VIEW IDENTIFIED IN DRAFT COUNTY DEVELOPMENT PLAN
(NEWTOWNMOUNTKENNEDY TOWN PLAN MAP NO.2)

CIVIC SPACE ON MAIN STREET, SUBJECT TO SEPARATE PLANNING APPLICATION

Layout plan

SCALE= 1:250

ORDNANCE SURVEY OF IRELAND LICENCE NO. CYAL50213875 © GOVERNMENT OF IRELAND

- FOR SETTING OUT REFER TO ARCHITECT'S DRAWINGS.
- THIS DRAWING TO BE READ IN CONJUNCTION WITH ALL OTHER ARCHITECTURAL AND ENGINEERING DRAWINGS AND ALL OTHER RELEVANT DRAWINGS AND SPECIFICATIONS.
- DO NOT SCALE THIS DRAWING. USE FIGURED DIMENSIONS ONLY.
- NO PART OF THIS DOCUMENT MAY BE REPRODUCED OR TRANSMITTED IN ANY FORM OR STORED IN ANY RETRIEVAL SYSTEM OF ANY NATURE WITHOUT THE WRITTEN PERMISSION OF O'CONNOR SUTTON CRONIN AS COPYRIGHT HOLDER EXCEPT AS AGREED FOR USE ON THE PROJECT FOR WHICH THE DOCUMENT WAS ORIGINALLY ISSUED.

Rev No.	Date	Revision Note	Drn by	Chkd by
P01	20.05.22	FIRST ISSUE	RF	NMcM

Rev No.	Date	Revision Note	Drn by	Chkd by

Head Office,
9 Prussia Street,
Dublin 7.
D07 KT57

TEL +353 (0)1 8682000

e: contactus@ocsc.ie
w: www.ocsc.ie

O'CONNOR | SUTTON | CRONIN
Multidisciplinary Consulting Engineers

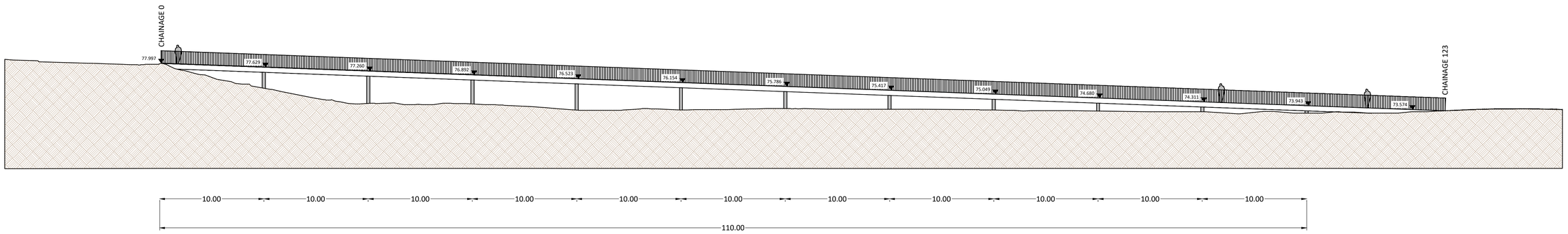
Dublin | London | Belfast | Galway | Cork | Birmingham

Client: Wicklow County Council
Project: Newtownmountkennedy Riverside Walk

Title: S177 - Riverside Walk
Site Layout Plan
Sheet 03 of 03

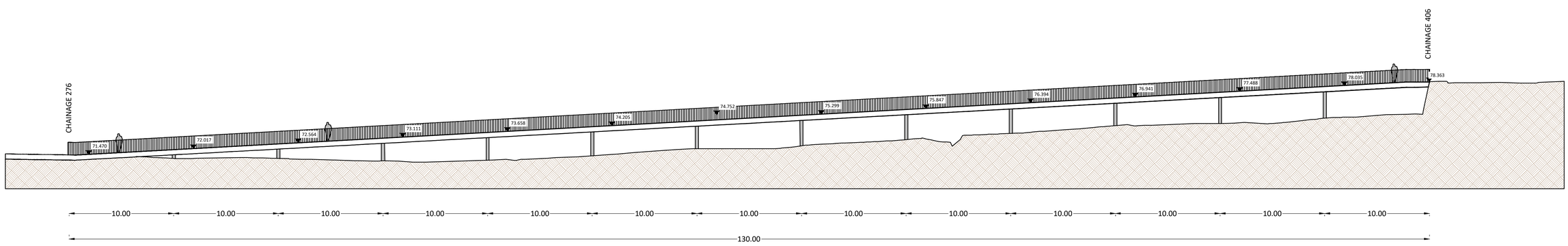
Code	Originator	Zone	Level	Type	Role	Number	Status	Revision
W335	OCSC	XX	XX	DR	C	0015	S2	P01

Date: 20.05.22 Scale: 1:250 @ A1 Drn by:RF Chkd by:NMcM Aprvd by:BO'R



ELEVATED WALKWAY ELEVATION 01

SCALE 1:200



ELEVATED WALKWAY ELEVATION 02

SCALE 1:200

ORDNANCE SURVEY OF IRELAND LICENCE NO. CYAL50213875 © GOVERNMENT OF IRELAND

- FOR SETTING OUT REFER TO ARCHITECT'S DRAWINGS.
- THIS DRAWING TO BE READ IN CONJUNCTION WITH ALL OTHER ARCHITECTURAL AND ENGINEERING DRAWINGS AND ALL OTHER RELEVANT DRAWINGS AND SPECIFICATIONS.
- DO NOT SCALE THIS DRAWING. USE FIGURED DIMENSIONS ONLY.
- NO PART OF THIS DOCUMENT MAY BE REPRODUCED OR TRANSMITTED IN ANY FORM OR STORED IN ANY RETRIEVAL SYSTEM OF ANY NATURE WITHOUT THE WRITTEN PERMISSION OF O'CONNOR SUTTON CRONIN AS COPYRIGHT HOLDER EXCEPT AS AGREED FOR USE ON THE PROJECT FOR WHICH THE DOCUMENT WAS ORIGINALLY ISSUED.

Rev No.	Date	Revision Note	Drn by	Chkd by
P01	20.05.22	FIRST ISSUE	RF	NMcM

Rev No.	Date	Revision Note	Drn by	Chkd by

W I C K L O W
ENDLESS OPPORTUNITIES

ENVIRONMENT NSAI Certified
QUALITY NSAI Certified
HEALTH & SAFETY NSAI Certified
bsi. BIM Verified Design & Construction Capital Delivery PAS 1192-2

Head Office,
9 Prussia Street,
Dublin 7.
D07 KT57

TEL +353 (0)1 8682000

e: contactus@ocsc.ie
w: www.ocsc.ie

OCSC
O'CONNOR | SUTTON | CRONIN
Multidisciplinary Consulting Engineers

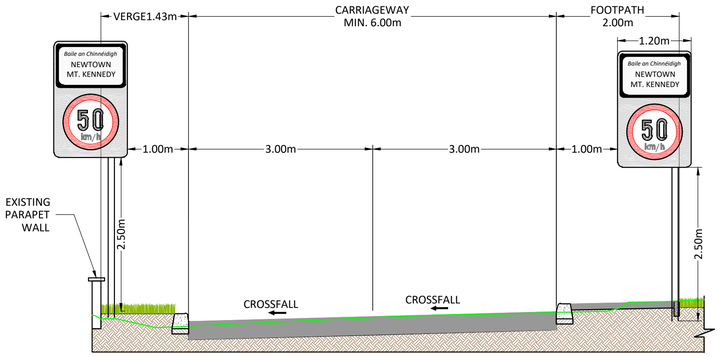
Dublin | London | Belfast | Galway | Cork | Birmingham

Client: Wicklow County Council
Project: Newtownmountkennedy Riverside Walk

Title: S177 - Riverside Walk
Elevated Walkway Elevations

Code	Originator	Zone	Level	Type	Role	Number	Status	Revision
W335	OCSC	XX	XX	DR	C	0016	S2	P01

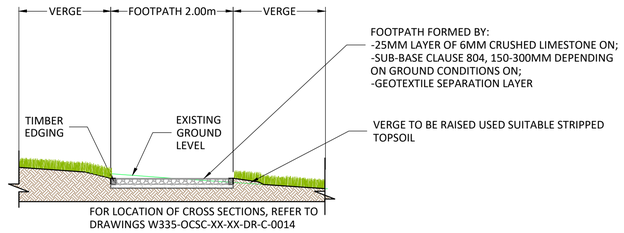
Date: 20.05.22 Scale: 1:250 @ A1 Drn by:RF Chkd by:NMcM Aprvd by:BO'R



FOR LOCATION OF CROSS SECTIONS, REFER TO DRAWINGS W335-OCSC-XX-XX-DR-C-0013

TYPICAL CROSS SECTION A-A

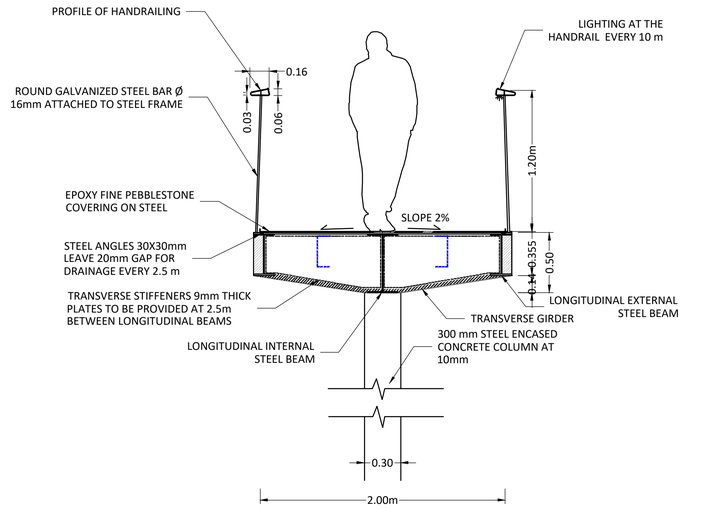
SCALE 1:50



FOR LOCATION OF CROSS SECTIONS, REFER TO DRAWINGS W335-OCSC-XX-XX-DR-C-0014

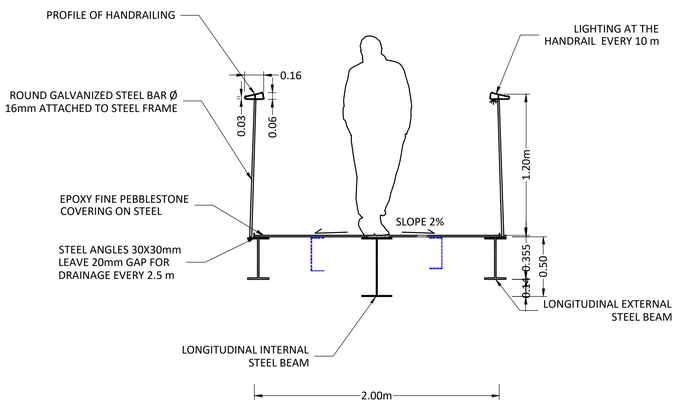
TYPICAL CROSS SECTION B-B

SCALE 1:50



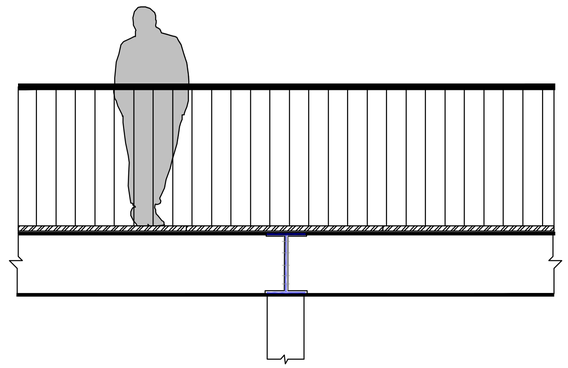
CROSS SECTION C-C AT COLUMN

SCALE 1:25



CROSS SECTION D-D AT MID-SPAN

SCALE 1:25



ELEVATION DETAIL

SCALE 1:25

ORDNANCE SURVEY OF IRELAND LICENCE NO. CYAL50213875 © GOVERNMENT OF IRELAND

- FOR SETTING OUT REFER TO ARCHITECT'S DRAWINGS.
- THIS DRAWING TO BE READ IN CONJUNCTION WITH ALL OTHER ARCHITECTURAL AND ENGINEERING DRAWINGS AND ALL OTHER RELEVANT DRAWINGS AND SPECIFICATIONS.
- DO NOT SCALE THIS DRAWING. USE FIGURED DIMENSIONS ONLY.
- NO PART OF THIS DOCUMENT MAY BE REPRODUCED OR TRANSMITTED IN ANY FORM OR STORED IN ANY RETRIEVAL SYSTEM OF ANY NATURE WITHOUT THE WRITTEN PERMISSION OF O'CONNOR SUTTON CRONIN AS COPYRIGHT HOLDER EXCEPT AS AGREED FOR USE ON THE PROJECT FOR WHICH THE DOCUMENT WAS ORIGINALLY ISSUED.

Rev No.	Date	Revision Note	Drn by	Chkd by
P01	20.05.22	FIRST ISSUE	RF	NMcM

Rev No.	Date	Revision Note	Drn by	Chkd by

WICKLOW
ENDLESS OPPORTUNITIES

ENVIRONMENT ISO 14001:2015 NSAI Certified
QUALITY ISO 9001:2015 NSAI Certified
HEALTH & SAFETY OHSAS 18001:2007 NSAI Certified
bsi. BIM Verified Design & Construction Capital/Delivery PAS 1192-2

Head Office,
9 Prussia Street,
Dublin 7.
D07 KT57

TEL +353 (0)1 8682000

e: contactus@ocsc.ie
w: www.ocsc.ie

OCSC
O'CONNOR | SUTTON | CRONIN
Multidisciplinary Consulting Engineers

Dublin | London | Belfast | Galway | Cork | Birmingham

Client: Wicklow County Council
Project: Newtownmountkennedy Riverside Walk

Title: S177 - Riverside Walk
Typical Cross-sections

Code	Originator	Zone	Level	Type	Role	Number	Status	Revision
W335	OCSC	XX	XX	DR	C	0017	S2	P01

Date: 20.05.22 Scale: 1:250 @ A1 Drn by:RF Chkd by:NMcM Aprvd by:BO'R

NEWTOWNMOUNTKENNEDY TOWN CENTRE REFURBISHMENT PROJECT – RIVERSIDE WALK

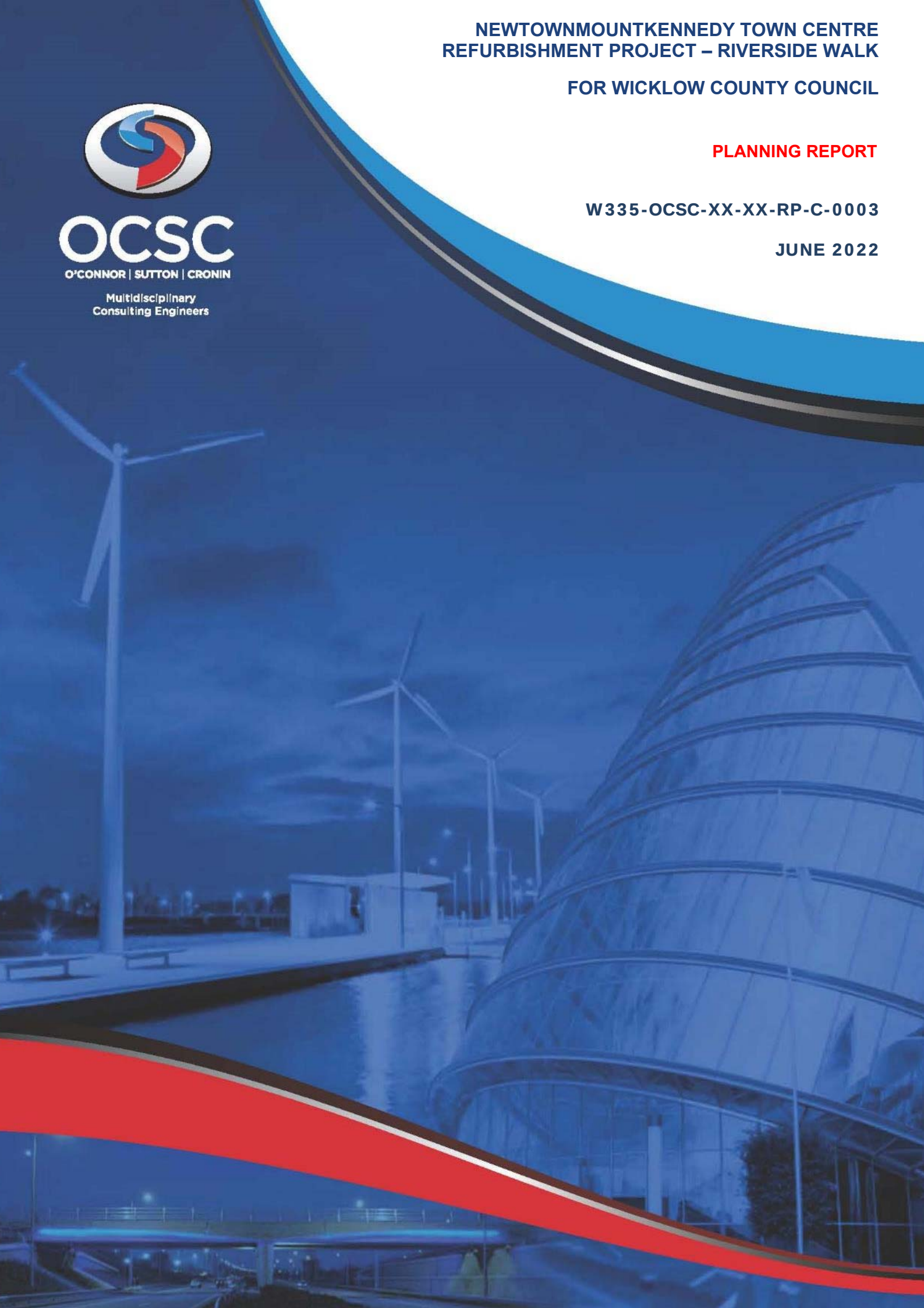
FOR WICKLOW COUNTY COUNCIL

PLANNING REPORT

W335-OCSC-XX-XX-RP-C-0003

JUNE 2022

OCSC
O'CONNOR | SUTTON | CRONIN
Multidisciplinary
Consulting Engineers



NEWTOWNMOUNTKENNEDY TOWN CENTRE REFURBISHMENT PROJECT – RIVERSIDE WALK

FOR WICKLOW COUNTY COUNCIL

PLANNING REPORT

W335-OCSC-XX-XX-RP-C-0003

JUNE 2022

OCSC
O'CONNOR | SUTTON | CRONIN
Multidisciplinary
Consulting Engineers

Newtownmountkennedy Town Centre Refurbishment Project – Riverside Walk

Planning Report

NOTICE

This document has been produced by O'Connor Sutton Cronin & Associates for its client Wicklow County Council. It may not be used for any purpose other than that specified by any other person without the written permission of the authors.

DOCUMENT CONTROL & HISTORY

OCSC Job No.:	Project Code	Originator	Zone Volume	Level	File Type	Role Type	Number	Status / Suitability Code	Revision
W335	W335	OCSC	XX	XX	RP	C	0003	S3	P01

Rev.	Status	Authors	Checked	Authorised	Issue Date
P01	S3	N. McMenamin	B. Heron	B. O'Rourke	23/06/22
Rev	**Suitability Code**	**Author**	**Checker**	**Authorised**	**Issue Date**

NEWTOWNMOUNTKENNEDY TOWN CENTRE REFURBISHMENT PROJECT – RIVERSIDE WALK

PLANNING REPORT

WICKLOW COUNTY COUNCIL

O'CONNOR SUTTON CRONIN & ASSOCIATES

MULTIDISCIPLINARY CONSULTING ENGINEERS

PROJECT NO. W335

CONTENTS

1. INTRODUCTION 1
2. PROJECT DESCRIPTION 2
3. BACKGROUND 3
4. PURPOSE & OBJECTIVE 12
5. COLLISION HISTORY 13
6. CONSTRAINTS 15
7. GEOMETRY & DESIGN STANDARDS 16
8. DRAINAGE 22
9. WATER AND WASTEWATER 24
10. PAVEMENT DESIGN 25
11. SIGNAGE & DELINEATION 29
12. PUBLIC LIGHTING 31
13. FLOOD RISK ASSESSMENT 32

1. INTRODUCTION

O'Connor Sutton Cronin Multidisciplinary Consulting Engineers (OCSC) was commissioned by Wicklow County Council to develop a design for the completion of the Newtownmountkennedy Town Centre Refurbishment Project – Riverside Walk. The Project comprises a new walkway beside the Glendarragh Stream and the Newtownmountkennedy River, and a pedestrian crossing of the R772 Dublin Road.

This Planning Report sets out the objectives, design, and characteristics of the proposed Project.

Great Place To Work. Best Workplaces™ IRELAND 2020

OCSC O'CONNOR | SUTTON | CRONIN Multidisciplinary Consulting Engineers

2. PROJECT DESCRIPTION

The Project comprises a new walkway beside the Glendarragh Stream and the Newtownmountkennedy River, and a pedestrian crossing of the R772 Dublin Road. The route extends from the R772 at Main Street, eastwards beside the Glendarragh Stream as far as the Newtownmountkennedy River and then north as far as the R772 Dublin Road. The sections of the walkway approaching the R772 at both ends will comprise an elevated walkway on structure. Where the walkway is provided at grade, it will comprise a gravel footpath.

The proposed walkway joins the R772 Main Street at a location identified in the Draft County Development Plan as a 'civic space' (Objective NK8 in Draft CDP). The proposed elevated walkway is designed to form a balcony adjacent to the existing footpath on Main Street; it is proposed to remove a section of existing boundary wall between the existing footpath and the proposed balcony.

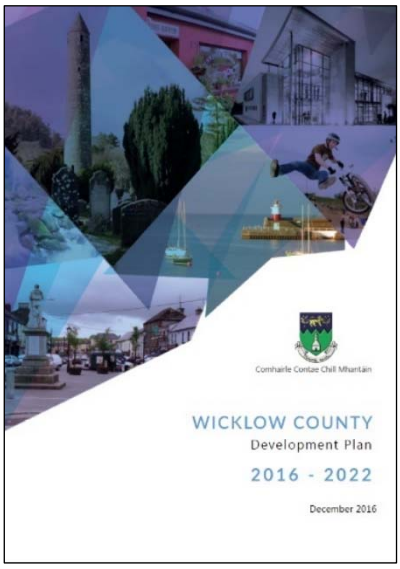
The proposed walkway joins the R772 Dublin Road at the location of a pedestrian entrance to the Newtownmountkennedy Wood. It is proposed to remove a section of existing boundary wall and form a new pedestrian crossing of the R772 to provide a link between the proposed Riverside Walk and the existing paths in Newtownmountkennedy Wood.

Further details of the Project proposals are presented in the accompanying drawings.

Great Place To Work. Best Workplaces™ IRELAND 2020

OCSC O'CONNOR | SUTTON | CRONIN Multidisciplinary Consulting Engineers

3. BACKGROUND



The Wicklow County Development Plan 2016-2022 (CDP), Appendix 8 Green Infrastructure Development Plan Strategy, sets out Specific Green Infrastructure Objectives, including:

"5: 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, Natura 2000 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 Natura 2000 sites.

"6: To identify and facilitate the provision of linkages along and between 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 and wildlife corridors where feasible and ensuring that there is no adverse impact (directly, indirectly or cumulatively) on the conservation objectives of Natura 2000 sites."

Objective T29 of the CDP:

"To support the development of new and existing walking, cycling and driving routes / trails, including facilities ancillary to trails (such as sign posting and car parks) and the development of linkages between trails in Wicklow and adjoining counties…"

Objective T34 of the CDP:

"To promote and encourage the recreational use of coastline, rivers and lakes and the development of 'blueways'4 in the County subject to normal environmental protection and management criteria. Where such recreational uses involve the development of structures or facilities, the Planning Authority will ensure that the proposals will respect the natural amenity and character of the area, listed views and prospects onto and from the area in question. Where possible, such structures should be set back an appropriate distance from the actual amenity itself and should not adversely affect the unique sustainable quality of these resources."

Great Place To Work. Best Workplaces™ IRELAND 2020
OCSC O'CONNOR | SUTTON | CRONIN Multidisciplinary Consulting Engineers

Objective TR13 of the CDP:

"To facilitate the development of a cycling and walking amenity routes throughout the County."

The route of the proposed Riverside Walk is identified in the 2008 Newtownmountkennedy Local Area Plan (LAP) – see *Figure 1*.

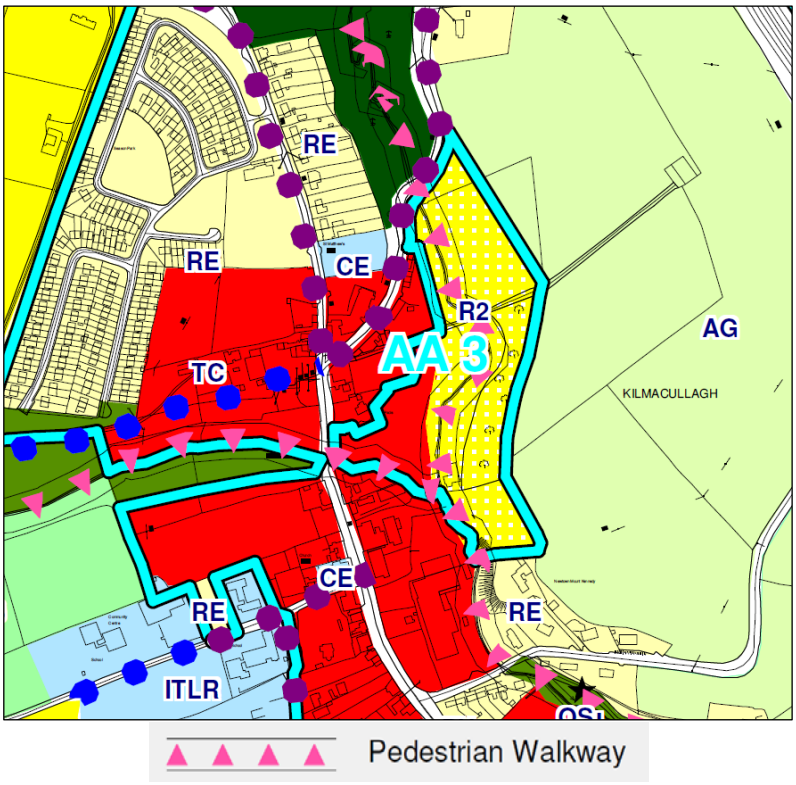


Figure 1: Extract from Newtownmountkennedy LAP Map1. The proposed Riverside Walk comprises part of the identified "Pedestrian Walkway"

The route of the proposed Riverside Walk is through an area identified in the LAP as Action Area 3. The LAP includes the following objectives:

"A linear riverine park, which shall be open to the public, shall be provided in Action Area 3
"The Council will encourage and facilitate the linking of the existing amenity walk in the Coillte forest at Season Park to the new riverine park in AA3 and from there onto the river valley to the south of the Kilcoole Road (as shown on Map 1 – pink line)"

Great Place To Work. Best Workplaces™ IRELAND 2020
OCSC O'CONNOR | SUTTON | CRONIN Multidisciplinary Consulting Engineers

The Draft Wicklow County Development Plan 2022-2028 (Draft CDP) Core Strategy (Chapter 3) identifies Newtownmountkennedy as one of five 'Self-Sustaining Towns', which are described as towns that "*require targeted 'catch up' investment to become more self-sustaining*".

The Self-Sustaining Town Plans (Draft CDP Volume 2, Part 1) states that Self-Sustaining Towns "*require contained growth, focusing on driving investment in services, employment growth and infrastructure whilst balancing housing delivery*". The vision for Newtownmountkennedy described in the Draft CDP includes:

- *"To ensure a high-quality living environment for existing and future residents;*
- *Sustain a revitalised town centre with commercial, residential and community developments being consolidated and promoted within this area;*
- *Create increased connectivity between a revitalised town core and the existing and proposed residential areas within the town;*
- *Develop the tourism potential of the area as a visitor / tourist destination in itself and in its role as a 'gateway' to surrounding attractions such as Wicklow Mountains, the Vartry Reservoir and Druids Glen Resort;*
- *Facilitate and encourage the development of the local forests and rivers as a key tourism and recreation asset;*
- *Protect the built and natural heritage of the area;*
- *Facilitate a transition to a low carbon settlement."*

The Self-Sustaining Town Plans (Draft CDP Volume 2, Part 1) states:

> *"Good quality public realm can provide the venue for multiple activities, including commercial, recreational, educational and of course, fun and enjoyment for residents and visitors alike.*
>
> *"The road improvement schemes which were carried out previously regularised car parking along the main street and focused on the convenience of car users rather than visually improving the public realm or enhancing the safety or convenience of pedestrians and cyclists. As a result, the town centre is somewhat dominated by parked cars, available road space is not suitably shared between users (i.e. the on street car parking spaces occupy space that could be alternatively used for cycle lanes and / or wider footpaths) and adequate visibility / sightlines are not available particularly at junctions.*

Great Place To Work. Best Workplaces IRELAND 2020
OCSC O'CONNOR | SUTTON | CRONIN Multidisciplinary Consulting Engineers

"Further development of the public realm of Newtownmountkennedy would contribute to the quality of life of those living and visiting the town would include, the improved appearance of the streetscape, landmark buildings and appearance of principal junctions / gateways; building frontages, in particular materials, colours and shop fronts, the introduction of urban open space and parks, improved footpaths, lighting, seating and other street 'furniture'."

Objective NK8 of the Draft CDP aims to deliver:

- *"the provision of mechanisms to slow traffic through this area [Main Street];*
- *alterations to the layout of the road carriageway and on-street car parking to allow for the provision of new or improved pedestrian and cycling facilities and additional pedestrian crossing points;*
- *the creation of new civic spaces at suitable locations and in particular at the existing plaza at the Parkview Hotel;*
- *improved hard and soft landscaping and tree planting, lighting, seating and other street 'furniture';*
- *the improvement of safety and appearance of key junctions, for example at the entrance to the car park at Dunnes Stores, the Roundwood Road junction at the Church leading up to the schools and the junction at the Woodstock Road;*
- *the provision of improved facilities for public transport providers and users, including improved access to bus stops (particularly crossing points for passengers), shelters, covered bicycle parking, information points with maps, routes, timetables, real-time information and designated taxi ranks at/near the bus stops on Main Street;*
- *The provision of bicycle parking and electric car charging points."*

Objective NK9 of the Draft CDP aims to:

"avail of opportunities to remove public on-street car-parking on the Main Street, subject to due consideration of the commercial needs of Main Street, including loading parking".

Objective NK10 of the Draft CDP aims to:

"support opportunities to create better linkages between the Main Street, the river and nearby forests".

The Self-Sustaining Town Plans (Draft CDP Volume 2, Part 1) states:

"With respect to transportation and movement, one of the key issues arising in Newtownmountkennedy relates to the vehicular dominance of the main street, and its alignment / design which allows for high

Great Place To Work. Best Workplaces™ IRELAND 2020
OCSC O'CONNOR | SUTTON | CRONIN Multidisciplinary Consulting Engineers

speeds thereon, which is diminishing safety for pedestrians / cyclist and the overall experience and function of the town centre. In addition, on-street car-parking is available along the length of the main street which is attractive to users due to ease of access and abundance, but which clutters the town and makes it hard to merge from properties along the main street and in particular from the car park at Dunnes Stores. It also makes it very dangerous for pedestrians crossing the street as they are crossing behind parked cars making it harder for drivers to see them. Clearly, there is a need to review and possibly redesign the parking along the main street.

"It is key goal during the lifetime of this plan to see significant improvements in this area, to reduce car speeds, enhance pedestrian and cycling safety, eliminate on-street car-parking where necessary and overall to improve the public realm."

"Footpaths are provided within the settlement and they link the north of the town at Garden Village to the southern section of the town at Newcastle Hospital. The majority of the footpaths however tend to be narrow in nature and not suitable for those with limited mobility. In addition, there are limited cycling lanes in the town; it is objective of this plan to facilitate and support projects to improve pedestrian and cycling infrastructure and support a modal shift to these more sustainable active modes for local journeys and / or to connect with public transport options."

Objective NK15 of the Draft CDP aims to:

"improve existing or provide new footpaths and cycleways on existing public roads, as funding allows, and to facilitate the development of a cycling and walking amenity routes throughout the town in accordance with the NTA's "Permeability Best Practice Guide" and National Cycle Manual including foot and cycleways off road (e.g. through open spaces, along established rights-of-way etc), in order to achieve the most direct route to the principal destination (be that town centre, schools, community facilities or transport nodes), while ensuring that personal safety, particularly at night time, is of the utmost priority.

"In particular, to improve existing and provide new footpaths and cycleways (as funding allows) at the following locations and ensure developments along these routes are so designed as to provide for the delivery of required improvements:

- *"Along the R772 from Garden Village to Newcastle Hospital*
- *"Along regional road R765 from St. Joseph's Church to the Moneycarrroll link road and local road L5048 in order to provide safe routes to existing primary schools…"*

Great Place To Work. Best Workplaces™ IRELAND 2020
OCSC O'CONNOR | SUTTON | CRONIN Multidisciplinary Consulting Engineers

Objective NK16 of the Draft CDP aims to:

"maintain / upgrade and provide new regional and local routes as may be necessary, in accordance with the Principles of Road Development as set out in Section 5.8.3 of the NTA Transport Strategy with overall objective to:"

- *"Enhance pedestrian and cycle safety through the provision of safer road junctions, improved pedestrian crossing facilities and the incorporation of appropriate cycle measures including signalised crossings where necessary;*
- *"Address localised traffic delay locations, in cases where the primary reason for intervention is to address safety or public transport issues at such locations;*
- *"Implement various junction improvements and local reconfigurations on the regional and local road network."*

Objective NK18 of the Draft CDP aims to:

"improve the public realm of the town centre of Newtownmountkennedy in order to deliver a high level of priority and permeability for all modes of transport in order to create accessible, attractive, vibrant and safe places to work, live, shop and engage in all areas of community life."

Objective NK23 of the Draft CDP aims to:

"promote the development of a series of open spaces and recreational areas linked by green corridors in the Newtownmountkennedy area as follows:"

- *"Glendarragh Stream (east): Along both banks of this watercourse from the Main Street (R772) to its meeting with the Newtownmountkennedy River on the grounds of Valle Pacis. It is an objective to secure the development of a riverine park on these lands – the old Mill is located in this area which shall be protected and enhanced in the delivery of any park in this area.*
- *"Newtownmountkennedy River (north): Along both banks of this watercourse from the forest, across the R772, continuing as far as the Woodstock Road; it is an objective of this plan to provide for a new 'gateway' and pedestrian crossing feature on the R772 to allow for safe passage between the two parts of this green route;…"*

Great Place To Work. Best Workplaces™ IRELAND 2020
OCSC O'CONNOR | SUTTON | CRONIN Multidisciplinary Consulting Engineers

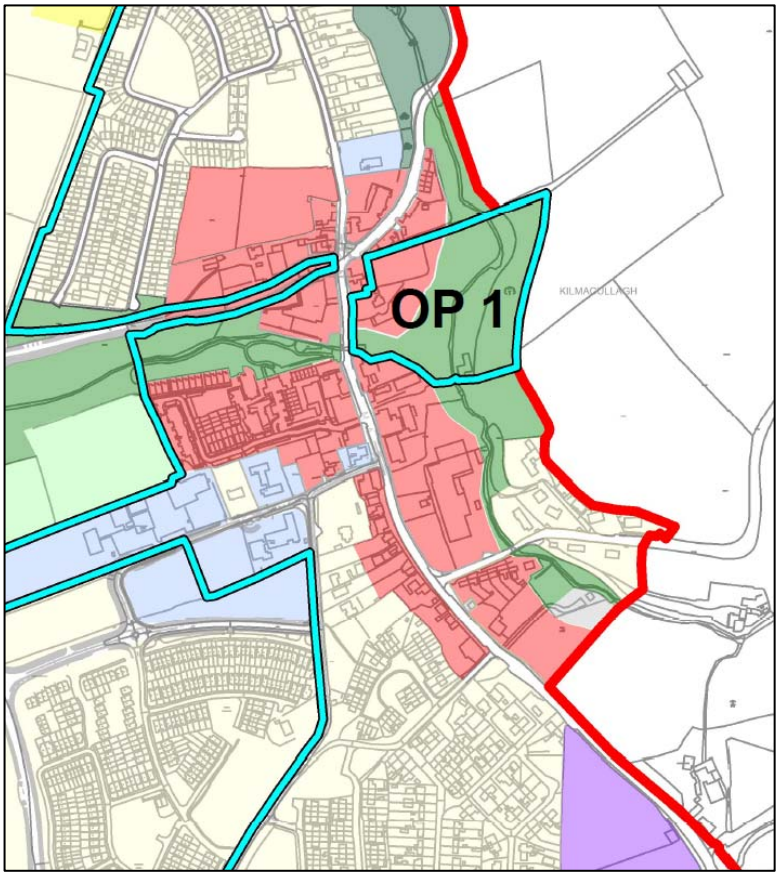


Figure 2: Extract from Draft Wicklow County Development Plan 2022-2028, Newtownmountkennedy Town Plan, Map No.1 Land Use Zoning Objectives

Map No.2 of the Newtownmountkennedy Town Plan (Draft CDP Volume 2, Part 1) identifies a number of protected structures within the plan area, ten of which are adjacent to the proposed public realm improvements. The Map also identifies one View at the location of the proposed civic space – see *Figure 3*.

Great Place To Work. Best Workplaces™ IRELAND 2020

OCSC O'CONNOR | SUTTON | CRONIN Multidisciplinary Consulting Engineers

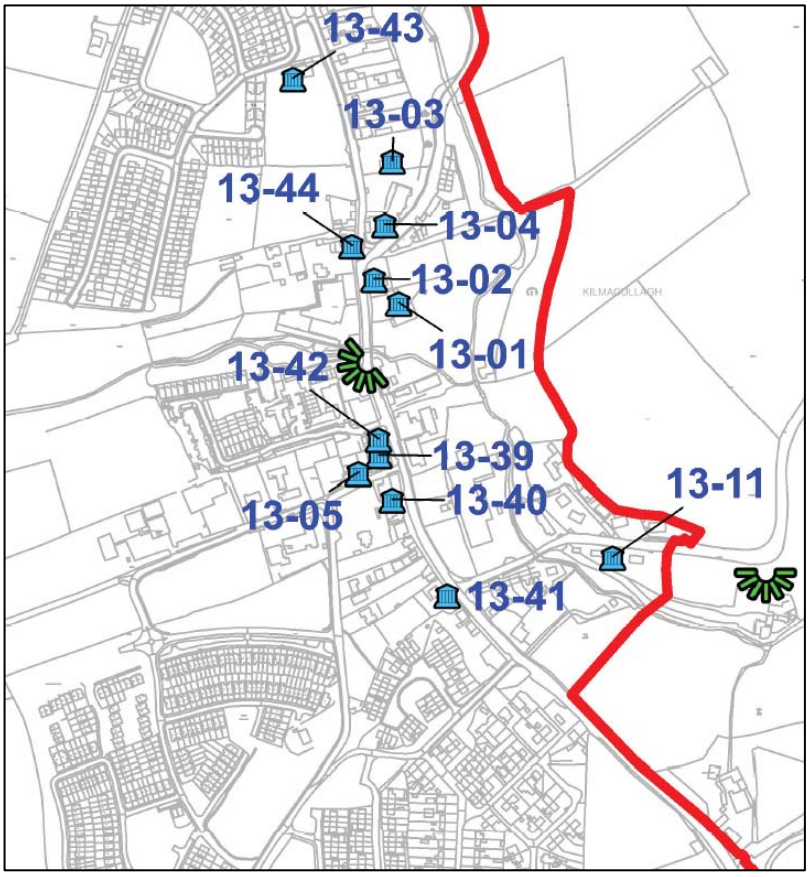


Figure 3: Extract from Draft Wicklow County Development Plan 2022-2028, Newtownmountkennedy Town Plan, Map No.2 Heritage Objectives

The Draft CDP Town & Village Centres Placemaking & Regeneration (Chapter 5) references the Framework for Town centre Renewal (Retail Consultation Forum), which recognises eleven key attributes for successful town centres. The Draft CDP identifies that:

> *"The two attributes which are of particular importance in terms of planning and the built environment are 'Place Making Strategy' and 'Visual Appearance Strategy'… The visual appearance of a town has an immediate impact on the perception of a town. Interventions in the public realm can have a transformative effect and act as a catalyst for regeneration and future improvements."*

The Draft CDP Town & Village Centres Placemaking & Regeneration (Chapter 5) states:

> *"It is increasingly recognised that investing in quality public spaces and the public realm generates tangible benefits including stimulating economic growth. High quality public realm generates confidence and makes an area attractive to potential investors and visitors. Measures to improve the public realm include harmonising signage and reducing overall visual clutter by adopting a consistent approach in terms of street furniture, lighting, paving etc. Other measures include planting,*

Great Place To Work. Best Workplaces IRELAND 2020
OCSC O'CONNOR | SUTTON | CRONIN Multidisciplinary Consulting Engineers

landscaping, boundary treatments, painting buildings, clean and safe streets, undergrounding of wires and accessible footpaths."

The Draft CDP Town & Village Centres Placemaking & Regeneration (Chapter 5) identifies Town and Village Regeneration & Rejuvenation Priorities, which for Newtownmountkennedy comprises:

"Placemaking project for Newtownmountkennedy that will address the need to deliver catch-up facilities and regeneration of the town centre. The project includes provision of a new community centre and sports facilities, public realm improvements, and improvements in permeability. Extension of the existing riverine park into lands to the east of the main street, via a shared main street plaza, with green connections to other watercourses and recreational lands such as the Coillte forest to the north of the town."

Objective CPO5.7 of the Draft CDP aims to:

"identify and pursue transformational regeneration and renewal proposals and public realm initiatives that revitalise town and villages centres, encourage more people to live in town and village centres, facilitate and incentivise new economic activity and provide for enhanced recreational spaces."

Objective CPO5.16 of the Draft CDP aims to:

"actively pursue and implement environmental and public realm improvements and provision of amenities that create more attractive places and encourage healthier lifestyles for all ages and abilities."

Objective CPO5.19 of the Draft CDP aims to:

"implement environmental and public realm improvements in town and village centres to a high standard and finish."

Objective CPO5.23 of the Draft CDP aims to:

"require that new town centre development particularly public realm improvement works incorporates the principles of universal design to create an environment that is accessible, usable, convenient and a pleasure to use for all users."

Great Place To Work. Best Workplaces™ IRELAND 2020

OCSC O'CONNOR | SUTTON | CRONIN Multidisciplinary Consulting Engineers

4. PURPOSE & OBJECTIVE

As described in Section 3 earlier, the need for the Project has been identified in the County Development Plan, the Local Area Plan and the Draft County Development Plan.

The overall purpose of the Project is to enhance the public realm, with amenities that are complimentary to the overall vision for Newtownmountkennedy town centre and enhance safe access to and from the town centre, through estate linkages and safe walk/cycle ways.

The Project will provide:

- improved and safer transport and pedestrian facilities for all users.
- off road foot and cycle way, while ensuring that personal safety is the utmost priority.
- a recreational amenity that promotes and encourages healthy living and wellness through walking and cycling.

Great Place To Work. Best Workplaces™ IRELAND 2020

OCSC O'CONNOR | SUTTON | CRONIN Multidisciplinary Consulting Engineers

5. COLLISION HISTORY

OCSC interrogated the Road Safety Authority (RSA) website https://www.rsa.ie/road-safety/statistics/collisions in order to ascertain the number, location, date, and severity of collisions recorded in the area in recent years. The site provides details of all accidents by year between 2005 and 2016 (latest available statistics). Collisions/accidents are categorised by severity i.e. fatal, serious, and minor. The statistics also identify what the collision type was i.e. vehicle only, pedestrian, cyclist/motorcyclist etc. *Figure 4* shows an extract from the dataset for the Project environs.

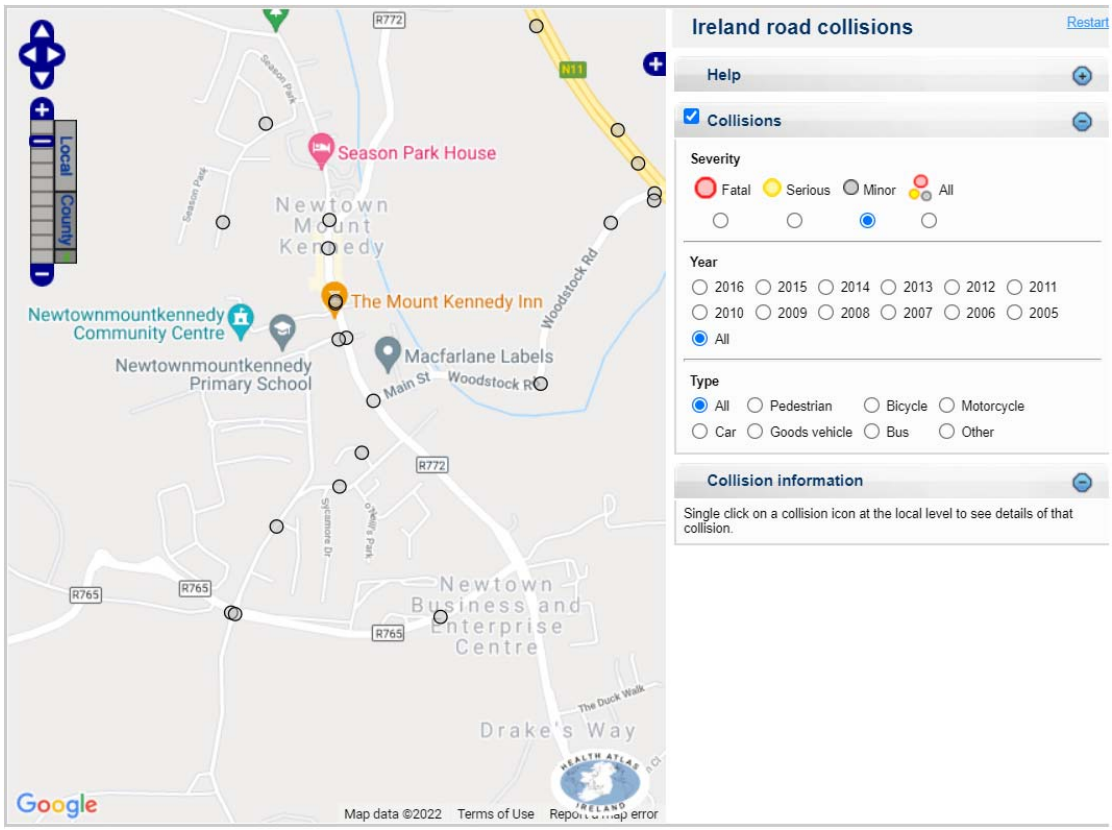


Figure 4: Extract RSA Collision Data

OCSC collated the raw collision data into a table in order to assist in the assessment of same. This is shown in Table 1 over. The table summarises only those recorded accidents which took place along the existing R772 within the extents of the Project.

RSA Collision History				
Year	**Fatal**	**Serious**	**Minor**	**Total**
2005	0	0	0	0
2006	0	0	0	0
2007	0	0	0	0
2008	0	0	0	0
2009	0	0	0	0
2010	0	0	0	0
2011	0	0	0	0
2012	0	0	0	0
2013	0	0	0	0
2014	0	0	0	0
2015	0	0	0	0
2016	0	0	0	0
Total	**0**	**0**	**0**	**0**

Table 1: RSA Collision Data Project Study Area

The dataset shows zero accidents within the site extents of the Project.

The Project includes a new pedestrian crossing of the R772 Dublin Road. To the north and south of the pedestrian crossing, there will be minor alteration of the carriageway to regularise carriageway width and alignment on approach to the crossing to ensure compliance with the Design Manual for Urban Roads and Streets (DMURS).

Great Place To Work. Best Workplaces™ IRELAND 2020

OCSC O'CONNOR | SUTTON | CRONIN Multidisciplinary Consulting Engineers

6. CONSTRAINTS

The following constraints were considered in the preliminary design process:

- Available Mapping & Photography;
- Extents of Study Area;
- Land Ownership;
- Granted & Pending Planning Permissions;
- Archaeology;
- Ecology;
- Topography;
- Soils & Geology;
- Site Investigation;
- Traffic;
- Flood risk management and drainage.

In addition to the above headline items, regard was had to the existing built environment along with various objectives of the Wicklow Draft County Development Plan 2022-2028.

Great Place To Work. Best Workplaces™ IRELAND 2020

OCSC O'CONNOR | SUTTON | CRONIN Multidisciplinary Consulting Engineers

7. GEOMETRY & DESIGN STANDARDS

Design Standards

The Project is located within the urban area of Newtownmountkennedy. The Project has been designed to urban standards in accordance with the *Design Manual for Urban Roads and Streets* (DMURS), published by the Department of Transport, Tourism and Sport and the Department of Environment, Community and Local Government in 2013. To manage the change in road environment on approach to the town centre, reference is made to Transport Infrastructure Ireland's *The Treatment of Transition Zones to Towns and Villages on National Roads* (DN-GEO-03084). The current speed limit along the R772 is 50 kph and the proposed speed limit along the Project is taken herein as being the same.

The design philosophy adopted for the Project applies a balanced and integrated approach to street design by applying, as far as possible, the four design principles of DMURS i.e. connected networks; multi-functional streets; pedestrian focus; and multidisciplinary approach. Where DMURS contains insufficient design guidance, alternative guidance documents are used, e.g. for drainage design, the Greater Dublin Strategic Drainage Strategy has been used as the standard.

Gradient

With reference to DMURS Section 4.4.6, the gradient of the proposed Riverside Walk will have a maximum gradient of 5%. On the R772 Dublin Road, where it is proposed to regularise the alignment of the existing road, gradients will match existing road gradients.

Road Classification

On the R772 Dublin Road, where it is proposed to regularise the alignment of the existing road, the road will be designed as an Arterial Street. The route will serve as a public transport route, cater for private vehicular traffic, and will include facilities for pedestrians. The road within the scope of the Project is therefore being classified in accordance with Table 3.1 of DMURS as an Arterial Street. Table 3.1 of DMURS is reproduced in Table 2.

Great Place To Work. Best Workplaces™ IRELAND 2020
OCSC O'CONNOR | SUTTON | CRONIN Multidisciplinary Consulting Engineers

DMURS Description	Roads Act/TII DMRB	Traffic Management Guidelines	National Cycle Manual
Arterial	National	Primary Distributor Roads	Distributor
Link	Regional[1]	District Distributor Local Collector[1&2]	Local Collector
Local	Local	Access	Access

Notes:

Note 1: Larger Regional/District Distributors may fall into the category of *Arterial* where they are the main links between major centres (i.e. towns) or have an orbital function.

Note 2: Local Distributors may fall into the category of *Local* street where they are relatively short in length and simply link a neighbourhood to the broader street network.

Table 2: DMURS Table 3.1, Terminology

Within the scope of the Project, the R772 includes Rural Fringe and Transition sections, as described by Transport Infrastructure Ireland's *The Treatment of Transition Zones to Towns and Villages on National Roads* (DN-GEO-03084). This will inform the provision of a 'Gateway' at the interface of Rural Fringe and Transition and also the selection of appropriate carriageway and footpath widths.

Road Design Speed

The road within the Project extents will have a Speed Limit of 50 kph. The Design Speed for the proposed works are derived from Table 4.1 of DMURS which is reproduced in *Table 3* below.

Pedestrian Priority Vehicle Priority

Function	Centre	Neighbourhood	Suburban	Business/ Industrial	Rural
Arterial	30-40 kph	40-50 kph	40-50 kph	50-60 kph	60-80 kph
Link	30 kph	30-50 kph	30-50 kph	50-60 kph	60-80 kph
Local	10-30 kph	10-30 kph	10-30 kph	30-50 kph	60 kph

Context

Table 3: DMURS Table 4.1, Design Speed

Great Place To Work. Best Workplaces™ IRELAND 2020

OCSC O'CONNOR | SUTTON | CRONIN Multidisciplinary Consulting Engineers

Riverside Walk Cross Section

The width of the River Side Walk is determined by reference to DMURS Section 4.3.1 and Figure 4.55 which is reproduced in *Figure 6* later. DMURS describes a minimum footpath width of 1.8m as allowing "the minimum space for two people to pass comfortably; areas of low pedestrian activity". It is proposed to provide the Riverside Walk with a minimum width of 2.0m.

Road Cross Section

With reference to DMURS Section 4.4.1, the carriageway lane widths for the R772 Dublin Road, where it is proposed to regularise the alignment of the existing road, were selected from Figure 4.55 of DMURS, which is reproduced in Figure 5 over, for standard carriageway widths for Arterial Streets. The proposed carriageway width will be 6.0m.

Great Place To Work. Best Workplaces™ IRELAND 2020

OCSC O'CONNOR | SUTTON | CRONIN Multidisciplinary Consulting Engineers

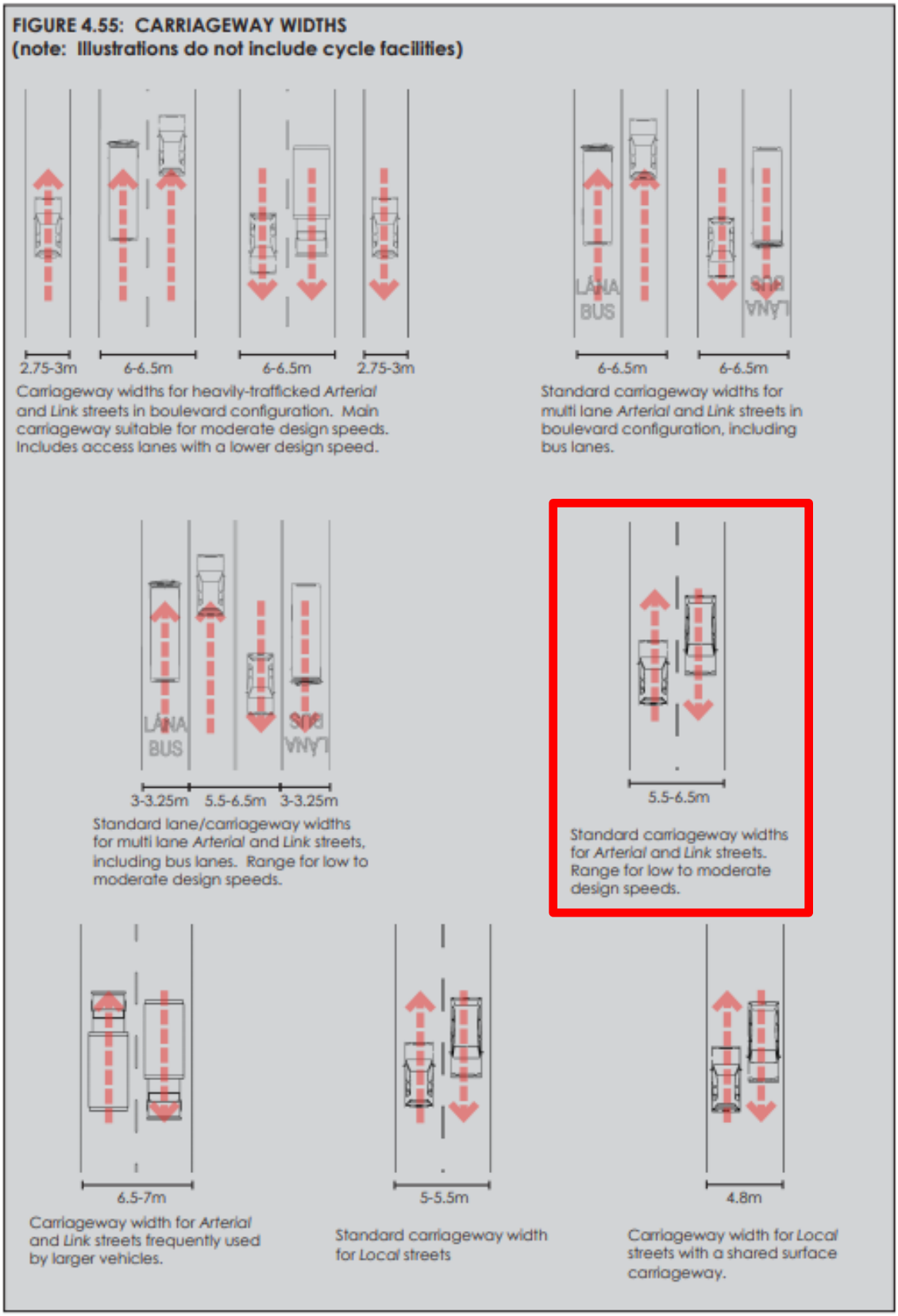


Figure 5: DMURS Carriageway Widths

Great Place To Work. Best Workplaces™ IRELAND 2020

OCSC O'CONNOR | SUTTON | CRONIN Multidisciplinary Consulting Engineers

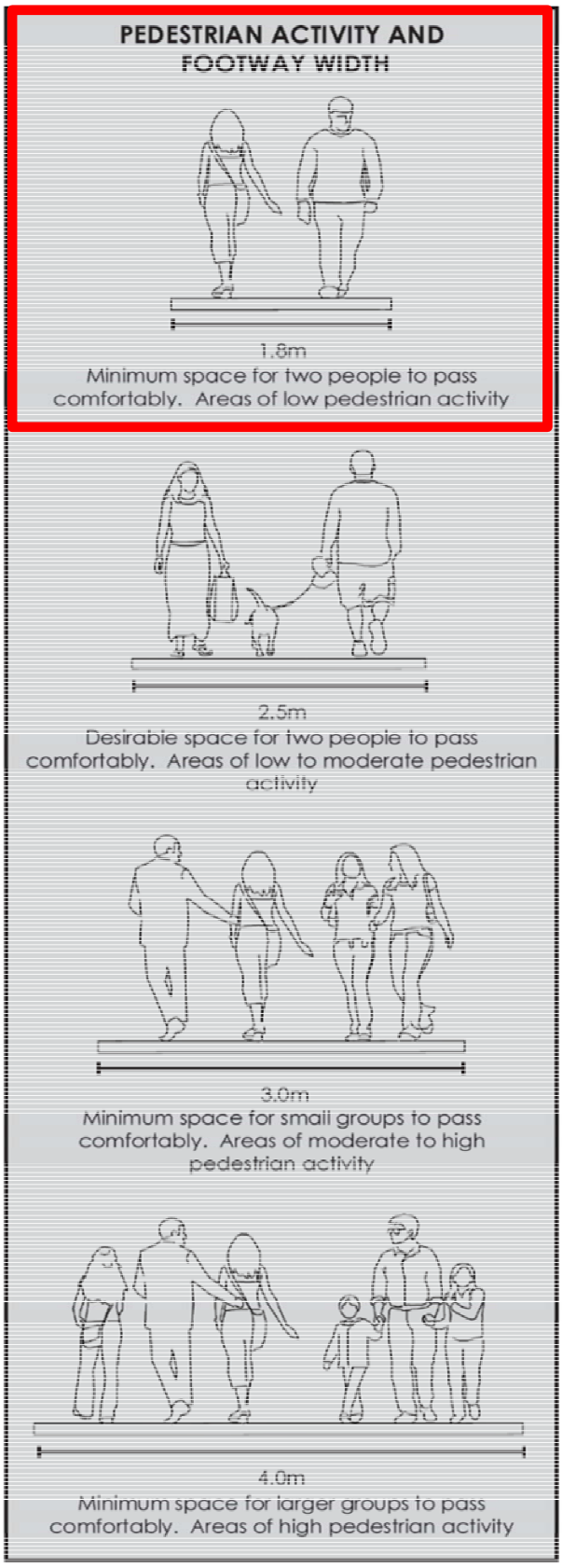


Figure 6: DMURS Footpath Widths

Great Place To Work. Best Workplaces™ IRELAND 2020

OCSC O'CONNOR | SUTTON | CRONIN Multidisciplinary Consulting Engineers

Principle Geometric Parameters

The principal geometrics for the proposed Project are set out below in Table 4.

Design Heading	Design Element	Requirement	Standards Ref.
Road Type	Road Type	Arterial Street	Table 3.1 DMURS/ NRA TD 9/07
	Design Standard	Urban	DMURS
Design Speed	Mandatory Speed Limit	50 kph	Table 4.1 DMURS
	Design Speed	50 kph	Table 4.1 DMURS
Sight Distance	Stopping Sight Distance	45 m	Table 4.2 DMURS
	Stopping Sight Distance on Bus Route	49 m	Table 4.2 DMURS
Horizontal Alignment	Road Camber	2.5%	DMURS 4.4.6
	Superelevation	2.5%	DMURS 4.4.6
	Min. R (no s/e)	104m	Table 4.3 DMURS
	Des. Min. R	82m	Table 4.3 DMURS
	1-step below Des. Min. R	56m	Table 4.3 DMURS
Vertical Alignment	Des. Min. K Crest	4.7	Table 4.3 DMURS
	Des. Min. K Sag	6.4	Table 4.3 DMURS
	1-step Below Des. Min. K	4.1	Table 4.3 DMURS
	Des. Max. Gradient	5%	DMURS 4.4.6
	Max. Gradient with Relaxation	8.3%	DMURS 4.4.6
	Min. Gradient	0.5%	DMURS 4.4.6
Cross-Section & Headroom	Cross-Section	3.00m traffic lane width	DMURS 4.4.1
		3.0m/2.5m footpath	DMURS 4.4.1
Junctions	Arterial Street	Signalised: Yes	DMURS 4.4.3

Table 4: Principle Geometric Parameters

Great Place To Work. Best Workplaces IRELAND 2020
OCSC O'CONNOR | SUTTON | CRONIN Multidisciplinary Consulting Engineers

8. DRAINAGE

Design Guidelines Overview

The development is required to adhere to Local Authority requirements i.e. the Wicklow County Development Plan 2016-2022 and the Greater Dublin Strategic Drainage Study (GDSDS).

Existing Site Drainage

The Newtownmountkennedy River flows generally from north to south in the vicinity of the Project area. At the northern end of the Project area, the R772 Dublin Road crosses over the Newtownmountkennedy River, while the R772 Main Street runs roughly parallel with the River. A second watercourse, known as the Glendarragh Stream flows generally from west to east and joins the Newtownmountkennedy River in the grounds of Valle Pacis. Main Street crosses over the Glendarragh Stream at the location where the proposed Riverside Walk joins Main Street. There are existing surface water drains discharging to the Newtownmountkennedy River and the Glendarragh Stream.

Where it is proposed to regularise the alignment of the existing road, the R772 Dublin Road currently sheds surface water directly to the Newtownmountkennedy River via outlets in the parapet wall. The route of the proposed Riverside Walk is currently in agricultural use or private open space; the surface is generally grassed and sheds excess surface water to the adjacent Newtownmountkennedy River and Glendarragh Stream.

Proposed Drainage Strategy

With consideration of the narrow cross sectional width and the permeable nature of the pathway, the proposed Riverside Walk will be drained over-the-edge to the existing grassed area adjacent, maintaining the existing drainage path to the adjacent Newtownmountkennedy River and Glendarragh Stream.

Great Place To Work. Best Workplaces™ IRELAND 2020
OCSC O'CONNOR | SUTTON | CRONIN Multidisciplinary Consulting Engineers

Where it is proposed to regularise the alignment of the existing road, surface water runoff from the R772 Dublin Road will be collected in road gullies. All road gullies will be trapped, to help prevent sediment and gross pollutants from entering the surface water network, thus improving the water quality discharging from site. The grated covers are to have a minimum load classification of D400, for frequent vehicular traffic, and shall be lockable – see Figure 7. Existing outfall locations will be retained.

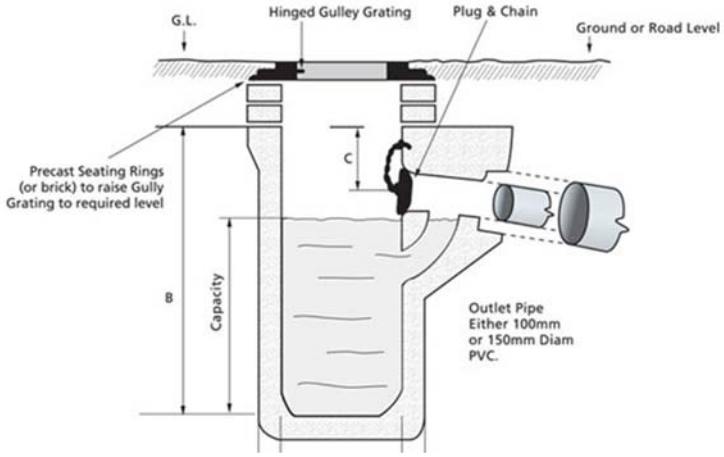


Figure 7: Trapped Road Gully (Typical Detail)

Parameter	Value
Annual Average Rainfall (AAR) Value	1045mm
Rainfall M5-60 Value	19.70mm
Rainfall M5-2D Value	73.5mm
Climate Change Allowance	+20%
Jenkinson's r	0.268
Impermeability Factor for paved areas	1.0
Time of Entry	4 minutes
Smallest pipe diameter to use for carriageway drainage	150mm
Roughness Coefficient	0.6
Minimum permissible velocity (self-cleansing velocity)	1.0 m/s
Maximum velocity	2.99 m/s
Minimum cover to pipes (unprotected)	1200mm
Pipe Levels	Soffit-to-Soffit
Return Period for no surcharge	5 years
Return Period for no flooding	100 years

Table 5: Summary of Drainage Design Parameters

Great Place To Work. Best Workplaces IRELAND 2020
OCSC O'CONNOR | SUTTON | CRONIN Multidisciplinary Consulting Engineers

9. WATER AND WASTEWATER

There is no proposal for new water appliances requiring a connection to public mains water or wastewater infrastructure.

Great Place To Work. Best Workplaces™ IRELAND 2020

OCSC O'CONNOR | SUTTON | CRONIN Multidisciplinary Consulting Engineers

10. PAVEMENT DESIGN

General

The pavement design will be prepared in accordance with TII/NRA Addendum to HD 24/06. This Addendum amends Standard HD24/06 – Pavement Design and Maintenance: Traffic Assessment of the DMRB. The preliminary design of capping layer, sub-base and pavement layers follow the requirements of TII/NRA HD 25-26/10 – Pavement and Foundation Design. The pavement materials to be used will further be in accordance the requirements of Series 700 to 1000 inclusive of the TII/NRA Specification for Road Works contained within Volume 1 of the Manual of Contract Documents for Road Works.

The design recommendations for the foundation layers of 'capping' and sub-base are given in the design standard TII/NRA HD 25-26/10 and are based on the strength of the sub- grade, measured as its 'CBR' value. Capping is used to improve weak sub-grade material. Where deemed necessary and within the detailed design phase of the project, it may be proposed to use a capping layer using granular material conforming to Series 600 of the TII/NRA Specification for Road Works. The thickness of same will be as required by the above standard as appropriate to the CBR value of the sub-grade and selected pavement type.

Pavement Typology

Given the relatively short length of carriageway involved, and that the noise characteristics of concrete pavements would be inappropriate in the surrounding environment, the use of a concrete pavement option for the Project is discounted.

Traffic Growth Rates & Expansion Factors

Traffic growth will be applied based on PAG Unit 5.3 – Travel Demand Projections (October 2021) guidelines which set out a standard approach to traffic growth rates as shown in Figure 8 over. The growth rates in Table 6.2 (Link-Based Growth Rates: County Annual Growth Rates) can be applied.

Great Place To Work. Best Workplaces IRELAND 2020
OCSC O'CONNOR | SUTTON | CRONIN Multidisciplinary Consulting Engineers

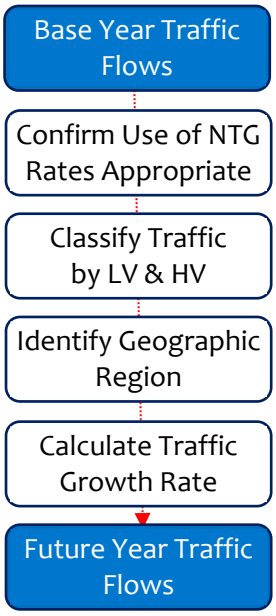


Figure 8: Application of National Traffic Growth Forecasts

Based on the foregoing and allowing that the Project is located in Co. Wicklow, the following traffic national growth figures apply:

National Traffic Growth Forecasts: Annual Growth Factors [East]						
Period	Low Growth		Central Growth		High Growth	
	LV	HV	LV	HV	LV	HV
2016 – 2030	1.0140	1.0361	1.0157	1.0377	1.0189	1.0412
2030 – 2040	1.0033	1.0153	1.0051	1.0173	1.0091	1.0211
2040 – 2050	1.0029	1.0185	1.0047	1.0204	1.0110	1.0305

Table 6: National Traffic Growth Factors for Co.Wicklow

AADT Expansion Factors can be calculated based on PAG Unit 16.1 - *Expansion Factors for Short Period Traffic Counts*.

Project Pavement Design

TII/NRA Addendum to HD 24/06 specifies a formula for calculating traffic loading which in turn is used to calculate the required design thickness of combined asphalt layers. This formula is as follows:

$$T_i = W \times P \times 10^{-6} \times 365 \times F_o \times Y \times G \qquad \text{(msa)}$$

Great Place To Work. Best Workplaces™ IRELAND 2020
OCSC O'CONNOR | SUTTON | CRONIN Multidisciplinary Consulting Engineers

The definitions for the above symbols and corresponding values used are as follows:

Symbol	Definition	Value
T_i	Pavement traffic loading for each individual class of vehicle over the design period (msa)	TBC
W	Wear Factor for each traffic class	2.7
P	Percentage of vehicles in the heaviest loaded lane	100%
F_o	Annual Average Daily Flow of traffic (AADF) for each traffic class in the year of opening	TBC
Y	Design Period (Years)	20
G	Growth Factor	TBC

Table 7: HD24/06 Symbols

The following notes are made with respect to the calculation in this instance:

- Design Traffic (T) typically equals the ΣT_i, where T_i is the traffic calculated for a specific class of vehicle. However, where insufficient data is available to make a separate calculation for every vehicle class, a combined approach may be adopted using a single calculation, so that $T = T_i$;
- TII/NRA Addendum to HD 24/06 specifies the Wm values in HD 24/06 Table 2.3 be used which does not allow a factor for combined vehicle type assessments. However, HD 24/06 was superseded by CD 224 in March 2020. This updated design document includes a wear factor for "all commercial vehicles" in Table 2.18, and this may be used for this calculation;
- The Project is proposed to have a single traffic lane in each direction meaning the value for P is taken as 100%;
- The Growth factor may be calculated based on PAG Unit 5.3 as outlined earlier. While the design period is noted as 20 years, the growth factor may make additional provision for time between year of assessment and year of opening.

Great Place To Work. Best Workplaces IRELAND 2020
OCSC O'CONNOR | SUTTON | CRONIN Multidisciplinary Consulting Engineers

This Design Traffic figure will be applied to Figure 4.2 of TII *Pavement & Foundation Design* DN-PAV-03021, to estimate the design thickness of combined asphalt layers for fully flexible design – reproduced in Figure 9.

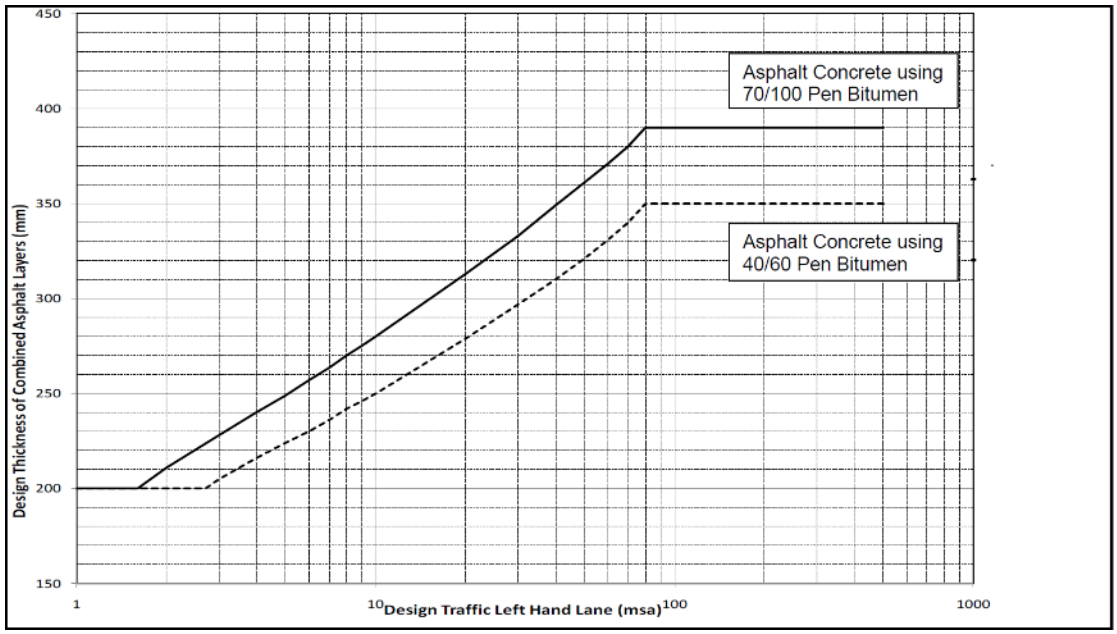


Figure 9: Design Traffic Estimate to TII Design Thickness Chart

Summary Pavement Thickness Design

Based on the predicted traffic loading, the process described above will be used to determine the total pavement depth. Based on proposals for arterial routes elsewhere in the Wicklow County Council jurisdiction, a total pavement depth of 245mm is proposed for preliminary purposes. The recommended pavement thickness make-up is presented in Table 8.

Pavement Course	Clause	Mixture Designation/ Material	Thickness (mm)
Surface Course	5	PMSMA 10 surf PMB 65/105-60 des	45
Binder Course	3	AC 20 dense bin 40/60 des	60
Base	3	AC 32 dense bas 40/60 des	140
Sub-base	808	Granular Material Type B	150
Total Pavement Thickness (excl. Sub-base)			245

Table 8: Preliminary Pavement Thickness

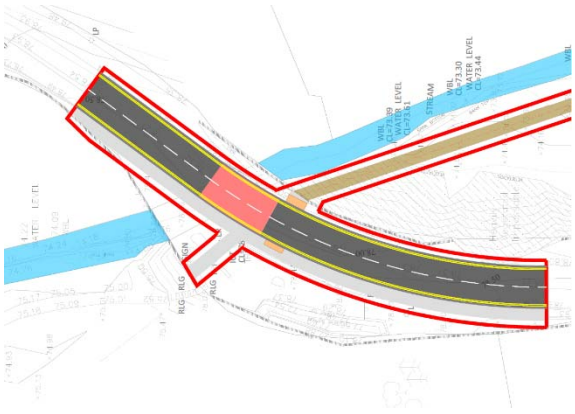
Great Place To Work. Best Workplaces™ IRELAND 2020
OCSC O'CONNOR | SUTTON | CRONIN Multidisciplinary Consulting Engineers

11. SIGNAGE & DELINEATION

Directional and Regulatory Signage for the Project will be provided in accordance with the Department of Transport, Tourism & Sport '*Traffic Signs Manual*' (TSM) August 2019. All Regulatory and Warning signage will be consistent with the design speed of the mainline and secondary roads.

Directional information signage will be consistent with the classification and design speed of the mainline and secondary roads. The R772 Dublin Road is designated as a Regional Road, so directional information signage will comprise black lettering, symbols, and borders on a white background. Any Tourism signage (e.g. to Glendalough) will comprise white lettering, symbols, and borders on a brown background. All Regulatory Signage will be provided in accordance with Chapter 5 of the TSM with all Warning Signs provided in accordance with Chapter 6 of the TSM. It is not envisaged that any Variable Message Signing (VSM) will be required on the Project.

Road markings, reflective markings and studs will be provided in accordance with Chapter 7 of the TSM and in accordance with the Specification for Road Works Series 1200 - Traffic Signs and Road Markings - CC-SPW-01200 (January 2019) as published by the TII.



Temporary traffic signs during construction will comply with the TSM and in accordance with Series 1200 of the 'Specification for Road Works' as published by the NRA.

Great Place To Work. Best Workplaces™ IRELAND 2020

OCSC O'CONNOR | SUTTON | CRONIN Multidisciplinary Consulting Engineers

Tactile paving with a blister surface is to be provided at the proposed pedestrian crossing of the R772 Dublin Road to provide information to vision impaired people. The tactile paving shall be provided in accordance with the guidance set out in the Guidance on the use of Tactile Paving Surfaces (2005) published by the UK Department of the Environment, Transport, and the Regions. "L" shaped tactile paving shall be laid across the full width of the drop kerb with the stem extending to the back of the footway.

Great Place To Work. Best Workplaces™ IRELAND 2020

OCSC O'CONNOR | SUTTON | CRONIN Multidisciplinary Consulting Engineers

12. PUBLIC LIGHTING

The design of public lighting for the Project will be in accordance with the requirements of BS 5489-1 (2020) Lighting of Roads and Public Amenity Areas – Code of Practice and I.S. EN13201-2 (2015) Road Lighting Part 2, Performance Requirements.

The height of lighting columns will be selected to accord with the scale of the built and planned environment. In accordance with DMURS 4.2.5, only white light sources will be considered in the design of street lighting (metal halide, white SON, Cosmopolis and LED). The installation of the lighting network will comply with the requirements of Series 1300 and 1400 of the Specification for Road Works as published by TII and in accordance with the recommendations of BS5489 and BS5649.

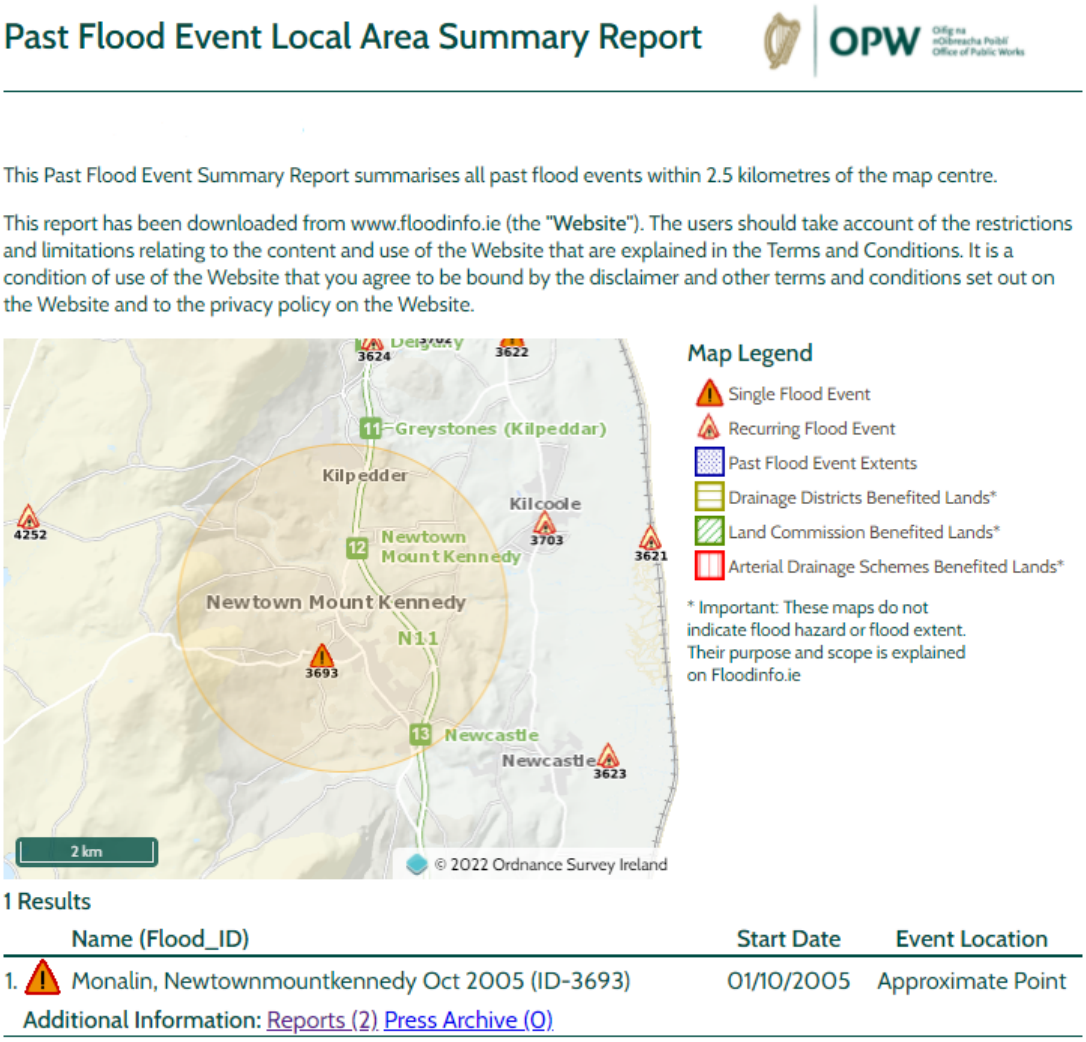
Full cut-off lanterns will be utilised to minimise night-time visual intrusion if required by the Environmental Assessment.

Great Place To Work. Best Workplaces™ IRELAND 2020

OCSC O'CONNOR | SUTTON | CRONIN Multidisciplinary Consulting Engineers

13. FLOOD RISK ASSESSMENT

The Office of Public Works (OPW) collates available reports on flooding from all sources (e.g. fluvial, pluvial, coastal, infrastructure) on a nationwide basis. The OPW's floodinfo.ie website was consulted to obtain reports of historical flooding within the vicinity of the subject site. The Summary Report present in Figure 10 lists reports of historical flooding within 2.5km of the subject site. There was no record available of flooding impacting the Project area.



Past Flood Event Local Area Summary Report

OPW

This Past Flood Event Summary Report summarises all past flood events within 2.5 kilometres of the map centre.

This report has been downloaded from www.floodinfo.ie (the "Website"). The users should take account of the restrictions and limitations relating to the content and use of the Website that are explained in the Terms and Conditions. It is a condition of use of the Website that you agree to be bound by the disclaimer and other terms and conditions set out on the Website and to the privacy policy on the Website.

1 Results

	Name (Flood_ID)	Start Date	Event Location
1.	Monalin, Newtownmountkennedy Oct 2005 (ID-3693)	01/10/2005	Approximate Point

Additional Information: Reports (2) Press Archive (0)

Figure 10: OPW Past Flood Event Local Area Summary Report

There is no Catchment Flood Risk Assessment and Management (CFRAM) study available for the Project area.

Great Place To Work. Best Workplaces IRELAND 2020

OCSC O'CONNOR | SUTTON | CRONIN Multidisciplinary Consulting Engineers

The OPW's Draft National Preliminary Flood Risk Assessment (Draft PFRA) shows potential flooding on the Newtownmountkennedy River, including on the R772 where it crosses over the River. However, the Draft PFRA used approximations of topography and ignored the presence of structures such as the bridge and embankment that carries the R772 over the River.

OCSC inspected the CDP Appendix 11 Strategic Flood Risk Assessment and SFRA Map No.1 Flood Risk Identification Assessment. The SFRA also provides Flood Zone mapping for settlements, including Newtownmountkennedy – see *Figure 11*.

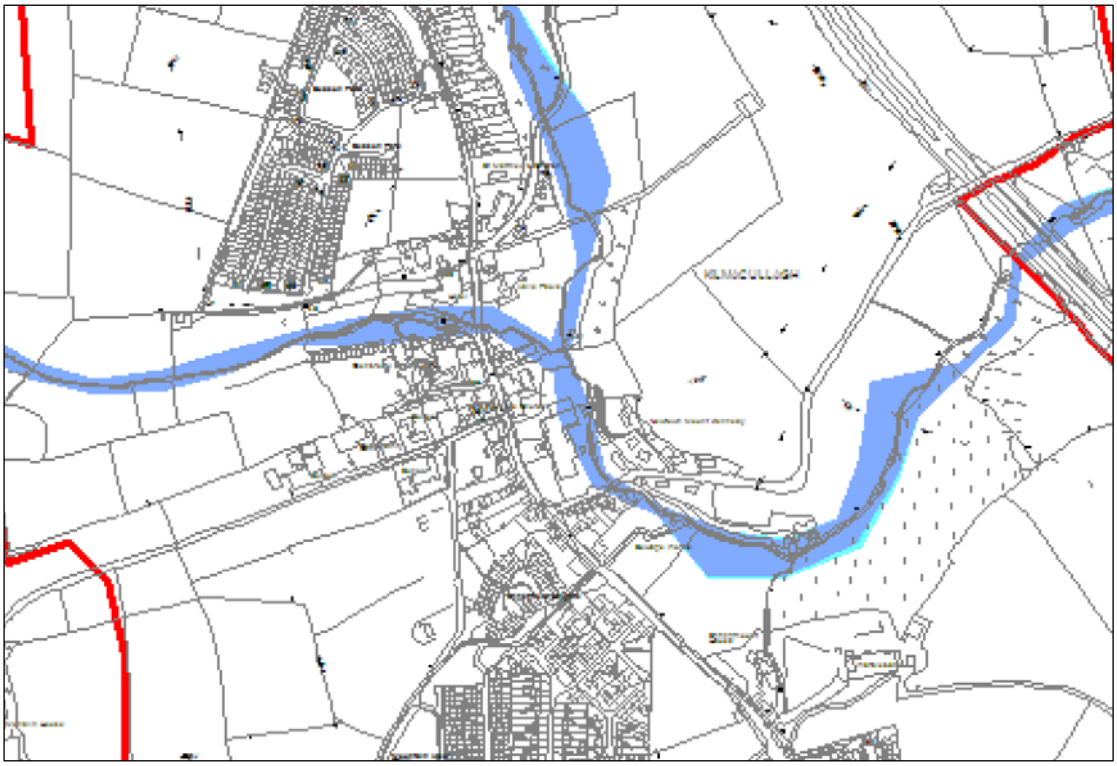


Figure 11: Extract from CDP Flood Zones map

OCSC inspected the Draft CDP Appendix 8 Strategic Flood Risk Assessment and Map No.2 Indicative Flood Zones of the Newtownmountkennedy Town Plan (Draft CDP Volume 2, Part 1) – see Figure 12. The Indicative Flood Zones on the Newtownmountkennedy River reproduce the approximate flood extents in the OPW's Draft PFRA. There are also Indicative Flood Zones shown for the Glendarragh Stream, which similarly extend across the R772 Main Street.

Great Place To Work. Best Workplaces IRELAND 2020

OCSC O'CONNOR | SUTTON | CRONIN Multidisciplinary Consulting Engineers

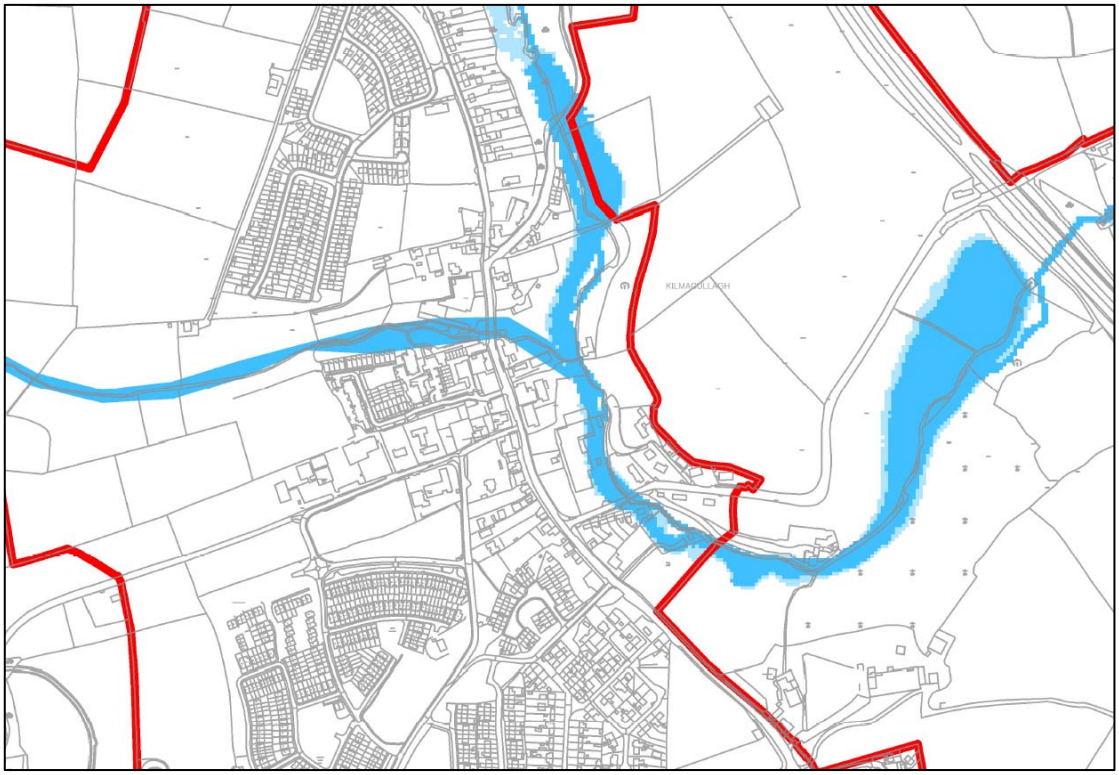


Figure 12: Extract from Draft CDP Indicative Flood Zones map

It is evident from the above that the route of the proposed Riverside Walk traverses Flood Zones A, B and C. Planning permission is currently being sought for a proposed Riverside Walk. The proposals include no new buildings. The Riverside Walk will be primarily a recreational trail alongside the Newtownmountkennedy River and the Glendaragh Stream. Therefore, its function is dependent on its location adjacent to the watercourses and, as such, is a water-based recreational facility. The proposed development is therefore classed as a "water-compatible development" in accordance with Table 3.1 of *The Planning System and Flood Risk Management Guidelines for Planning Authorities* (published by DOEHLG, November 2009). It is therefore considered that the proposed development is "appropriate" in the context of the Guidelines.

By its nature, intended purpose and materials used, the proposed development is flood resilient. At detailed design stage, reference may be made to the *Code of Practice for Flood Resilience and Adaptation Measures* (DCC Flood ResilienCity Final Report, Volume 3 Appendix B) and the UK

Great Place To Work. Best Workplaces™ IRELAND 2020

OCSC O'CONNOR | SUTTON | CRONIN Multidisciplinary Consulting Engineers

guidance documents *Preparing For Floods* (Office of the Deputy Prime Minister, 2003) and *Improving the Flood Performance of New Buildings* (EA & DEFRA, 2007). Materials design and specification will ensure suitability for short-term immersion, where appropriate.

Great Place To Work. Best Workplaces™ IRELAND 2020
OCSC O'CONNOR | SUTTON | CRONIN Multidisciplinary Consulting Engineers

OCSC

O'CONNOR | SUTTON | CRONIN

Multidisciplinary
Consulting Engineers

9 Prussia Street
Dublin 7
Ireland

T | +353 (0)1 8682000
F | +353 (0)1 8682100
W | www.ocsc.ie

NEWTOWNMOUNTKENNEDY TOWN CENTRE REFURBISHMENT PROJECT

FOR WICKLOW COUNTY COUNCIL

RIVERSIDE WALK OUTDOOR LIGHTING REPORT

W335-OCSC-XX-XX-RP-C-0005

July 2022

OCSC
O'CONNOR | SUTTON | CRONIN
Multidisciplinary
Consulting Engineers

NEWTOWNMOUNTKENNEDY TOWN CENTRE REFURBISHMENT PROJECT

FOR WICKLOW COUNTY COUNCIL

RIVERSIDE WALK OUTDOOR LIGHTING REPORT

W335-OCSC-XX-XX-RP-C-0005

July 2022

OCSC
O'CONNOR | SUTTON | CRONIN
Multidisciplinary
Consulting Engineers

Newtownmountkennedy Town Centre Refurbishment Project

Riverside Walk Outdoor Lighting Report

NOTICE

This document has been produced by O'Connor Sutton Cronin & Associates for its client Wicklow County Council. It may not be used for any purpose other than that specified by any other person without the written permission of the authors.

DOCUMENT CONTROL & HISTORY

OCSC Job No.: W335	Project Code	Originator	Zone Volume	Level	File Type	Role Type	Number	Status / Suitability Code	Revision
	W335	OCSC	XX	XX	RP	C	0005	A1	C01

Rev.	Status	Authors	Checked	Authorised	Issue Date
C01	A1	L. Hadfield	N. McMenamin	B. O'Rourke	14.07.2022
Rev	**Suitability Code**	**Author**	**Checker**	**Authorised**	**Issue Date**

DATE:	**13 July 2022**
DESIGNER:	**Laurent Hadfield**
PROJECT No:	**W335**
PROJECT NAME:	**River Walk**

Outdoor Lighting Report

z:\laurent hadfield\dwg\w335 - river walk\w335 - lighting river walk.dwg

Layout Report

General Data

Dimensions in Metres Angles in Degrees

Calculation Grids

ID	Grid Name	X	Y	X' Length	Y' Length	X' Spacing	Y' Spacing
1	Grid 1	726450.32	706253.30	151.06	320.35	6.04	12.81
2	Grid 2	726551.36	706307.34	50.52	112.79	1.49	1.48

Luminaires

Luminaire A Data

Supplier	Urbis Schreder
Type	AXIA 3.1 5296 Integrated lenses 8 OSLON SQUARE GIANT@300mA W
Lamp(s)	8 OSLON SQUARE GIANT@300mA WW 730 230V 01-37-041
LampFlux(klm)/Colour	1.03 WW 3000K/70
File Name	AXIA 3.1 5296 8 OSLON SQUARE GIANT 300mA WW 730 8.4W 436952 Integrated le...
Maintenance Factor	0.76
Imax70,80,90(cd/klm)	1243.8, 38.3, 0.0
No. in Project	9

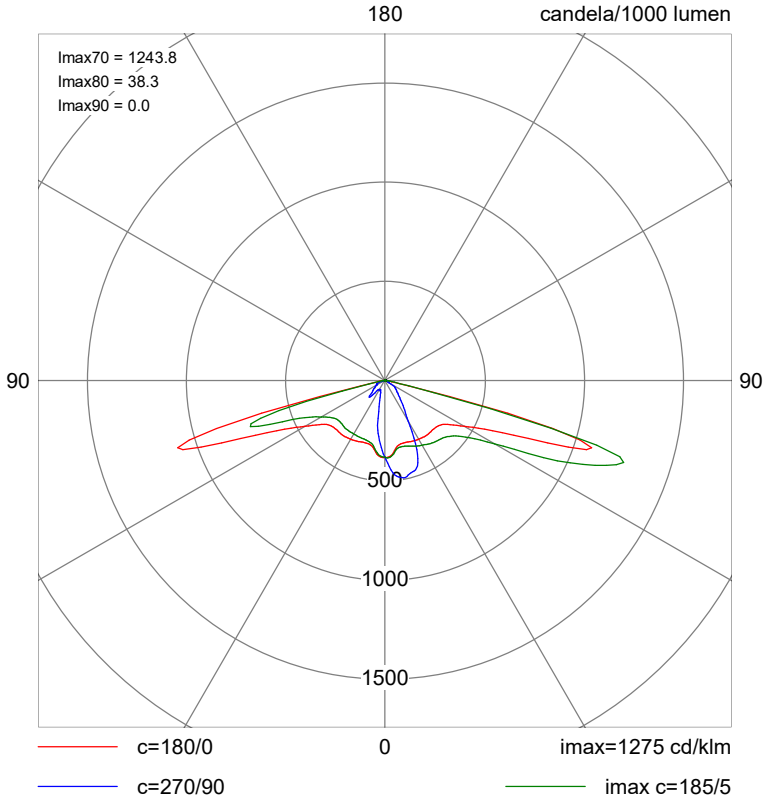
Layout

ID	Type	X	Y	Height	Angle	Tilt	Cant	Out-reach	Target X	Target Y	Target Z
1	A	726581.09	706412.56	6.00	212.00	0.00	0.00	1.00			
2	A	726590.19	706395.36	6.00	178.00	0.00	0.00	1.00			
3	A	726581.02	706375.34	6.00	30.00	0.00	0.00	1.00			
4	A	726598.82	706371.27	6.00	191.00	0.00	0.00	1.00			
5	A	726583.10	706328.94	6.00	148.00	0.00	0.00	1.00			
6	A	726570.40	706320.76	6.00	128.00	0.00	0.00	1.00			
7	A	726561.05	706312.49	6.00	156.00	0.00	0.00	1.00			
8	A	726591.80	706340.89	6.00	151.00	0.00	0.00	1.00			
9	A	726600.13	706353.65	6.00	171.00	0.00	0.00	1.00			

8514278625

Polar Diagram

Luminaire A AXIA 3.1 5296 Integrated lenses 8 OSLON SQUARE GIANT@300mA W



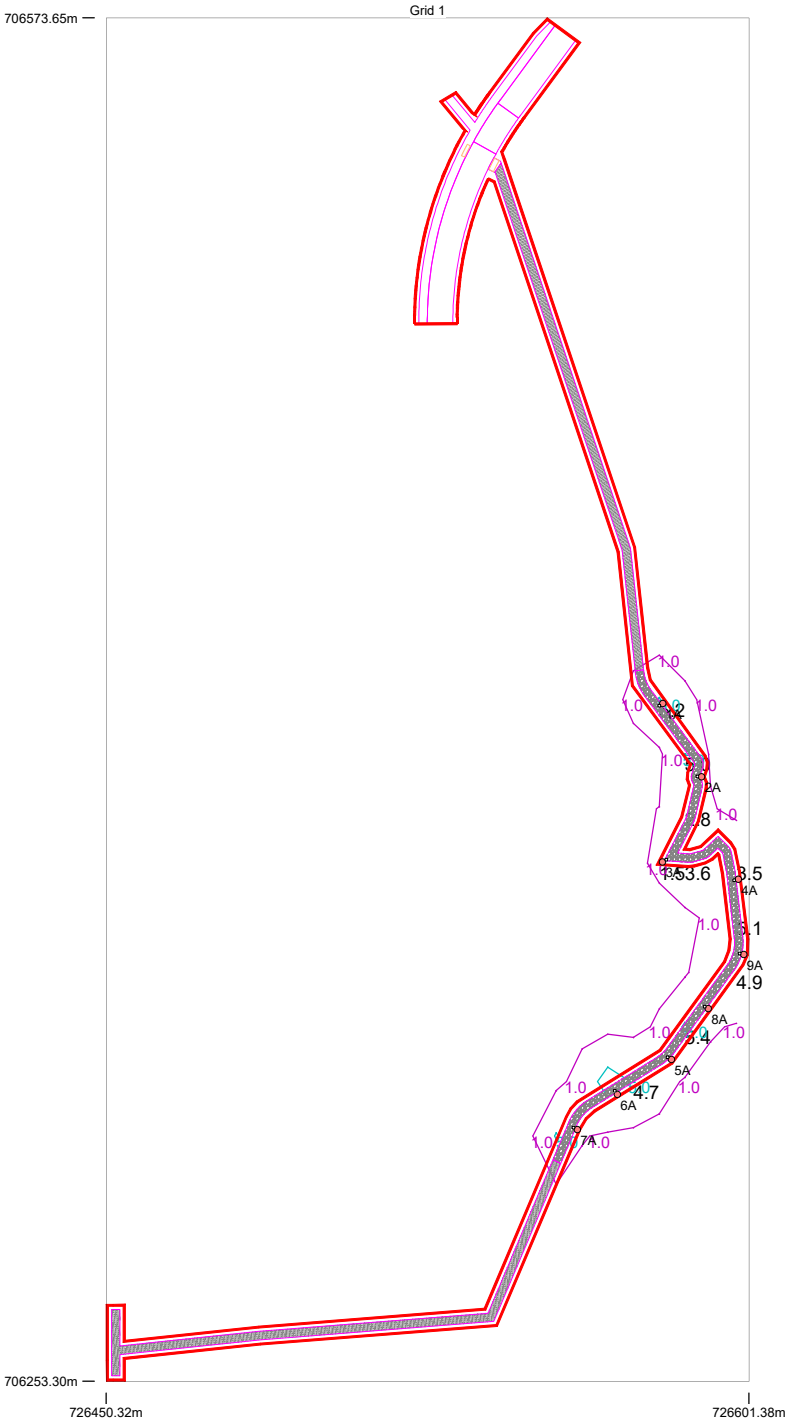
8514278625

DATE: 13 July 2022 DESIGNER: Laurent Hadfield

PROJECT No: W335 PROJECT NAME: River Walk

Horizontal Illuminance (lux)

Grid 1



Results

Eav	4.19
Emin	1.53
Emax	5.42
Emin/Emax	0.28
Emin/Eav	0.36

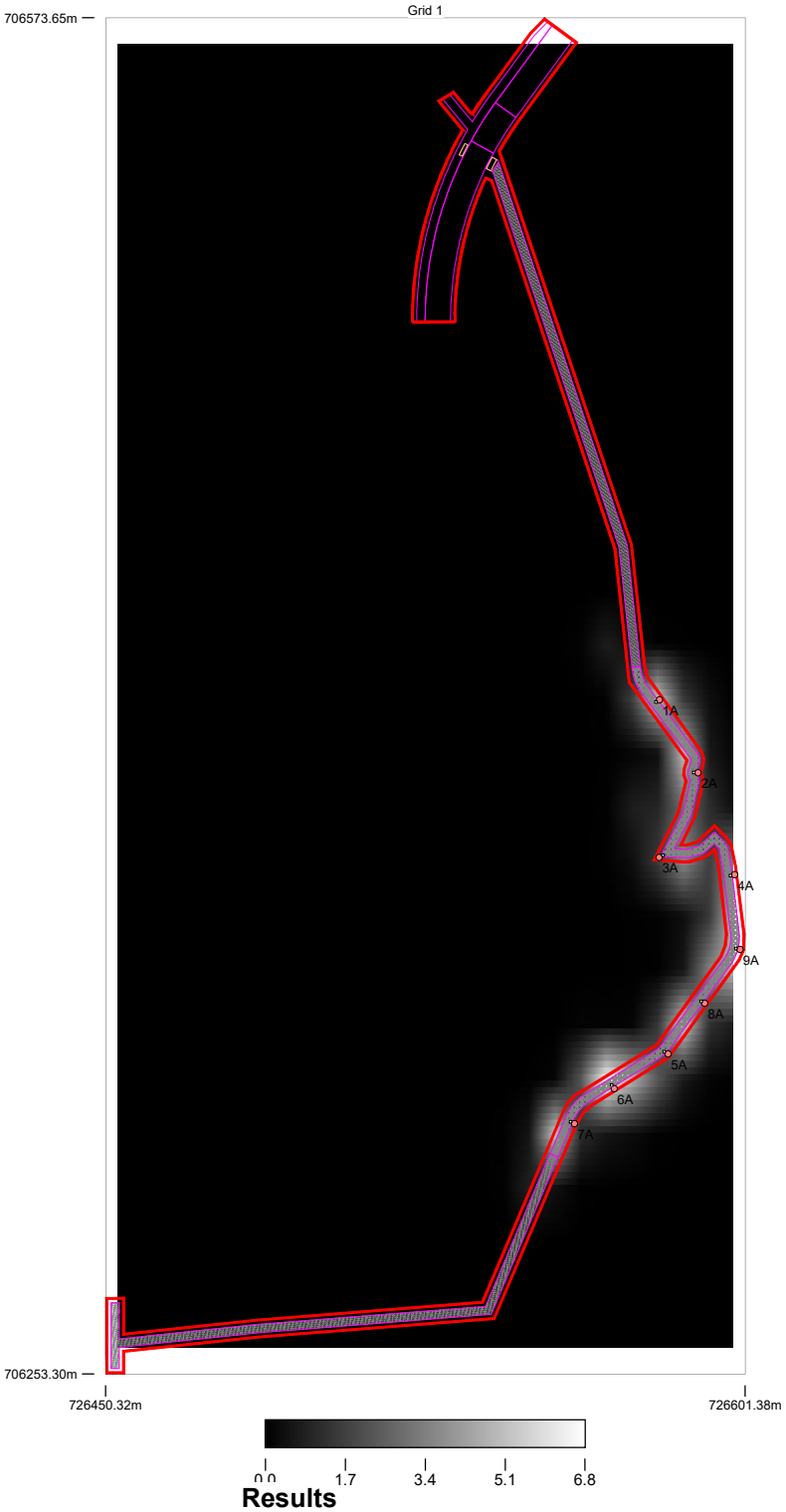
8514278625

DATE: 13 July 2022 DESIGNER: Laurent Hadfield

PROJECT No: W335 PROJECT NAME: River Walk

Horizontal Illuminance (lux)

Grid 1



Results

Eav	4.19
Emin	1.53
Emax	5.42
Emin/Emax	0.28
Emin/Eav	0.36

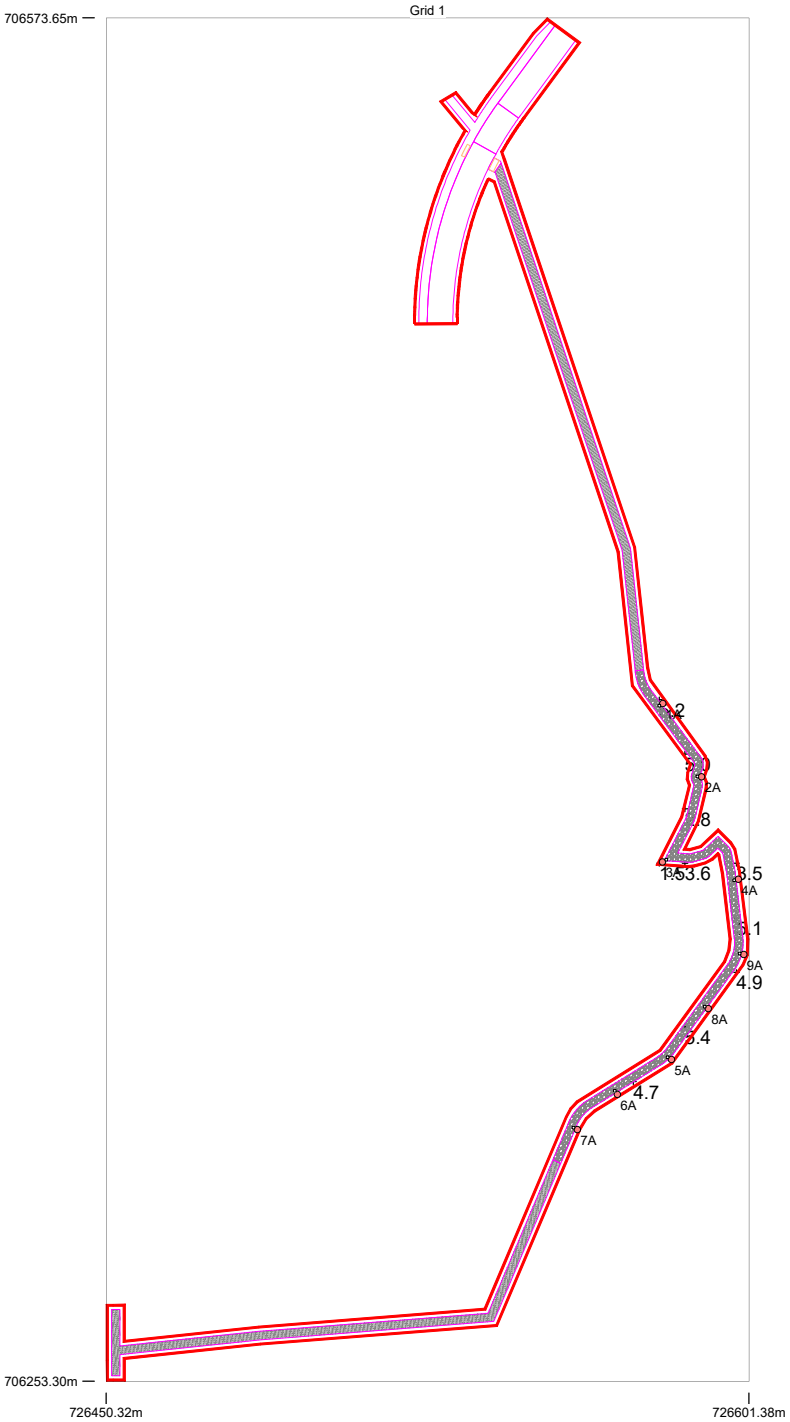
8514278625

DATE: 13 July 2022 DESIGNER: Laurent Hadfield

PROJECT No: W335 PROJECT NAME: River Walk

Horizontal Illuminance (lux)

Grid 1



Results

Eav	4.19
Emin	1.53
Emax	5.42
Emin/Emax	0.28
Emin/Eav	0.36

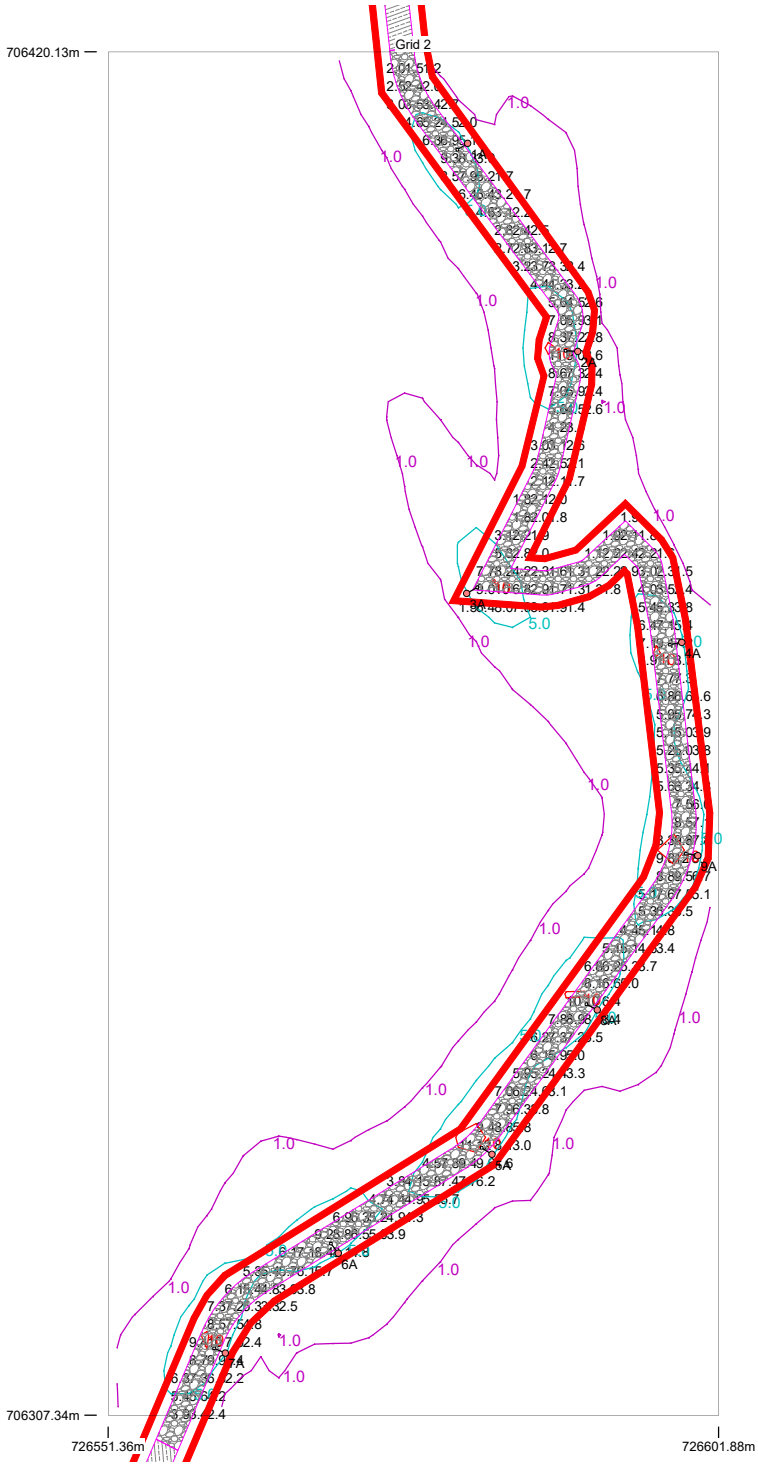
8514278625

DATE: 13 July 2022 DESIGNER: Laurent Hadfield

PROJECT No: W335 PROJECT NAME: River Walk

Horizontal Illuminance (lux)

Grid 2



Results

Eav	5.14
Emin	1.07
Emax	12.14
Emin/Emax	0.09
Emin/Eav	0.21

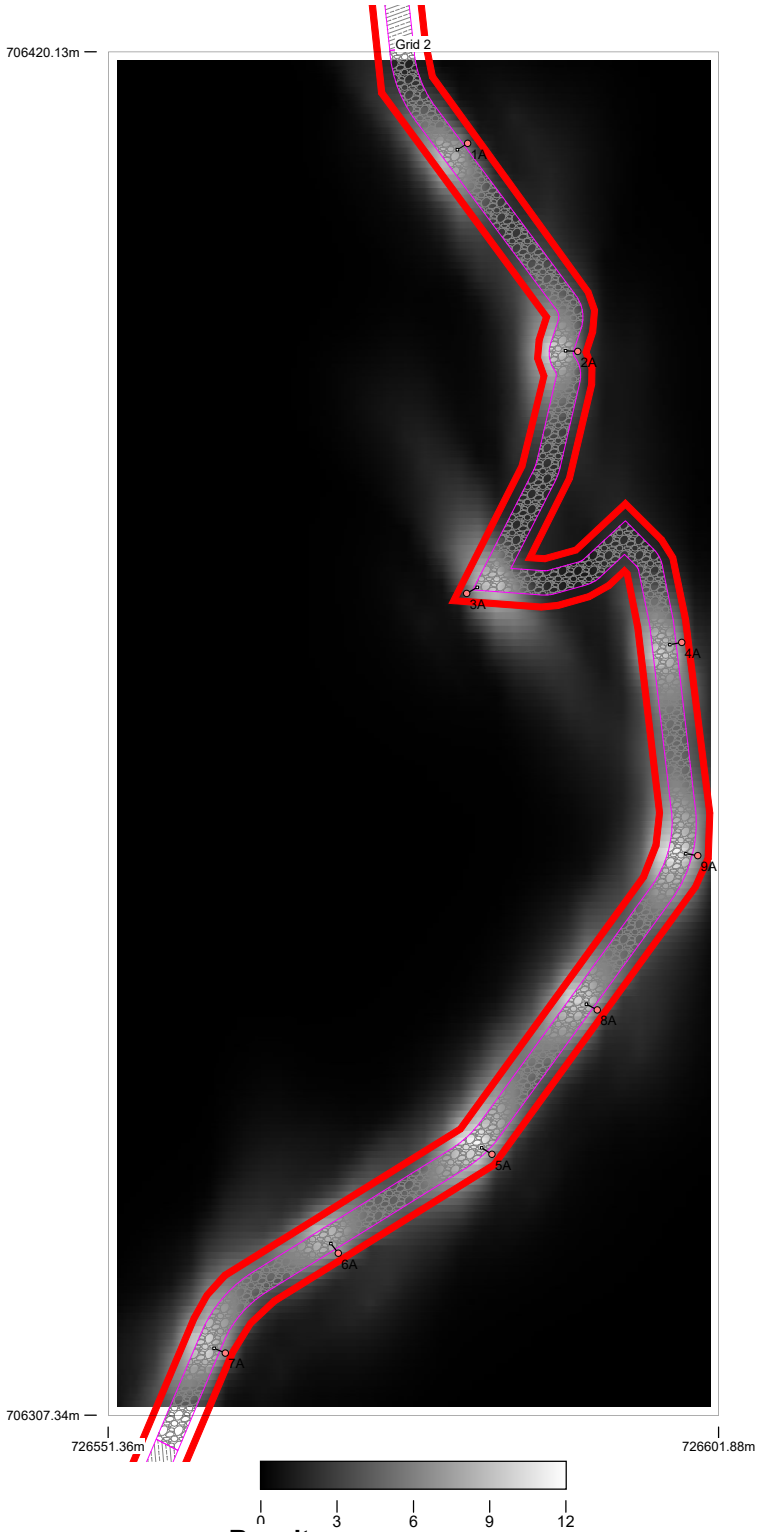
8514278625

DATE: 13 July 2022 DESIGNER: Laurent Hadfield

PROJECT No: W335 PROJECT NAME: River Walk

Horizontal Illuminance (lux)

Grid 2



Results

Eav	5.14
Emin	1.07
Emax	12.14
Emin/Emax	0.09
Emin/Eav	0.21

8514278625

DATE: 13 July 2022 DESIGNER: Laurent Hadfield

PROJECT No: W335 PROJECT NAME: River Walk

Horizontal Illuminance (lux)

Grid 2

Results

Eav	5.14
Emin	1.07
Emax	12.14
Emin/Emax	0.09
Emin/Eav	0.21

8514278625

OCSC

O'CONNOR | SUTTON | CRONIN

Multidisciplinary
Consulting Engineers

9 Prussia Street
Dublin 7
Ireland

T | +353 (0)1 8682000
F | +353 (0)1 8682100
W | www.ocsc.ie

EIAR SCREENING ASSESSMENT

Newtownmountkennedy River Walkway Project
Wicklow County Council

PROJECT NO. W335

JULY 2022

OCSC
O'CONNOR | SUTTON | CRONIN
Multidisciplinary
Consulting Engineers

EIAR SCREENING ASSESSMENT

Newtownmountkennedy River Walkway Project
Wicklow County Council

PROJECT NO. W335

JULY 2022

EIAR SCREENING ASSESSMENT

Newtownmountkennedy River Walkway Project

for

Wicklow County Council

NOTICE

This document has been produced by O'Connor Sutton Cronin & Associates for its client Wicklow County Council. It may not be used for any purpose other than that specified by any other person without the written permission of the authors.

DOCUMENT CONTROL & HISTORY

OCSC Job No.:	Project Code	Originator	Zone Volume	Level	File Type	Role Type	Number	Status / Suitability Code	Revision
W335	**W335**	**OCSC**	**ZZ**	**ZZ**	**RP**	**YE**	**800**	**S2**	**P1**

Rev.	Status	Authors	Checked	Authorised	Issue Date
P1	**FINAL**	**EB/GB**	**EB**	**EB**	**14.07.2022**
P0	**DRAFT**	**EB/GB**	**EB**	**EB**	**21.06.2022**

EIAR SCREENING ASSESSMENT

TABLE OF CONTENTS

1 INTRODUCTION 1

1.1 Project Contractual Basis & Parties Involved 1
1.2 Study Area 1
1.3 Surrounding Land Use 2
1.4 Project Description 3
1.5 Project Objectives 3
1.6 Methodology and Approach 4
1.7 Scope of Works 4
1.8 Limitations 5

2 EIA SCREENING PROCESS 6

2.1 Introduction 6
2.2 EIA Applicable Legislation 6
2.3 Mandatory EIAR Review 6

3 CHARACTERISTICS OF PROPOSED DEVELOPMENT 8

3.1 Size and Design 8
3.2 Cumulation with other Existing Developments/Development the Subject of a Consent 8
3.3 The nature of any associated Demolition Works 8
3.4 The use of Natural Resources, in particular Land, Soil, Water and Biodiversity 8
3.5 Production of Waste 9
3.6 Pollution and Nuisances 9
3.7 The Risk of Major Accidents or Disasters including those caused by Climate Change 9
3.8 Risks to Human Health – e.g. Water Contamination/Air Pollution 10

4 LOCATION OF THE PROPOSED DEVELOPMENT 11

4.1 Information Sources 11
4.2 Abundance, Availability, Quality, and Regenerative Capacity of Natural Resources 11
4.3 The Absorption Capacity of the Natural Environment 11
4.4 Surrounding Land Use 11
4.5 Site Development 12
4.6 Site Physical Setting 17
4.7 Biodiversity 17
4.8 Topography 18

ENGINEERS IRELAND
cpd ACCREDITED EMPLOYER

OCSC
O'CONNOR | SUTTON | CRONIN
Multidisciplinary Consulting Engineers

4.9 Unconsolidated Geology 18
4.10 Geology 19
4.11 Areas of Geological Interest 20
4.12 Aquifers 21
4.13 Groundwater Vulnerability 22
4.14 Groundwater Recharge 23
4.15 Wells & Springs 25
4.16 Hydrology 26
4.17 Radon 28
4.18 Protected Structures 28
4.19 Nearby Site Investigations 29
4.20 Summary of the Physical Site Setting 30
5 TYPES AND CHARACTERISTICS OF POTENTIAL IMPACTS 32
5.1 Magnitude and Spatial Extent of Impact 32
5.2 The Nature of the Impact 32
5.3 The Transboundary Nature of the Impact 32
5.4 The Intensity and Complexity of the Impact 32
5.5 The Probability of the Impact 32
5.6 Expected Onset, Duration, Frequency and Reversibility of the Impact 32
5.7 The Cumulation of the Impact with the Impacts of other Existing and/or Future Developments 33
5.8 The Possibility of Effectively Reducing the Impact 33
5.9 Screening Decision 33

TABLE OF FIGURES PAGE

Figure 1.1: Study Area; site location indicated by red line (Google Maps, 2022) 2
Figure 1.2: Surrounding Land Use (Google Maps, 2022) 3
Figure 4.1: 1837-1842 6-inch OS Map; site location shown by red line (Source: OSI, 2022)12
Figure 4.2: 1888-1913 25 inch OSI Map; site location shown by red line (Source: OSI, 2022) 13
Figure 4.3: 6 Inch Cassini Map; site location shown by red line (Source: OSI, 2022) 13
Figure 4.4: Aerial photograph for 1995; site location shown by red line (Source: GeoHive, 2022) 14

Figure 4.5: Aerial photograph for 2000; site location shown by red line (Source: GeoHive, 2022). 15
Figure 4.6: Aerial photograph for 2005; site location shown by red line (Source: GeoHive, 2022). 15
Figure 4.7: Aerial photograph 2011-2013; site location shown by red line (Source: GeoHive, 2022) 16
Figure 4.8: The aerial photograph from 2013-2018 showed no significant changes from 2011-2013..... 17
Figure 4.9: Teagasc Topsoil Soil Classification; approximate site location indicated by red star (Source: GSI, 2022). 19
Figure 4.10: Bedrock Geology; approximate site location indicated by red star (Source: GSI, 2022). 20
Figure 4.11: Geological Heritage Sites; approximate site location indicated by red star (Source: GSI, 2022). 21
Figure 4.12: Aquifers; approximate site location indicated by blue line (Source: GSI, 2022). 22
Figure 4.13: Groundwater Vulnerabilty; approximate site location indicated by red star (Source: GSI, 2022). 23
Figure 4.14: Groundwater Recharge; approximate site location indicated by blue line (Source: GSI, 2022). 24
Figure 4.15: Wells and Springs; approximate site location indicated by red star (Source: GSI, 2022). 26
Figure 4.16: River Waterbody WFD Status; approximate site location indicated by blue line (Source: EPA Maps, 2022)..... 27
Figure 4.17: River Waterbodies Risk; approximate site location indicated by blue line (Source: EPA Maps, 2022). 27
Figure 4.18: Radon Risk; approximate site location indicated by red star (Source: EPA Maps, 2022). 28
Figure 4.19: National Monument Service Protected Structures; approximate site location indicated by red star (Source: NMS, 2022)..... 29
Figure 4.20: Nearby Boreholes and Site Investigations; approximate site location indicated by red star (Source: GSI, 2022). 30

TABLES **PAGE**

Table 1.1: Adjacent Land Uses 2
Table 4.1: GSI Groundwater Recharge Parameters 24
Table 4.2: WFD Summary Information – Newtownmountkennedy River 28
Table 4.3: Summary Site Setting 30
Table 5.1: Environmental Impact Assessment of Projects Screening Checklist. 33

1 INTRODUCTION

1.1 Project Contractual Basis & Parties Involved

This report has been prepared by O'Connor Sutton Cronin & Associates Ltd. (OCSC) at the request of their Client, Wicklow County Council. The site for assessment comprises land adjacent to the Newtownmountkennedy River, Newtownmountkennedy, Co. Wicklow where the project proposes the addition of a walkway along the river with entry/exit points located on the Dublin Road and Main Street.

The purpose of this report is to determine whether the project requires the preparation of an Environmental Impact Assessment Report (EIAR). This report documents the screening completed to provide a summarised overview of the potential impacts on the receiving environment whilst taking cognisance of the relevant statutory requirements.

A Stage 1 Screening for Appropriate Assessment has also been prepared (OCSC, 2022). A Stage 1 Screening exercise assesses the likely significant effects of the development on Natura 2000 sites within the zone of influence of the proposed project. This project has been screened out at Stage 1; and, therefore, it has been determined that the project does not require the preparation of a Natura Impact Statement (NIS).

The report was completed by Glenda Barry, BSc, MSc, Principal Consultant and Eadaoin Butler BSc, Consultant and reviewed and approved by Eleanor Burke, BSc, MSc, DAS, MIEnvSc, CSci, Technical Principal, and the OCSC Environmental Division Manager.

1.2 Study Area

The study area consists of a small section of the Dublin Road, agricultural fields, a small, wooded area, and sections of the Newtownmountkennedy River banks. The site location is outlined in Figure 1.1.

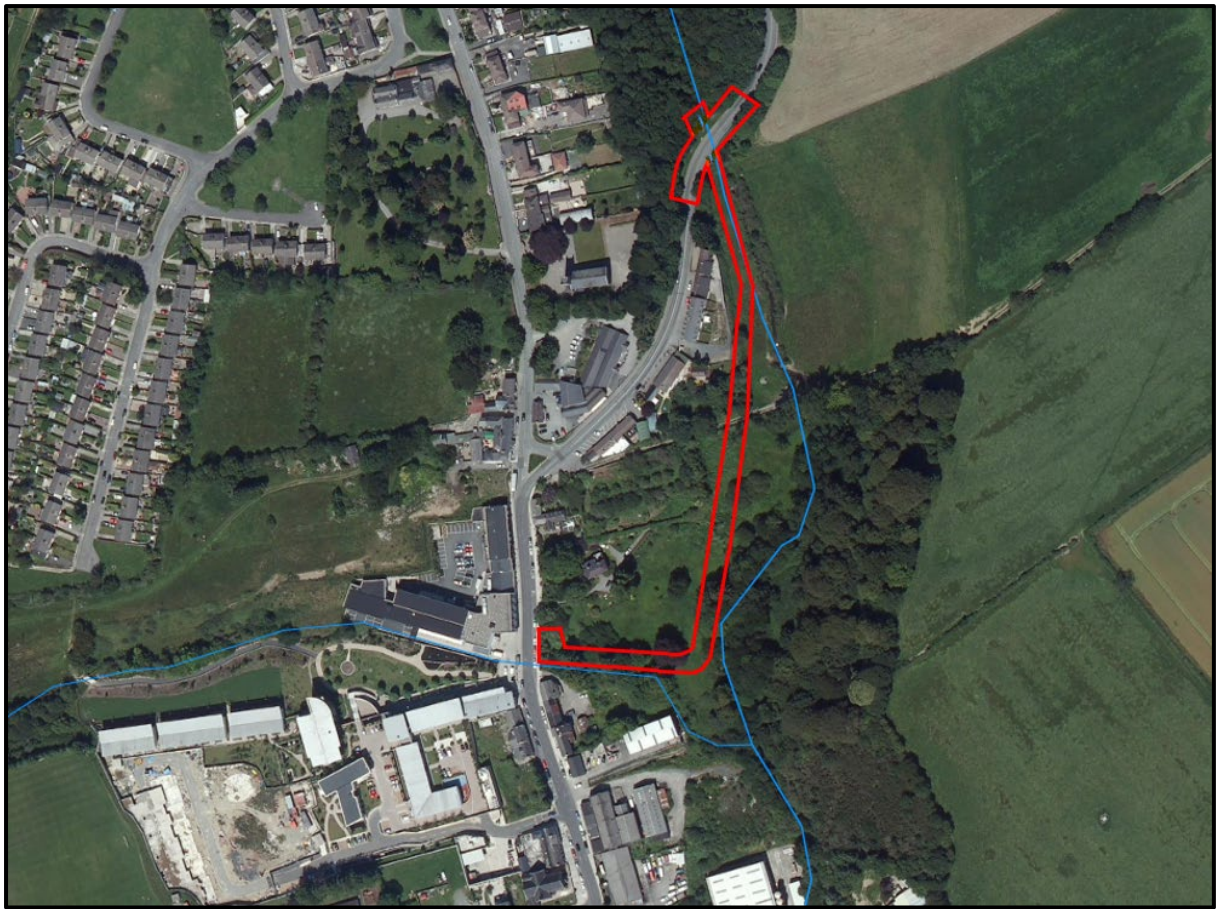


Figure 1.1: Study Area; site location indicated by red line (Google Maps, 2022)

1.3 Surrounding Land Use

The immediately surrounding area consists of industrial, residential, educational, recreational/ community, and commercial/retail business land uses. To the north, the study area is bounded by the Dublin Road, agricultural land, and woodland. Residential areas border the site to the south and west. Agricultural land, the Newtownmountkennedy River and woodlands border the site to the east. Refer to Table 2.1 for a full list of adjacent land uses.

Table 1.1: Adjacent Land Uses

Boundary	Land Use
North	Bounded by the Dublin Road, agricultural land, and woodlands
South	Residential and commercial premises
East	Woodlands, Newtownmountkennedy River, and agricultural land further to the east
West	Golden Village Takeaway, The Mount Kennedy Inn, Dunnes Stores, and additional commercial and residential premises

Figure 1.2: Surrounding Land Use (Google Maps, 2022)

1.4 Project Description

This Environmental Impact Assessment Report (Screening) has been prepared for the proposed development of a walkway along the river with entry/exit points located on the Dublin Road and Main Street in Newtownmountkennedy, Co. Wicklow.

1.5 Project Objectives

The overall project objectives include:

- a description of the physical characteristics of the whole project;
- a description of the location of the project, with particular regard to the environmental sensitivity of geographical areas likely to be affected;
- description of the aspects of the environment likely to be significantly affected by the project; and
- A description of any likely significant effects, to the extent of the information available on such effects, of the project on the environment resulting from a) the expected residues and emissions and the production of waste, where relevant and b) the use of natural resources, in particular soil, land, water, and biodiversity.

1.6 Methodology and Approach

The methodology and approach used in the preparation of this report will follow:

- Guidelines on the Information to be contained in Environmental Impact Assessment Reports, Irish Environmental Protection Agency, May 2022.
- European Commission (2015) Environmental Impact Assessment – EIA, Over, Legal Context
- European Union EIA Directive (85/337/EEC) and its amendments in 1997, 2003 and 2009
- Directive 2014/52/EU of the European Parliament and of the Council of 16 April 2014 amending Directive 2011/92/EU on the assessment of the effects of certain public and private projects on the environment;
- Planning and Development Act 2000 (as amended)
- Planning and Development Regulations 2001 (as amended);
- Directive 2014/52/EU;
- Transposition of 2014 EIA Directive (2014/52/EU) in the Land Use Planning and EPA Licensing Systems – Key Issues Consultation Paper (2017; DoHPCLG)
- Preparation of guidance documents for the implementation of EIA directive (Directive 2011/92/EU as amended by 2014/52/EU) – Annex I to the Final Report (COWI, Milieu; April 2017)
- Guidelines for Planning Authorities and An Bord Pleanála on carrying out Environmental Impact Assessment (August 2018)
- Environmental Impact Assessment – Guidance for Consent Authorities regarding Sub-threshold Development (2003; DoEHLG)

Using the above documents, it has been possible to carry out a desktop EIAR Screening using the best available guidance and operating within the applicable legislation. The methodology employed in this screening exercise updates previous guidance in line with the new Directive 2014/52/EU.

1.7 Scope of Works

To meet the project objectives, the following scope of works were completed:

- Present a discussion of the current site status and key environmental influences around the site;
- Undertake and present a historical site and area review, primarily referring to old Ordinance Survey Ireland maps but utilising other sources as appropriate and readily available;
- Present a discussion of the general soil and groundwater conditions within the topographical and area context; and
- Present an overview if any significant negative environmental impacts can arise from the proposed project.

1.8 Limitations

This Environmental Impact Assessment Screening Report has been prepared for the sole use of Wicklow County Council ("the Client"). No other warranty, expressed or implied, is made as to the professional advice included in this report or any other services provided by OCSC.

This assessment is based on a review of available historical information, environmental records, consultations, relevant guidance information, and reports from third parties. All information received has been taken in good faith as being true and representative.

This report has been prepared in line with best industry standards. The methodology adopted and the sources of information used by OCSC in providing its services are outlined in this Report. The assessment undertaken by OCSC and described was undertaken in June 2022 and is based on the information available during that period. The scope of this Report and the services are accordingly factually limited by these circumstances.

OCSC disclaim any undertaking or obligation to advise any person of any change in any matter affecting the Report which may come or be brought to OCSC's attention after the date of the Report.

The conclusions presented in this report represent OCSC's best professional judgement based on review of the relevant information available at the time of writing. The opinions and conclusions presented are valid only to the extent that the information provided was accurate and complete.

The findings of the EIA screening assessment prepared for the project has informed our professional opinion as to whether an EIAR is warranted for the proposed project, with due regard to all relevant statutory requirements and technical guidance. However, it is ultimately the responsibility of the relevant planning authority to make a determination as to whether an EIAR is required for a particular project, based on screening conducted by the planning authority.

2 EIA SCREENING PROCESS

2.1 Introduction

This section of the report discusses the legislative basis for screening used to decide if the proposed project requires the preparation of an Environmental Impact Assessment Report (EIAR). It also sets out the project in terms of planning context.

This project has been screened in accordance with Section 3.2 of the 'Guidelines on the Information to be contained in Environmental Impact Assessment Reports' (EPA, 2022), the Environmental Impact Directive (85/337/EEC) and all subsequent relevant amendments, and Planning and Development regulations (2001-2018), including S.I. No. 296 of 2018 - European Union (Planning and Development) (Environmental Impact Assessment) Regulations 2018, which came into operation on 1st September 2018.

2.2 EIA Applicable Legislation

The Environmental Impact Assessment (EIA) Directive 85/337/EEC has been in force across the European Union since 1985 and applies to a wide range of defined public and private projects which are defined in Annexes I (Mandatory EIA) and II (Screening-Discretion of Member States) of the directive. The EIA Directive of 1985 has been amended three times: 97/11/EC, 2003/35/EC, and 2009/31/EC. These amended directives have been coded and replaced by Directive 2011/92/EU of the European Parliament and Council on the assessment of the effects of certain public and private projects on the environment (and as amended by Directive 2014/52/EU). Directive 2014/52/EU has been transposed in 2018 in Irish law under the European Union (Planning and Development) (Environmental Impact Assessment) Regulations 2018 (SI 296 of 2018).

2.3 Mandatory EIAR Review

Annex I of the European Communities (EIA) Directive lists the activities for which an EIA is required. The proposed project is not listed in Annex I; therefore, it is not mandatory for an EIA to be carried out.

Where a project is listed on Annex II or is a development that is not exempted, the national authorities of the member state must decide whether an EIA is needed for a proposed project. This is done by the "screening procedure", which determines the effects of project on the basis of thresholds/criteria or a case-by-case examination. Annex III of the Directive outlines the specific criteria that must be considered when a sub-threshold project is being examined for Environmental Impact Assessment.

The screening procedure investigates whether the project has significant potential negative impact on the environment using different criteria including:

- Characterisation of the proposed development
- Location of proposed development

- Type and Characteristics of the potential impact

The relevant information to be provided Information for the Purposes of Screening Sub-threshold Development for Environmental Impact Assessment include:

1. A description of the proposed development, including in particular—

(a) A description of the physical characteristics of the whole proposed development and, where relevant, of demolition works and

(b) A description of the location of the proposed development, with particular regard to the environmental sensitivity of geographical areas likely to be affected.

2. A description of the aspects of the environment likely to be significantly affected by the proposed development.

3. A description of any likely significant effects, to the extent of the information available on such effects, of the proposed development on the environment resulting from—

(a) The expected residues and emissions and the production of waste, where relevant, and

(b) The use of natural resources, in particular soil, land, water, and biodiversity.

4. The compilation of the information in paragraphs 1 to 3 shall take into account, where relevant, the criteria set out in Schedule 7".

3 CHARACTERISTICS OF PROPOSED DEVELOPMENT

Schedule 7 of SI 296 of 2018 requires that the characteristics of proposed development are identified. In particular, it references the following sections:

3.1 Size and Design

The study area comprises a small portion of the Dublin Road, agricultural fields, a small wooded area, sections of the Newtownmountkennedy River banks, and a section of Main Street. The works have been designed to provide a river walkway between the two roads for pedestrian access.

3.2 Cumulation with other Existing Developments/Development the Subject of a Consent

A review of Wicklow County Council planning records for the area was undertaken. The review covered projects which are in receipt of a grant of planning within the last 7 years. None of these are to the scale and nature of this application and generally relate to construction of or amendments to individual properties.

The proposed development is short term by its very nature and expands the pedestrian traffic infrastructure in the area. Based on a review of planning applications, it is considered unlikely that any of the committed developments in the immediate vicinity will result in a significant potential for cumulative environmental impacts (including potential cumulative traffic impacts, surface water quality, etc) with the proposed development during either the construction or operational phases.

The most recent finalised development plan for Newtownmountkennedy is the Newtownmountkennedy Local Area Plan 2008-2014, extended to 2018. However, this Area Plan does not specifically address the works currently being proposed. A draft Newtownmount kennedy Town Plan has been published that covers 2022-2028 and forms part of the draft County Development Plan 2022-2028. Zoning for the area is Open Space with a view to protect and enhance existing and provide for recreational open space.

3.3 The nature of any associated Demolition Works

It is not anticipated that any buildings will require demolition as there are no buildings in the study area.

3.4 The use of Natural Resources, in particular Land, Soil, Water and Biodiversity

There will be no long-term use of any natural resource as this project is of short-term duration.

3.5 Production of Waste

Any waste generated during the construction will firstly be reused on-site where possible, e.g. topsoil generated will be reused to provide landscaping and excavated material will be reused for backfill where this material meets acceptable construction criteria. However, if offsite disposal is required for any material, it will be managed in accordance with all relevant waste management legislation. There will be no generation of waste following the completion of the works.

3.6 Pollution and Nuisances

There is the potential that there will be a temporary increase in noise during the proposed works. However, they will not exceed levels typical of construction works and are short-term in nature. There will be a slight increase in traffic disturbance during the construction activities, i.e. bringing supplies to site and removal of material if required. However, this disturbance will be short term in duration. Some dust will likely be generated during the works; however, this nuisance will be managed in line with best practice. There will be no pollution or nuisance after operations, i.e. following the completion of works.

Surface water pollution via runoff, including pollution by silt or hydrocarbons, will be managed in accordance with best practice. The risk of surface water pollution during the construction stage is considered to be moderate due to the proximity of the site to the Newtownmountkennedy River.

Drainage will be constructed in accordance with best practice and standard design parameters. The risk of drainage pollution from the addition of the walkway in the waterways is deemed to be moderate due to the proximity of the site to the Newtownmountkennedy River. However, the appointed contractor will be required to prepare a site-specific Construction Environmental Management Plan (CEMP) which will clearly detail all necessary environmental control measures.

3.7 The Risk of Major Accidents or Disasters including those caused by Climate Change

There is minimal risk of major accidents or disasters including those caused by climate change given the small-scale and temporary nature of the construction works. Any risks that are present are associated with typical construction activities including working with machinery. However, the appointed contractor will be required to prepare a site-specific CEMP clearly detailing all necessary environmental control measures.

There will be no risks following construction above that which would be expected for pedestrian traffic.

3.8 Risks to Human Health – e.g. Water Contamination/Air Pollution

Risks to surface water during the operations phase will be minimised via construction in line with best practice. In addition, contractors will be required to implement construction methods in line with best practice regarding fuel and chemical storage and use on the site and any other items that may pose a risk to water.

There are no reported groundwater source protection zones (SPZs) within a 2km radius of the proposed site.

Based on the GSI database (refer to section 4.15) there are reportedly three wells within the site boundary and an additional three wells within 1km of the site area. Given the short-term nature of the works and the works being conducted in accordance with best practice guidance, it is not anticipated that the works will pose a risk to groundwater quality during either the construction or operations phase of the works. In addition, air pollution will be limited to typical construction nuisance such as dust. The same best practice guidelines will be applied to noise nuisance. Overall, the risk to human health is low.

4 LOCATION OF THE PROPOSED DEVELOPMENT

4.1 Information Sources

An understanding of the site setting and history was gained by undertaking a review of the following primary sources including:

- A review of available extracts of historical Ordnance Survey of Ireland (OSI) maps;
- National Monuments Service (NMS) viewer;
- A review of information held by the Environmental Protection Agency (EPA) EnVision online Mapping;
- Aerial images available of the site (OSI and Google);
- The Geological Survey of Ireland (GSI) and GeoHive online mapping tools; and
- The National Parks and Wildlife Service online map tool.

4.2 Abundance, Availability, Quality, and Regenerative Capacity of Natural Resources

Limited natural resources will be required to complete the works. It is proposed that material generated during the works is reused on site. The relevant natural resources have been looked at in more detail in the following sections.

4.3 The Absorption Capacity of the Natural Environment

In the description of the site, the absorption capacity of the natural environment has been screened in accordance with Regulations paying particular attention to:

(i) wetlands, riparian areas, river mouths;
(ii) coastal zones and the marine environment;
(iii) mountain and forest areas;
(iv) nature reserves and parks;
(v) areas classified or protected under legislation, including Natura 2000 areas designated pursuant to the Habitats Directive and the Birds Directive;
(vi) areas in which there has already been a failure to meet the environmental quality standards laid down in legislation of the European Union and relevant to the project, or in which it is considered that there is such a failure;
(vii) densely populated areas; and
(viii) landscapes and sites of historical, cultural, or archaeological significance.

4.4 Surrounding Land Use

The terrestrial environment is characterized not only by its physical land cover, but also from a human/social perspective by its land use which is distinguished by its designated or identifiable purpose (EPA, 2008).

The site and immediate surrounding area are comprised of residential, commercial/retail businesses, and agricultural/ horticultural land uses. Refer to Section 1 for a full list of adjacent land uses.

4.5 Site Development

A review of the OSI historical maps dataset has found that the study area has been structurally unoccupied from the 1830's until the 1930's. The following section outlines the historically mapped features in the immediate environs of the study area.

The 6" inch (1837-1842) shows the site area of Newtownmountkennedy town with a church, post office, a market house and police station all labelled. A small path is shown on the map which cuts across the site. The site was being used solely for agricultural practices as shown in Figure 4.1.

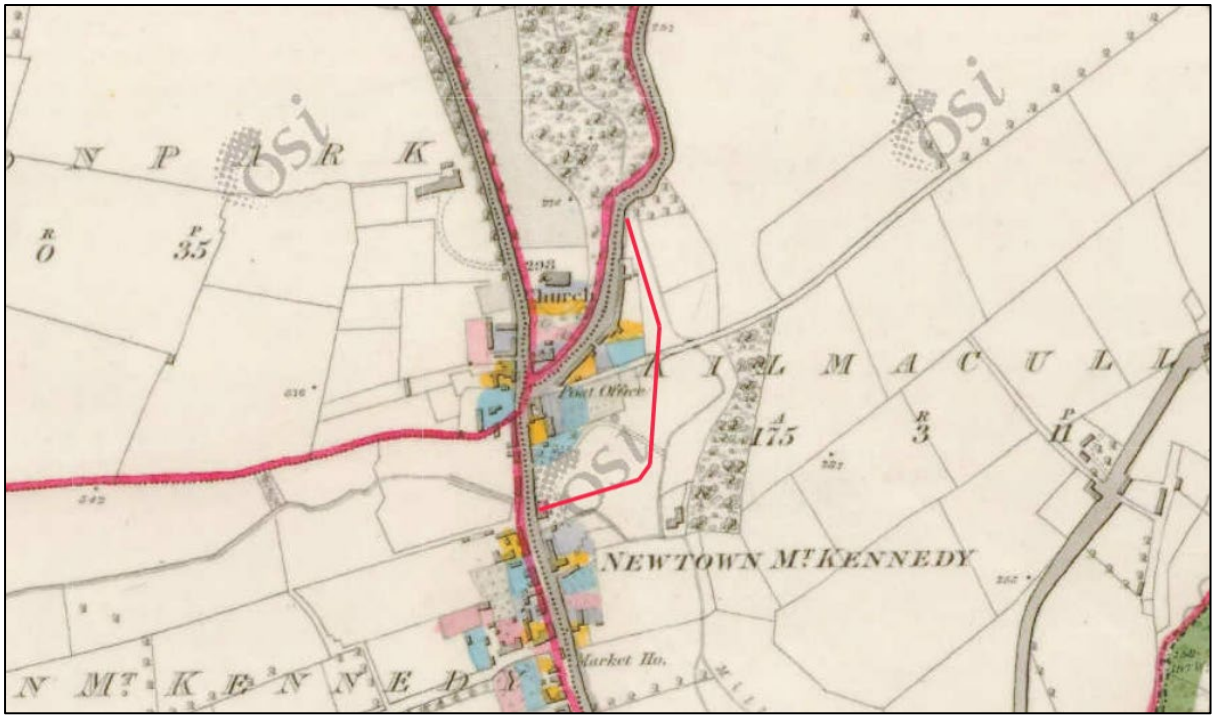


Figure 4.1: 1837-1842 6-inch OS Map; site location shown by red line (Source: OSI, 2022)

The 25-Inch Map (1888-1913) now shows a well and the protected Georgian house, Valle Pacis, near the site. The surrounding areas of Newtownmountkennedy have undergone further development with the addition of a second church, a fever hospital, a courthouse, two schools, scour valves and a dispensery as shown in Figure 4.2.

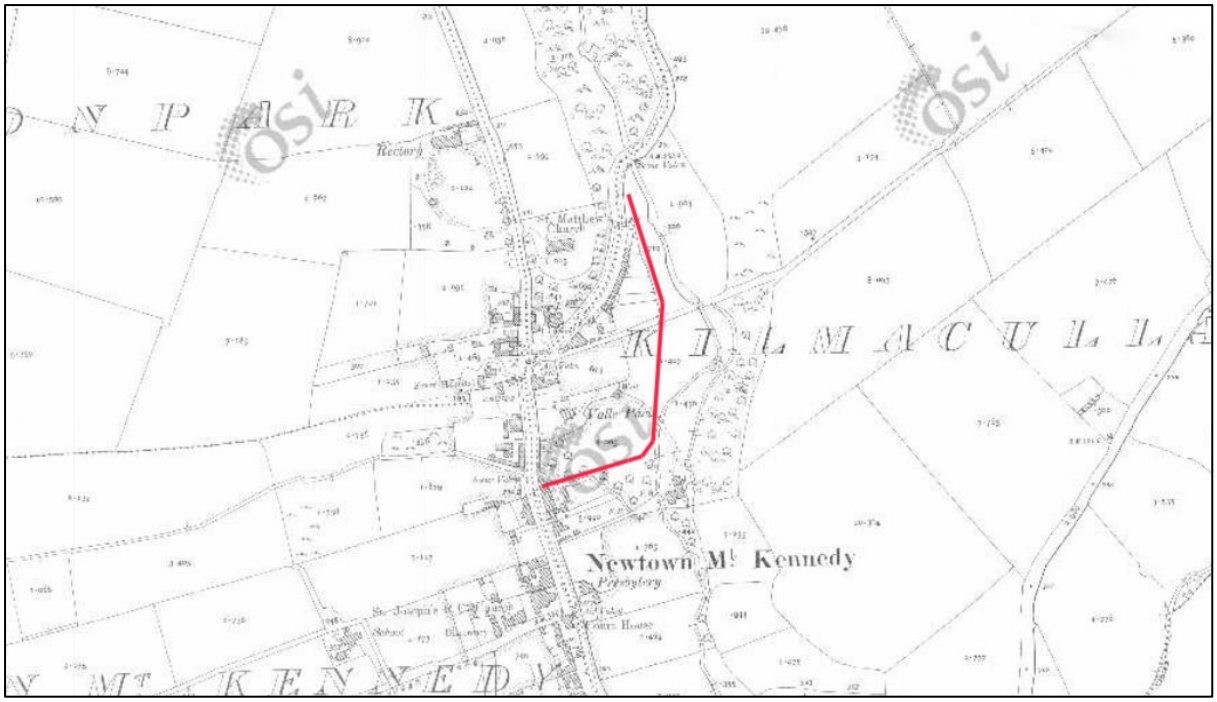


Figure 4.2: 1888-1913 25 inch OSI Map; site location shown by red line (Source: OSI, 2022)

The 6-inch Cassini Map (1830s to 1930s) shows the study area and immediately surrounding area as unchanged from 1888-1913 map. See Figure 4.3.

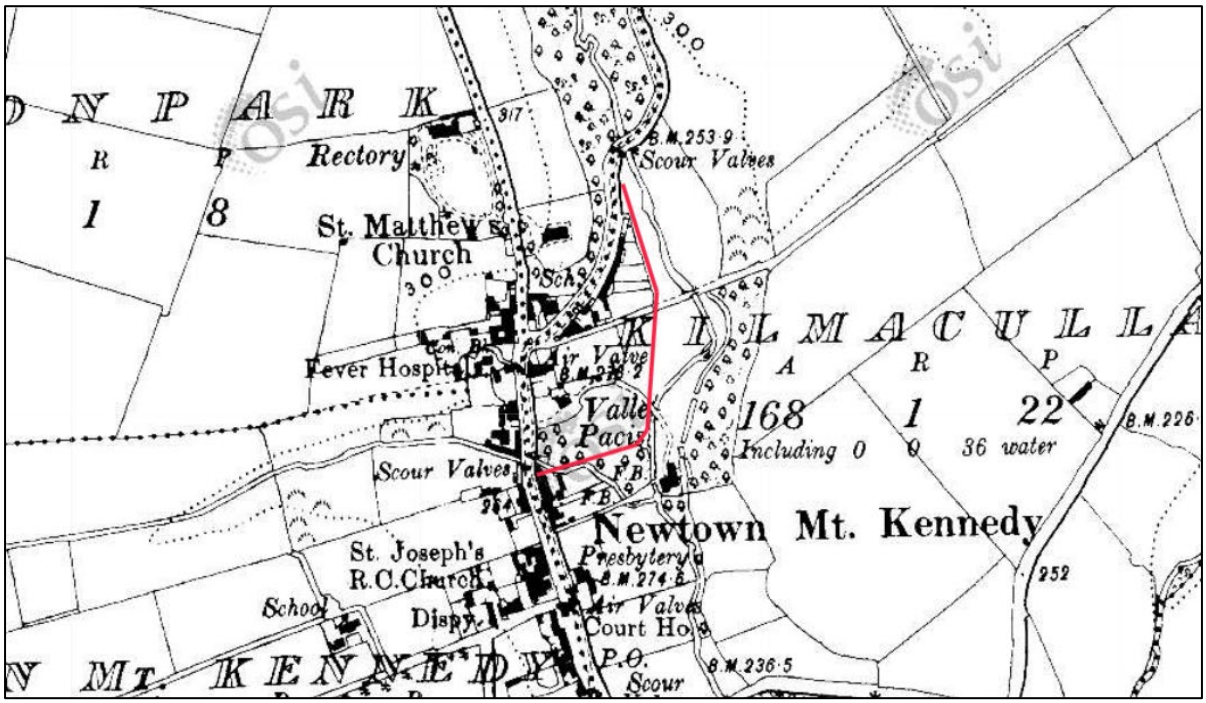


Figure 4.3: 6 Inch Cassini Map; site location shown by red line (Source: OSI, 2022)

The aerial photograph for 1995 (Figure 4.4) shows no changes to the site conditions. Beyond the boundary, two residential housing estates have been constructed to the northwest of the site and a factory to the south of the site since the Cassini mapping.

Figure 4.4: Aerial photograph for 1995; site location shown by red line (Source: GeoHive, 2022)

The 2000 aerial photo (Figure 4.5) shows no significant changes to the site or surrounding area since the 1995 aerial photo was taken.

Figure 4.5: Aerial photograph for 2000; site location shown by red line (Source: GeoHive, 2022).

The 2005 aerial photo (Figure 4.6) shows no significant changes to the site or surrounding area since the 2000 aerial photo was taken.

Figure 4.6: Aerial photograph for 2005; site location shown by red line (Source: GeoHive, 2022).

The 2011-2013 aerial photo (Figure 4.7) indicates that an industrial estate has been built to the west of the proposed site location. This estate currently houses Little Explorers Childcare, Dunnes Stores, and Glenbrook Home Goods Store among others. No other significant changes shown for the site or surrounding area.

Figure 4.7: Aerial photograph 2011-2013; site location shown by red line (Source: GeoHive, 2022)

The 2013-2018 aerial photo (Figure 4.8) shows no significant changes to the site or surrounding area since the 2011-2013 aerial photo was taken.

Figure 4.8: The aerial photograph from 2013-2018 showed no significant changes from 2011-2013.

4.6 Site Physical Setting

Information regarding the site topography, hydrology, geology, hydrogeology, and ecology of the area has been obtained from records held by the Geological Survey of Ireland (GSI), Environmental Protection Agency (EPA) Envision online mapping tool, Ordnance Survey of Ireland (OSI), GeoHive, Water Framework Directive Maps, and National Parks and Wildlife Service (NPWS) databases.

4.7 Biodiversity

An Appropriate Assessment (AA) Screening Report has been prepared by OCSC which concluded that it the proposed project in the absence of mitigation is likely to give rise to adverse effects on the designated European sites with which it is hydrologically linked. Therefore, a Natura Impact Statement (NIS) was undertaken.

There are three SPAs within 15km of the proposed scheme: The Murrough SPA (4.2km east), Wicklow Mountains SPA (7.6km west), and Wicklow Head SPA (14km east). There is no physical connectivity, in the form of hedgerows, treelines, or woodlands, from the proposed works area to any SPA.

There are eight SACs within the 15km of the proposed scheme: Carriggower Bog SAC (3.2km northwest), Glen of the Downs SAC (3.8km north), The Murrough Wetlands SAC (4.5km east), Bray Head SAC (7.5km northeast), Wicklow Mountains SAC (7.6km west), Knocksink Wood SAC (11.9km northwest), Ballyman Glen SAC (12.3km northwest), and Wicklow Reef SAC (14km southeast). There is no physical connectivity, in the form of hedgerows, treelines, or

woodlands, from the proposed works area to and of these SACs. There is a hydrological link between the Newtownmountkennedy_020 River situated to the east of the study area and its tributary which crosses the study area, and The Murrough Wetlands SAC located 4.5km downstream.

There are no Natural Heritage Area (NHA) within 15km of the study area.

There are 19 proposed Natural Heritage Areas (pNHA) within 15km of the site. The nearest is the Carriggower Bog (Site Code 000716), located 3.1km northwest of the study area. There is no linkage between the study area at the Carriggower Bog pNHA as the study area is located downstream of this pNHA. There is however, a hydrological link between the Newtownmountkennedy_020 River, located to the east of the study area, and its tributary which crosses the study area and The Murrough Wetlands pNHA (4.5km downstream). There is no hydrological links to any other proposed Natural Heritage Areas.

Although this project is small in magnitude and extent, the close proximity to the river and indirect hydrological links to The Murrough SPA, The Murrough Wetlands SAC, and the Murrough pNHA (located 4.2km, 4.5km, and 4.5km downstream, respectively) indicate the potential for low to moderate impacts to occur.

Given the nature of the development, its scale, and its location it is concluded that the project is foreseen to give rise to low adverse effects on the biodiversity local to the site. An NIS has been completed (OCSC, 2022) for European sites.

4.8 Topography

The topography of the regional area is varied with rolling hills, troughs, and lower lying elevations towards The Murrough SAC.

4.9 Unconsolidated Geology

The site is comprised of three different soils, with well-drained, mainly basic main soils and alluvial mineral soils underlying the majority of the site area (lavender and ochre, respectively on Figure 4.9). A small area in the western portion of the site is underlain by made ground shown as aqua on Figure 4.9.

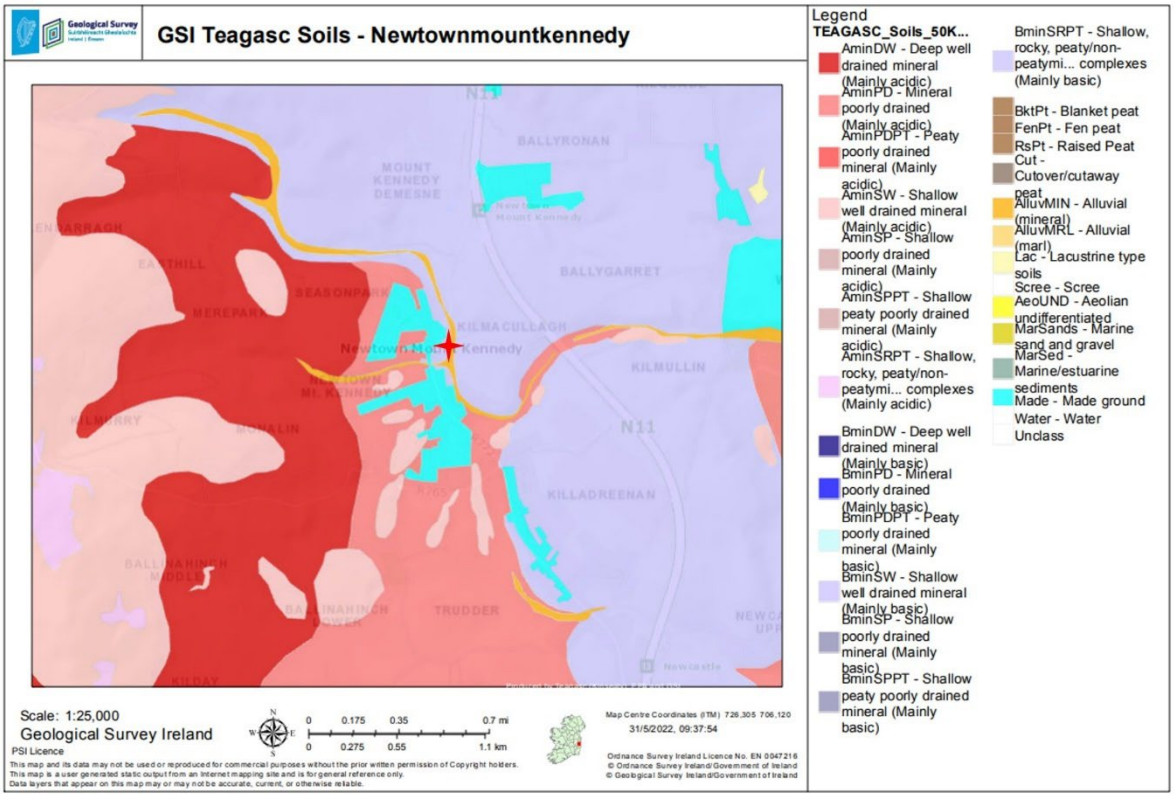


Figure 4.9: Teagasc Topsoil Soil Classification; approximate site location indicated by red star (Source: GSI, 2022).

4.10 Geology

The site is underlain by Cambrian greywacke and quartzite of the Bray Head Formation as shown in Figure 4.10. The formation is dominated by greywacke and by the distinctive quartzite units which range in thickness from 10m to over 100m. Slump deformation is widespread with slumped zones from 10m to 200m thick alternating with coherent undeformed sediments (GSI, 2022). undeformed sediments (GSI, 2022).

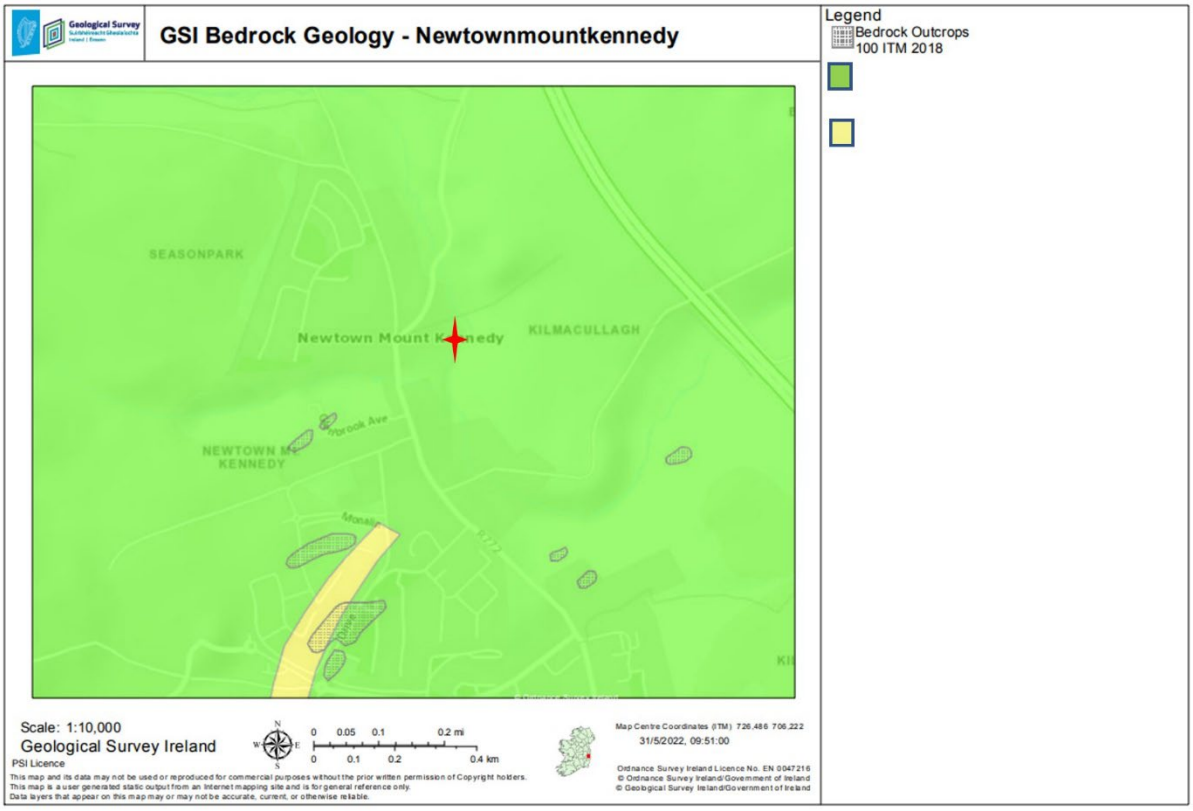


Figure 4.10: Bedrock Geology; approximate site location indicated by red star (Source: GSI, 2022).

4.11 Areas of Geological Interest

The GSI online mapping service was consulted regarding areas of geological interest in the vicinity of the site. The nearest area of geological interest is Dunran Channel (site code WW019) which is located 3.1km south of the site and is a designated County Geological Site (CGS). Dunran Channel is up to 80m deep with a U-shaped profile typical of meltwater channels and was formed by meltwater erosion on the eastern flank of the Wicklow Mountains. The second nearest area of geological interest is the Wicklow-Greystones Coast (site code WW060), a CGS located 4km east of the site. The Wicklow-Greystones Coast is an uninterrupted shingle beach which is understood to have formed around 5,000 years ago and extends for over 17km between Greystones and Wicklow.

Given the distance between the site and the two nearest areas of geological interest, it can be considered that these are not within the area of influence of the proposed development. See Figure 4.11.

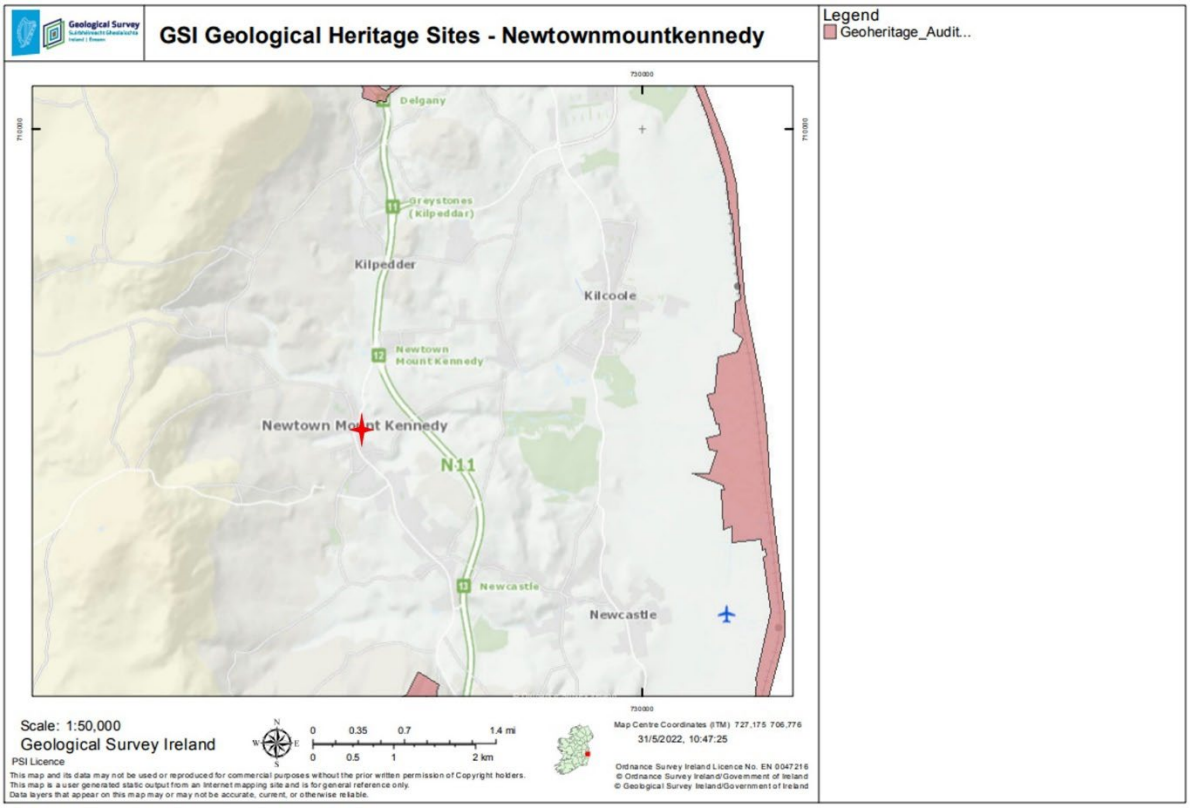


Figure 4.11: Geological Heritage Sites; approximate site location indicated by red star (Source: GSI, 2022).

4.12 Aquifers

The GSI provides a methodology for aquifer classification based on resource value (Regionally Important, Locally Important, and Poor) and vulnerability (Extreme, High, Moderate, or Low). Resource value refers to the scale and production potential of the aquifer whilst vulnerability refers to the ease with which groundwater may be contaminated by human activities (vulnerability classification primarily based on the permeability and thickness of subsoils). The site is underlain primarily by a locally important gravel aquifer; however, the southwestern portion of the site is underlain by a poor bedrock aquifer which is generally unproductive except in local zones as shown in Figure 4.12.

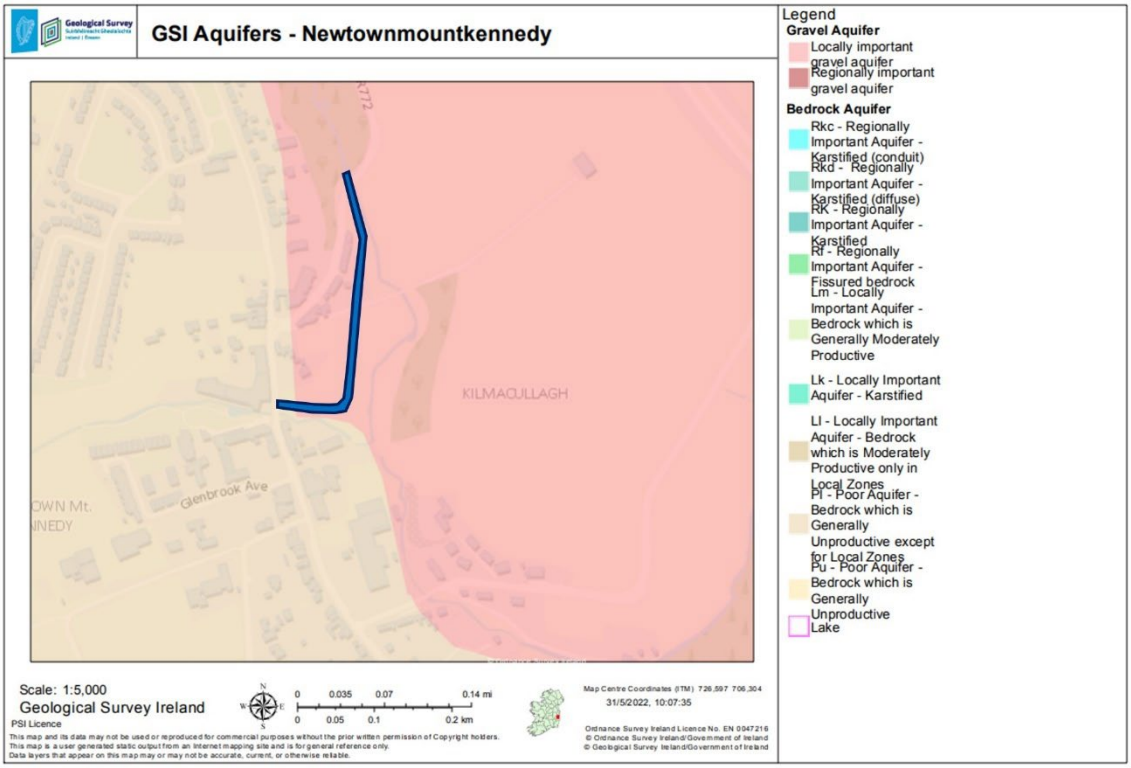


Figure 4.12: Aquifers; approximate site location indicated by blue line (Source: GSI, 2022).

4.13 Groundwater Vulnerability

The GSI resources describe the groundwater vulnerability beneath the site as High 'H' as shown in Figure 4.12.

Vulnerability ratings are related to a function of overburden thickness and permeability which might offer a degree of protection and/or attenuation to the underlying aquifer from surface activities and pollution. There are no karst features identified in the vicinity of the site.

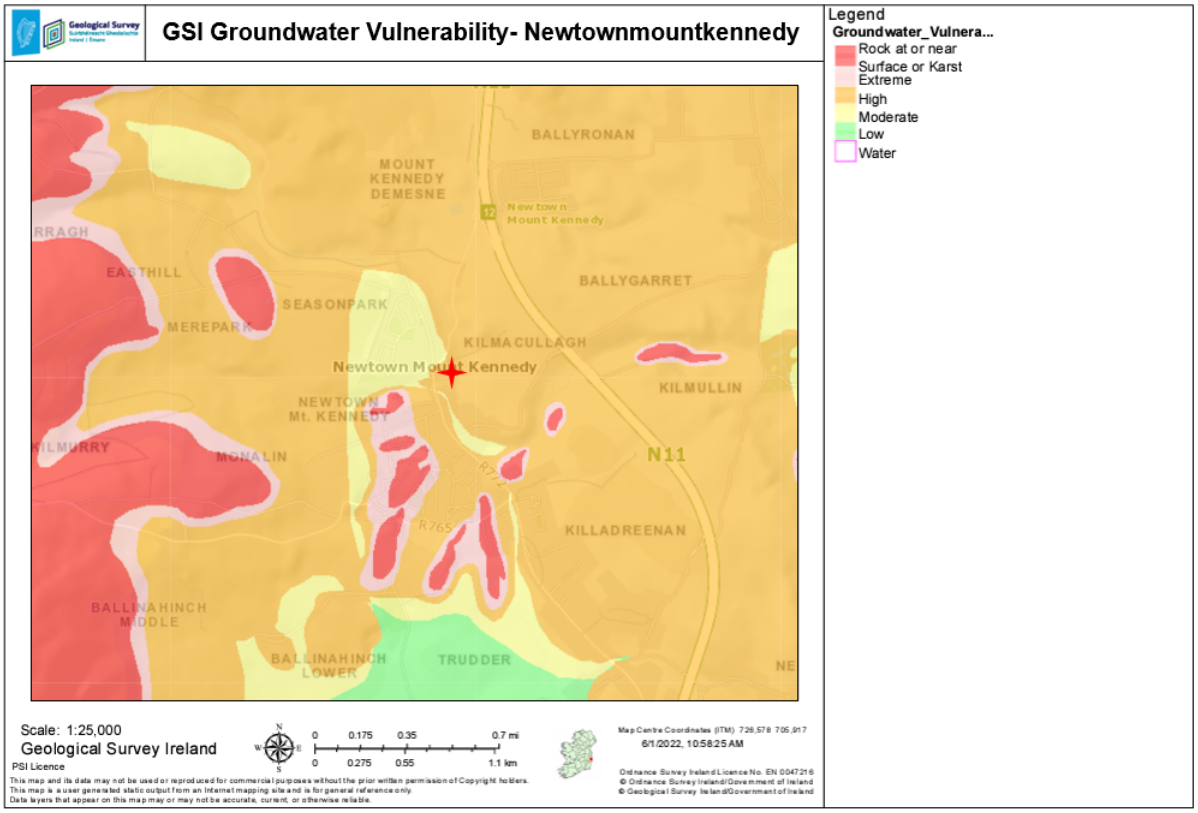


Figure 4.13: Groundwater Vulnerabilty; approximate site location indicated by red star (Source: GSI, 2022).

4.14 Groundwater Recharge

Diffuse recharge generally occurs via rainfall percolating through the subsoil with its rate being higher in areas where the subsoil in thinner and/or more permeable. The proportion of effective rainfall that recharges the aquifer is largely determined by the thickness and permeability of the soil and subsoil and by the slope. The groundwater recharge zones associated with the site are shown in Figure 4.14. GSI groundwater recharge model parameters for these zones are summarised in Table 4.1.

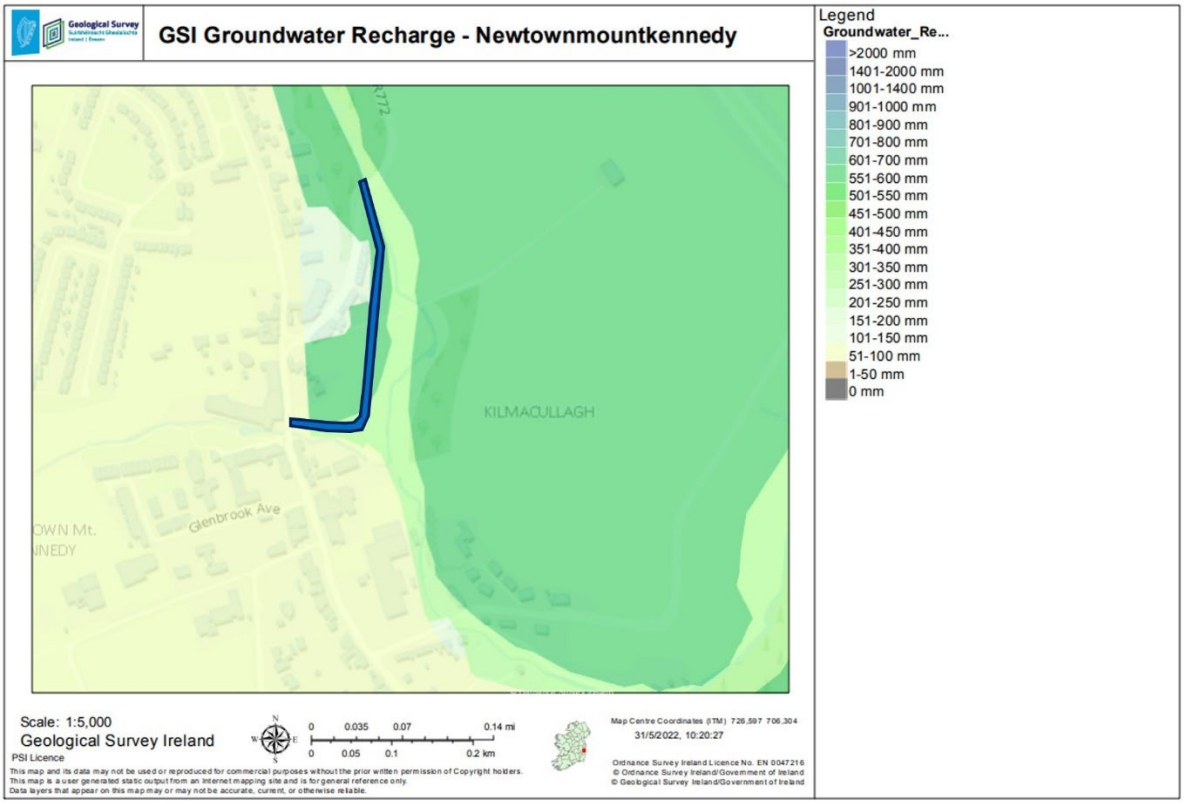


Figure 4.14: Groundwater Recharge; approximate site location indicated by blue line (Source: GSI, 2022).

Table 4.1: GSI Groundwater Recharge Parameters

Groundwater Recharge Parameters				
Site Location:	Northern End	Along Stream Banks	West of Stream	Southwest End
Average Recharge (mm/yr):	268-559	268	559	100
Hydrogeological Setting:	2.i/ 2.iv	1.vii/ 2.iv	1.vi/ 2.i	2.m/ 2.ii
Hydrogeological Setting Description:	High vulnerability sand and gravel overlain by well-drained soil	High vulnerability sand and gravel aquifer overlain by poorly-drained soil or peat/ extreme vulnerability sand and gravel aquifer where the water table is <3m below the surface and overlain by	High vulnerability sand and gravel aquifer overlain by poorly-drained soil or peat/ extreme vulnerability sand and gravel aquifer where the water table is <3m below the surface and overlain by	Made ground/ high permeability sand and gravel overlain by well-drained soil

		poorly-drained soil or peat	poorly-drained soil or peat	
Recharge Coefficient (%):	42.50-85.00	42.50	85.00	20.00-85.00
Effective Rainfall (mm/yr):	629.700-657.400	629.700	657.400	657.400-657.800
Recharge (mm/'yr):	268-559	268	559	132-559
Subsoil Permeability Description:	High	High	High	High
GW Vulnerability:	High	High/ Extreme	High/ Extreme	High
Aquifer Category:	Lg/Pl	Lg/Pl	Lg/Pl	Pl
Aquifer Category Description:	Locally important gravel aquifer underlain by a poor bedrock aquifer which is generally unproductive except in local zones	Locally important gravel aquifer underlain by a poor bedrock aquifer which is generally unproductive except in local zones	Locally important gravel aquifer underlain by a poor bedrock aquifer which is generally unproductive except in local zones	Poor bedrock aquifer which is generally unproductive except in local zones

4.15 Wells & Springs

A search of the GSI groundwater well database was conducted to identify registered wells within the site footprint and/or the surrounding area.

There are three boreholes with the potential to be located within the site boundary and were installed for domestic use only: a dug well (3219NWW008) which was installed on 1st July 1970 to 22.5m; a borehole (3219NWW009) which was installed on 1st July 1970 to 23.5m; and a borehole (3219NWW035) which was installed on 27th June 1979 to 32m. There are three additional wells located within 1km of the site. These wells were dug or drilled between 1993 and 1997 to depths ranging from 3.8m to 48.7m. Two were drilled for domestic use and one carried the notation that it was part of a "depth to bedrock drilling programme (No. 145)".

The GSI database also provides a framework for the protection of groundwater source zones (e.g. areas of contribution to water supply bores). There are no reported source protection zones (SPZs) within a 2km radius of the proposed site. The nearest SPZ is Roundwood PWS which is situated approximately 8.3 km west-southwest of the site.

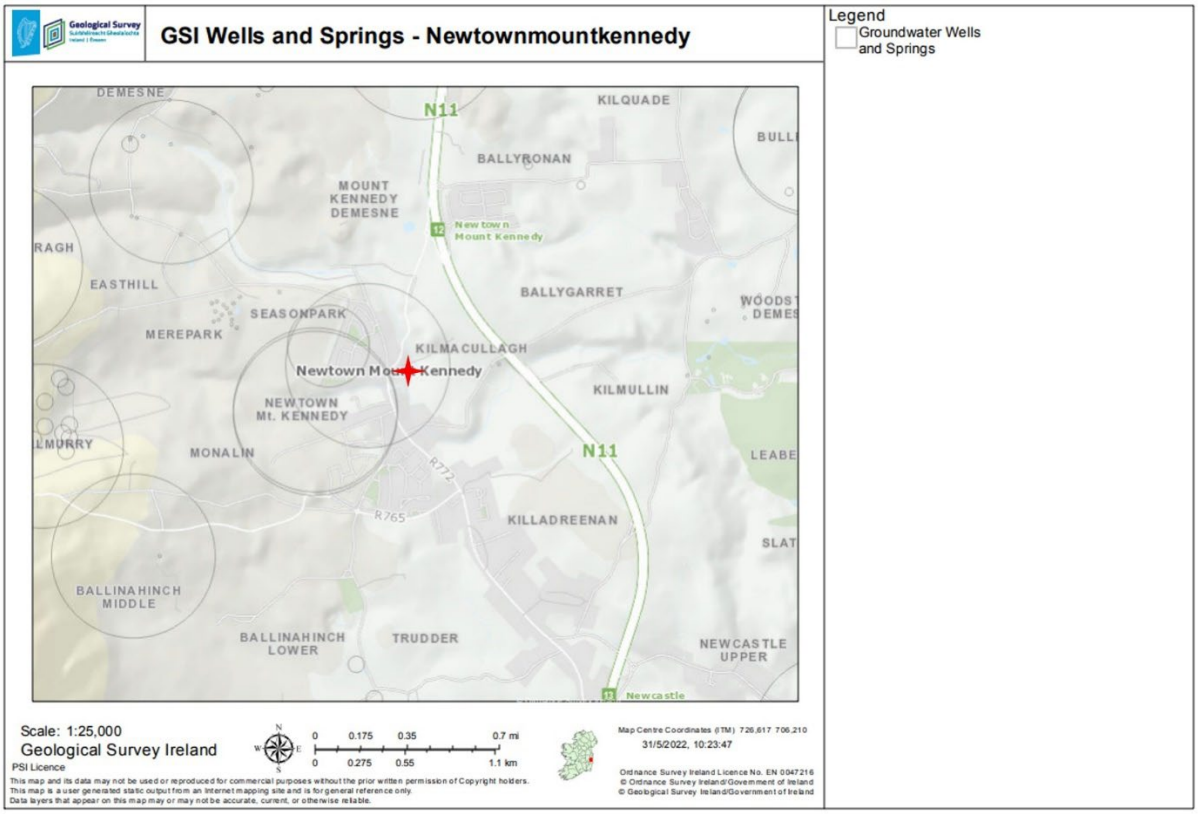


Figure 4.15: Wells and Springs; approximate site location indicated by red star (Source: GSI, 2022).

4.16 Hydrology

There is a surface water feature mapped within the site area. The EPA designated tributary stream Newtownmountkennedy_020 runs from north to south adjacent the site area and joins the Glendarragh river south of the site. The river flows from north to south past the northern end of the site area and eventually into the Murrough Wetlands SAC, 4.4km direct distance and 5.1km as the river flows. Based on the most recent water quality information 2013-2018, the Newtonmountkennedy_020 has an overall Water Framework Directive (WFD) Status of 'Poor' as shown in Figure 2.3. The EPA spatial dataset shows that the WFD River Waterbody Risk associated with the river is 'At Risk' (EPA 2022) as shown in Figure 2.4. WFD summary information for this stream is summarised in Table 4.2.

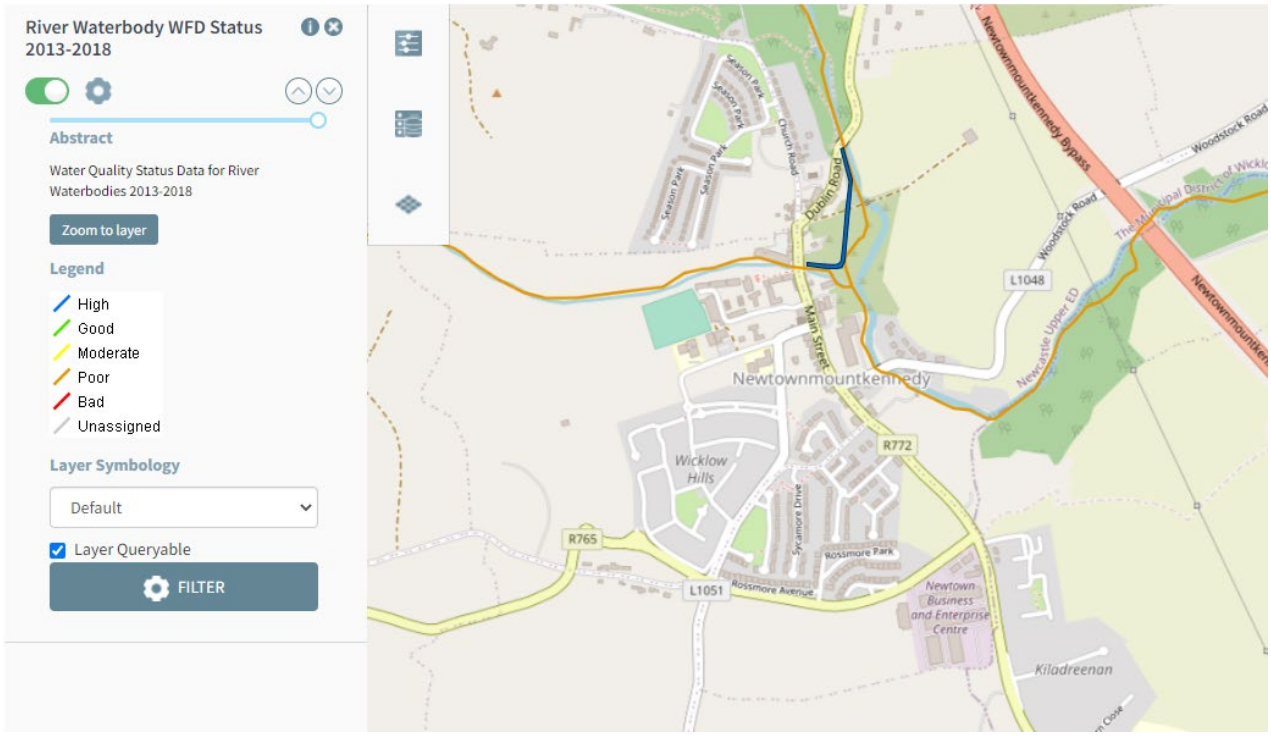


Figure 4.16: River Waterbody WFD Status; approximate site location indicated by blue line (Source: EPA Maps, 2022).

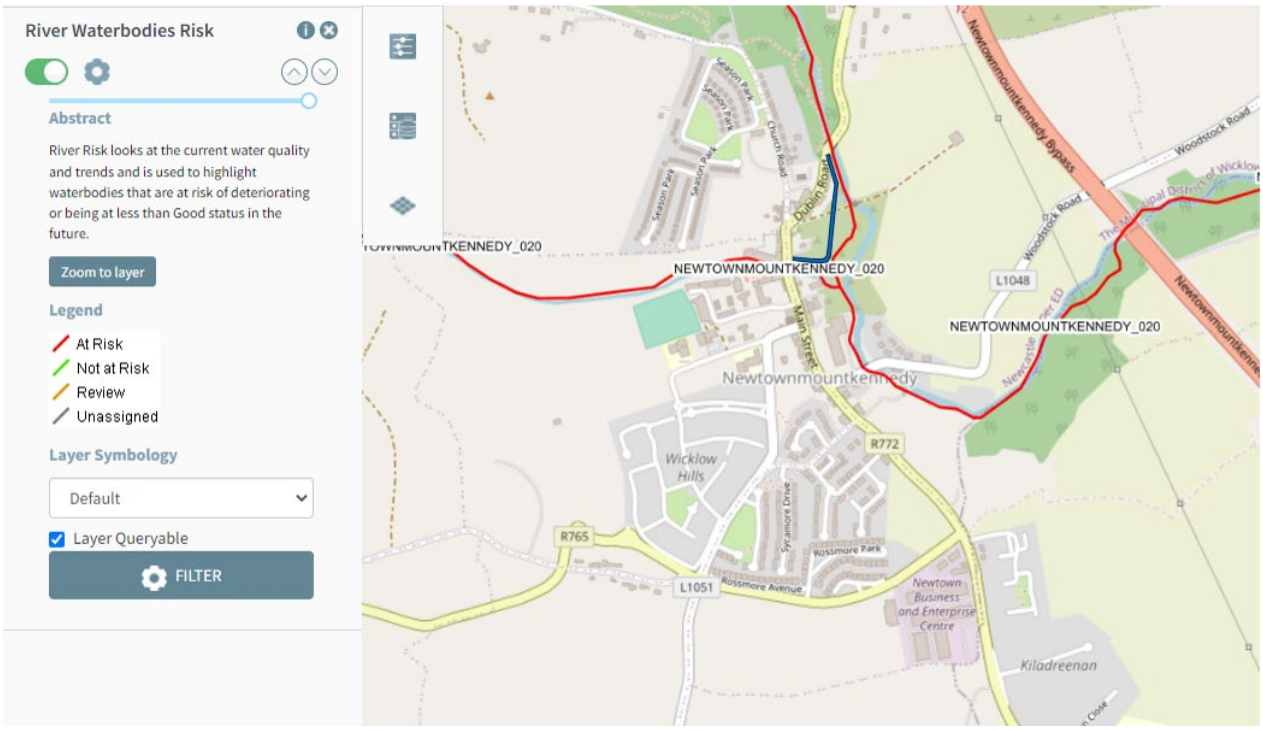


Figure 4.17: River Waterbodies Risk; approximate site location indicated by blue line (Source: EPA Maps, 2022).

Table 4.2: WFD Summary Information – Newtownmountkennedy River

Waterbody Code	IE_EA_10N020600
Waterbody Name	NEWTOWNMOUNTKENNEDY_020
Waterbody Type	River
Iteration	SW 2013-2018
Status	Poor
Risk	At Risk

4.17 Radon

According to the EPA (now incorporating the Radiological Protection Institute of Ireland), about 1 in 20 homes in this area is likely to have high radon levels Figure 4.13. This is not relevant to the proposed development.

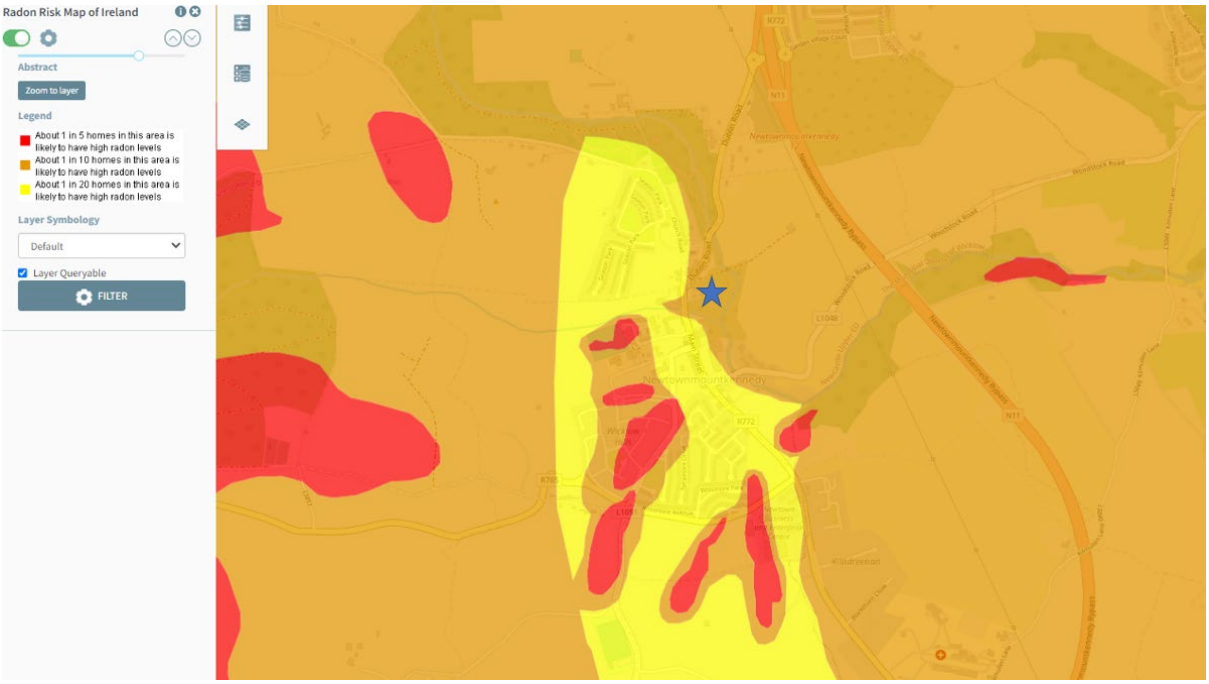


Figure 4.18: Radon Risk; approximate site location indicated by red star (Source: EPA Maps, 2022).

4.18 Protected Structures

The National Monuments Service (NMS) maps show that there are eight protected structures adjacent to the proposed works: 1 – a church, Reg. No. 16307009, built in 1830 to 1835; 2 – Reg. No. 16307008, built as a school in 1840 to 1860, now used as a retail outlet, Affordable Splendour; 3 – a house, Reg. No. 16307011, built between 1835 and 1845; 4 – a house, Reg. No. 16307007, built between 1790 and 1810; 5 – a house, Reg. No. 16307004, built between 1820 and 1840; 6 – a house, Reg. No. 16307003, built between 1850 and 1870; 7 – a public house, Reg. No. 16307002, built between 1820 and 1840 and 8 – a church/chapel, Reg. No. 16307001, built between 1860 and 1870. See Figure 4.14 for the locations of protected structures in relation to the site.

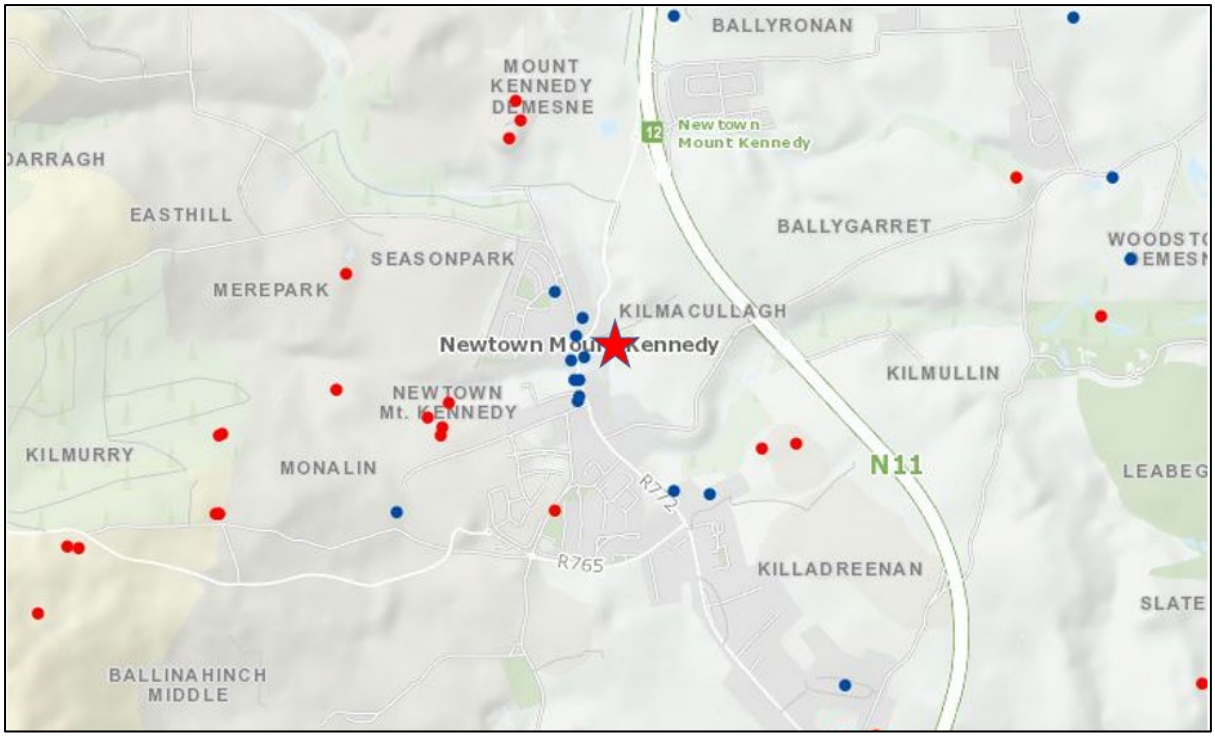


Figure 4.19: National Monument Service Protected Structures; approximate site location indicated by red star (Source: NMS, 2022).

4.19 Nearby Site Investigations

The Geological Survey of Ireland (GSI) have compiled a database from site investigations carried out in Ireland. Figure 4.20 identifies the site investigations locations closest to the vicinity of the site.

The nearest borehole to the site is located 0.15m to the south. The next nearest is a group of eight boreholes located 0.21-0.23km to the north. All of these boreholes as well as others more distal to the site are associated with a large site investigation area included under report ID 7,614 for which no further information was given. A second large site investigation was recorded 0.4km to the east of the site at its nearest point and was associated with the Newtownmountkennedy Bypass on the N11 (ID 1,735).

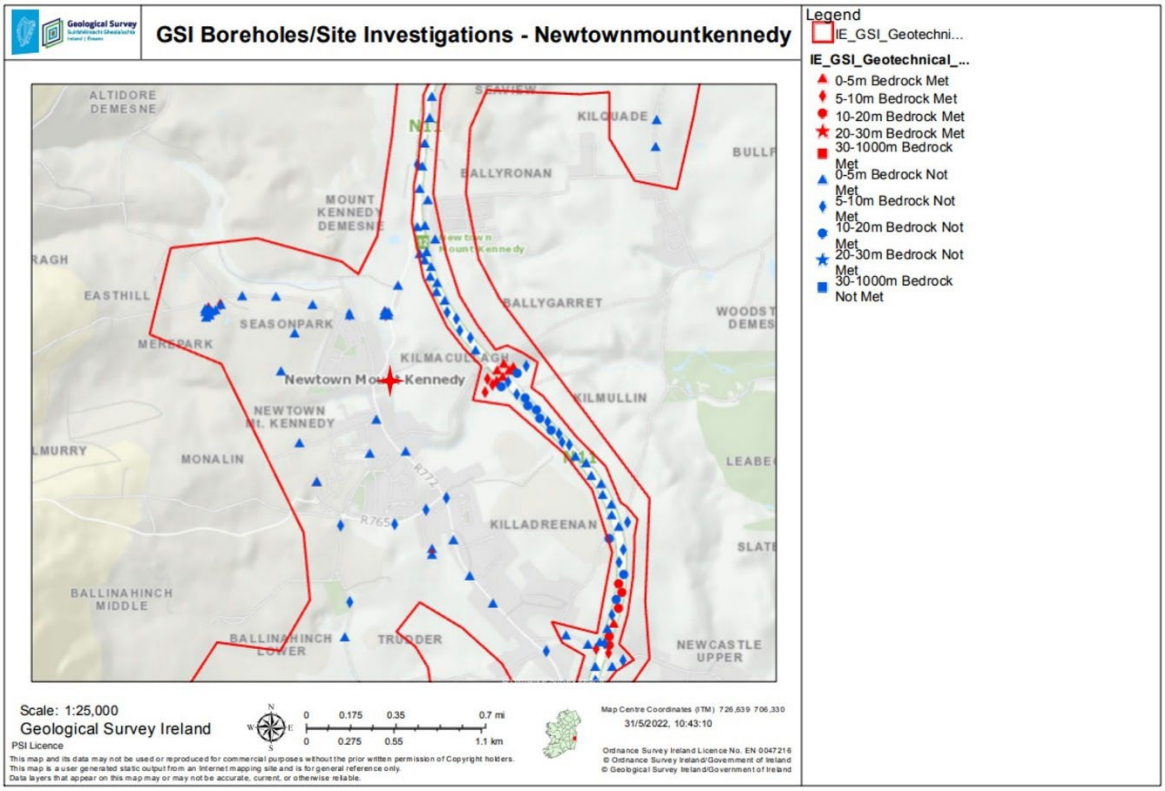


Figure 4.20: Nearby Boreholes and Site Investigations; approximate site location indicated by red star (Source: GSI, 2022).

4.20 Summary of the Physical Site Setting

Summary of the site physical setting are outlined in Table 4.3.

Table 4.3: Summary Site Setting

feature	details & comments
Topography	Varied with rolling hills, troughs, and lower lying elevations towards The Murrough SAC
Geology	**Topsoil:** well-drained, mainly basic main soils and alluvial mineral soils underlying the majority of the site area with a small area in the western portion of the site underlain by made ground
	Solid Geology: Bray Head Formation, a Cambrian greywacke with quartzite units which range in thickness from 10m to over 100m
Hydrogeology	**Aquifer Classification:** Locally important gravel aquifer (Lg) underlies the majority of the site; the southwestern portion of the site is underlain by a poor bedrock aquifer (Pl) which is generally unproductive except in local zones

	Vulnerability & Recharge: Groundwater vulnerability is High 'H' beneath the site. The average recharge has been modelled at 132 to 559 mm/year.
	Groundwater Flow: The regional groundwater flow direction can be expected to be to the east towards The Murrough Wetlands SAC.
	Well Search: There were no Source Protection Zones identified within 2 km of the site. It is therefore assumed that there are no public supply wells within this area.
Hydrology	**Surface Water Courses:** The Newtownmountkennedy River and its tributary border the eastern and southern sides of the site, respectively.

5 TYPES AND CHARACTERISTICS OF POTENTIAL IMPACTS

The likely significant effects on the environment of proposed development in relation to specified criteria are outlined below.

5.1 Magnitude and Spatial Extent of Impact

This project relates to the construction of a river walkway for pedestrian access and associated public lighting along the Newtownmountkennedy River with entry/exit points located on the Dublin Road and Main Street. Although this project is small in magnitude and extent, the close proximity to the river and distance downstream to the nearest protected areas, The Murrough SPA located 4.2km downstream and The Murrough Wetlands SAC located 4.5km downstream, indicate the potential for impacts to occur.

5.2 The Nature of the Impact

This project relates to the addition of a river walkway for pedestrian access along the Newtownmountkennedy River with entry/exit points located on the Dublin Road and Main Street which will include public ligthing. This project is small in magnitude and extent. Any potential impacts are not likely to be significant.

5.3 The Transboundary Nature of the Impact

There is no potential for transboundary impacts.

5.4 The Intensity and Complexity of the Impact

The project involves a small work area which has been limited to that required to create safe pedestrian access through the area. Any potential impacts are not likely to be significant.

5.5 The Probability of the Impact

The probability of impacts is low based on the following considerations:

- A project-specific CEMP will be prepared by the appointed contractor.
- The receiving environment is considered sensitive; however, no in-stream works will take place as part of the proposed development.

5.6 Expected Onset, Duration, Frequency and Reversibility of the Impact

Based on the limited work area required to undertake the proposed enhancement works and the short duration of the project, no significant or long-term potential impacts are anticipated. However, given the hydrological link to the Murrough SPA and SAC located 4.2km and 4.5km downstream, respectively, there is potential for low to moderate impacts.

5.7 The Cumulation of the Impact with the Impacts of other Existing and/or Future Developments

There are no likely cumulative impacts of the proposed works in conjunction with committed developments based on a review of planning grants.

5.8 The Possibility of Effectively Reducing the Impact

The small area affected has been limited to that required to enhance pedestrian access and safety in the area along the Newtownmountkennedy River. A CEMP will be prepared by the appointed contractor taking into account all site works and detailing all required mitigation measures.

The potential exists, particularly at the construction stage, for a small amount of nuisance associated with localised traffic disruption and construction noise and dust. However, for the most part, construction impacts related to this project are likely to be minimal and temporary.

5.9 Screening Decision

Based on the nature, scale, and location of the proposed project, by itself and in combination with other plans and projects, it is considered that the overall impact on the receiving environment will be low.

An Appropriate Assessment (AA) Screening Report has been prepared by OCSC which concluded that it is foreseen to likely give rise to adverse effects on the designated European sites with which it is hydrologically linked. Therefore, a Natura Impact Statement (NIS) has also been prepared for this proposed project.

Please refer to the completed Screening Checklist identified in European Commission publication Environmental Impact Assessment of Projects, Guidance on Screening (2017).

Table 5.1: Environmental Impact Assessment of Projects Screening Checklist.

Checklist	Response
Will there be a large change in environmental conditions?	No
Will new features be out-of-scale with the existing environment?	No. The improvement will create access for pedestrians.
Will the impact be unusual in the area or particularly complex?	No
Will the impact extend over a large area?	No
Will there be any potential for transboundary impact?	No
Will many people be affected?	Minor temporary impacts. Overall positive impact in creating new pedestrian access.
Will many receptors of other types (fauna and flora, businesses, facilities) be affected?	No (refer to AA screening)
Will valuable or scarce features or resources be affected?	No (refer to AA screening)
Is there a risk that environmental standards will be breached?	No (refer to AA screening)

Is there a risk that protected sites, areas, and features will be affected?	Yes. There is a low potential that downstream protected areas could be impacted by surface water run-off and other pollutants such as hydrocarbons, therefore an NIS has been undertaken to mitigate that risk.
Is there a high probability of the effect occurring?	No
Will the impact continue for a long time?	Temporary, short term.
Will the effect be permanent rather than temporary?	No (refer to AA screening)
Will the impact be continuous rather than intermittent?	Temporary and short-term following construction.
If it is intermittent will it be frequent rather than rare?	-
Will the impact be irreversible?	No
Will it be difficult to avoid, or reduce or repair or compensate for the effect?	No, mitigations outlined in the NIS.

AA SCREENING REPORT

Newtownmountkennedy River Walkway Project

Wicklow County Council

PROJECT NO. W335

JULY 2022

OCSC
O'CONNOR | SUTTON | CRONIN
Multidisciplinary
Consulting Engineers

AA SCREENING REPORT

Newtownmountkennedy River Walkway Project

Wicklow County Council

PROJECT NO. W335

JULY 2022

APPROPRIATE ASSESSMENT

SCREENING REPORT

Newtownmountkennedy River Walkway Project

for

Wicklow County Council

NOTICE

This document has been produced by O'Connor Sutton Cronin & Associates for its client, Wicklow City Council. It may not be used for any purpose other than that specified by any other person without the written permission of the authors.

DOCUMENT CONTROL & HISTORY

OCSC Job No.: W335	Project Code	Originator	Zone Volume	Level	File Type	Role Type	Number	Status / Suitability Code	Revision
	W335	OCSC	ZZ	ZZ	RP	YE	801	S2	P1

Rev.	Status	Authors	Checked	Authorised	Issue Date
P1	Final	EB	LI	EB	14/07/2022
P0	Draft	EB	LI	EB	30/05/2022

APPROPRIATE ASSESSMENT SCREENING REPORT

TABLE OF CONTENTS PAGE

1 INTRODUCTION 1

1.1 Project Contractual Basis & Parties Involved 1

1.2 Legislative Context 1

1.3 Methodology and Approach 3

1.4 Scope of Works 3

1.5 Limitations 4

2 DESCRIPTION OF THE EXISTING ENVIRONMENT 5

2.1 Project Description 5

2.2 Site Location 5

2.3 Study area 5

2.4 Surrounding Land Use 6

2.5 Hydrology 7

3 SCREENING FOR APPROPRIATE ASSESSMENT 9

3.1 Screening Process 9

3.2 Identification of relevant European Sites 9

3.3 Assessment Criteria 21

3.3.1 Exclusion from Appropriate Assessment 21

3.3.2 Elements of the works with the potential to give risk to Effects 21

3.3.3 Identification of Potential Effects and Screening of Sites 21

3.4 Assessment of Significance of Potential Effects 22

3.4.1 Land Take/Habitat Loss 23
3.4.2 Resource Requirements 23
3.4.3 Duration of Works 23
3.4.4 Emissions (Disposal to Land, Water or Air) 23
3.4.5 Excavation Requirements/ Erosion/Sedimentation 24
3.4.6 Transportation Requirements 24
3.4.7 Duration of Construction, Operation, Decommissioning 24
3.4.8 Habitat Reduction 24
3.4.9 Species Disturbance 25
3.4.10 Habitat or species fragmentation 25
3.4.11 Changes in Key indicators of Conservation Value 25
3.4.12 Climate Change 25
4 SUMMARY & CONCLUSION 31
4.1 Summary 31
4.2 Conclusion 31

1 INTRODUCTION

1.1 Project Contractual Basis & Parties Involved

This report has been prepared by O'Connor Sutton Cronin & Associates Ltd. (OCSC) at the request of their Client, Wicklow City Council. The site for assessment comprises land adjacent to the Newtownmountkennedy River, Newtownmountkennedy, Co. Wicklow where the project proposes the addition of a walkway along the river with entry/exit points located on the Dublin Road and Main Street.

The report was completed by Eadaoin Butler BSc, Consultant Ecologist; reviewed by Luis Iemma BSc, MSc, Ph.D, Senior Ecologist; and approved by Eleanor Burke, BSc, MSc, DAS, MIEnvSc, CSci, Technical Principal, and the OCSC Environmental Division Manager.

1.2 Legislative Context

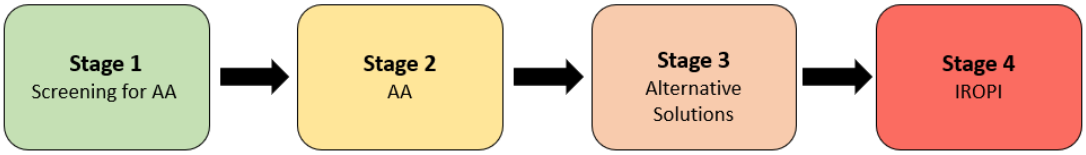
The Habitats Directive provides legal protection for habitats and species of European importance. The overall aim of the Habitats Directive is to maintain or restore the "favourable conservation status" of habitats and species of European Community Interest. These habitats and species are listed in the Habitats and Birds Directives (Habitats Directive as above and Directive 2009/147/EC on the conservation of wild birds) with Special Areas of Conservation (SACs) and Special Protection Areas (SPAs) designated to afford protection to the most vulnerable of them. These two designations are collectively known as European Sites. Articles 6(3) and 6(4) of the Habitats Directive set out the decision-making tests for plans and projects likely to affect such sites. Article 6(3) establishes the requirement for AA. These requirements are implemented in the Republic of Ireland by the European Communities (Birds and Natural Habitats) Regulations 2011 (as amended) and the Planning Development Act 2000 (as amended).

This AA screening is based on best scientific knowledge and has utilised ecological and hydrological expertise. In addition, a detailed online review of published scientific literature and 'grey' literature was conducted. This included a detailed review of the National Parks and Wildlife Service (NPWS) website which contains mapping and available reports for relevant sites and describes sensitve qualifying interests/ special conservation interests and their conservation objectives. The EPA EnVision map viewer (EPA 2022) and available reports were also reviewed, as was the NPWS (2013) publication "*The Status of Protected EU Habitats and Species in Ireland*".

The ecological desktop study completed for the AA screening of the proposed development comprised of the following elements:

- Identification of European sites with 15 km of the proposed project boundary with identification of potential pathway links for specific sites (if relevant) greater than 15 km from the proposed project boundary;
- Review of the NPWS site synopses and conservation objectives for European sites within 15 km and for which potential pathways from the proposed site have been identified; and
- Examination of available information on protected species.

There are four main stages in the AA process as follows:



IROPI: imperative reasons of overriding public interest (IROPI),

Stage One: Screening

The process that identifies the likely impacts upon a European site of a project of plan, either alone or in combination with other projects or plans and considers whether these impacts are likely to be significant.

Stage Two: Appropriate Assessment

The consideration of the impact on the integrity of the European site of the project or plan, either alone or in combination with other projects or plans, with respect to the site's structure and function and its conservation objectives. Additionally, where there are adverse impacts, an assessment of the potential mitigation of those impacts. If adequate mitigation is proposed to ensure no significant adverse impacts on European sites, then the process may end at this stage. However, if the likelihood of significant impacts remains, then the process must proceed to Stage Three.

Stage Three: Assessment of Alternative Solutions

The process that examines alternative ways of achieving the objectives of the project or plan that avoids adverse impacts on the integrity of the European site.

Stage Four: Assessment where no alternative solutions exist and where adverse impacts remain

An assessment of compensatory measures where, in the light of an assessment of imperative reasons of overriding public interest (IROPI), it is deemed that the project of plan should proceed.

The Habitats Directive promotes a hierarchy of avoidance, mitigation, and compensatory measures. This approach aims to avoid any impacts on European sites by identifying possible impacts early in the plan or project making process and avoiding such impacts. Secondly, the approach involves the application of mitigation measures, if necessary, during the AA process to the point where no adverse impacts on the site(s) remain. If potential impacts on European sites remain and no further practicable mitigation is possible, the approach requires the consideration of alternative solutions. If no alternative solutions are identified and the plan or project is required for imperative reasons of overriding public interest, then compensation measures are required for any remaining adverse effects.

Ecological impact assessment of potential effects on European sites is conducted following a standard source-pathway-receptor model where, in order for an effect to be established, all three elements of this mechanism must be in place. The absence or removal of one of the elements of the mechanism is sufficient to conclude that a potential effect is not of any relevance or significance.

- Source(s) – e.g. pollutant run-off from proposed works;

- Pathway(s) – e.g. groundwater connecting proposed works to nearby qualifying wetland habitats; and
- Receptor(s) – qualifying aquatic habitats and species of European sites.

In relation to this report, receptors are the ecological features that are known to be utilised by the qualifying interests or special conservation interests of a European site. A source is any identifiable element of the proposed development that is known to interact with ecological processes. The pathways are any connections or links between the source and the receptor. This report provides information on whether direct, indirect, and cumulative adverse effects could arise from the proposed development.

1.3 Methodology and Approach

The AA Screening has been prepared taking into account legislation including the aforementioned legislation and guidance including the following:

- *Appropriate Assessment of Plans and Projects in Ireland. Guidance for Planning Authorities*, Department of the Environment, Heritage and Local Government, 2009; 11 February 2010 revision.
- *Commission Notice: Managing Natura 2000 sites – The provisions of Article 6 of the Habitats Directive 92/43/EEC*, European Commission, 2018.
- *Assessment of plans and projects significantly affecting Natura 2000 sites: Methodological guidance on the provisions of Article 6(3) and (4) of the Habiats Directive 92/43/EEC*, Euopean Commission Environment DG, 2002.
- *Managing Natura 2000 sites: the Provisions of Article 6 of the Habitats Directive 92/43/EEC,* European Commission, 2000.

The above documents have been used to carry out a desktop AA Screening based on the best available guidance and operating within the applicable legislation.

1.4 Scope of Works

To meet the project objectives the following scope of works were completed:

- Present a discussion of the proposed development and its potential effects on its receiving environment;
- Present a discussion of the current site status and key environmental influences around the site;
- Undertake and present a review of European sites in the region of the proposed development;
- Conduct and present a discussion on the screening of the identified European sites in relation to the potential effects arising from the project; and
- Provide a conclusion as to whether the proposed development is likely to, either alone or in combination with other plans or projects, have a significant effect on any European site.

1.5 Limitations

This Appropriate Assessment Screening Report has been prepared for the sole use of Wicklow County Council ("the Client"). No other warranty, expressed or implied, is made as to the professional advice included in this report or any other services provided by OCSC.

This assessment is based on a review of available historical information, environmental records, consultations, relevant guidance information, and reports from third parties. All information received has been taken in good faith as being true and representative.

This report has been prepared in line with best industry standards. The methodology adopted and the sources of information used by OCSC in providing its services are outlined in this Report. The assessment undertaken by OCSC and described was undertaken in May 2022 and is based on the information available during that period. The scope of this Report and the services are accordingly factually limited by these circumstances.

OCSC disclaim any undertaking or obligation to advise any person of any change in any matter affecting the Report, which may come or be brought to OCSC's attention after the date of the Report.

The conclusions presented in this report represent OCSC's best professional judgement based on review of the relevant information available at the time of writing. The opinions and conclusions presented are valid only to the extent that the information provided was accurate and complete.

2 DESCRIPTION OF THE EXISTING ENVIRONMENT

2.1 Project Description

This Appropriate Assessment (AA) Screening report is prepared for the proposed walkway along the Newtownmountkennedy River in Newtownmountkennedy, Co. Wicklow. The proposed works comprise of a boardwalk which will connect the Dublin Road to Main Street. The walkway will include a new, two meter wide gravel footpath, public lighting, and a verge on each side of the path.

2.2 Site Location

The site is located west of Newtownmountkennedy town centre, Co. Wicklow. The study area location is identified in Figure 2.1.

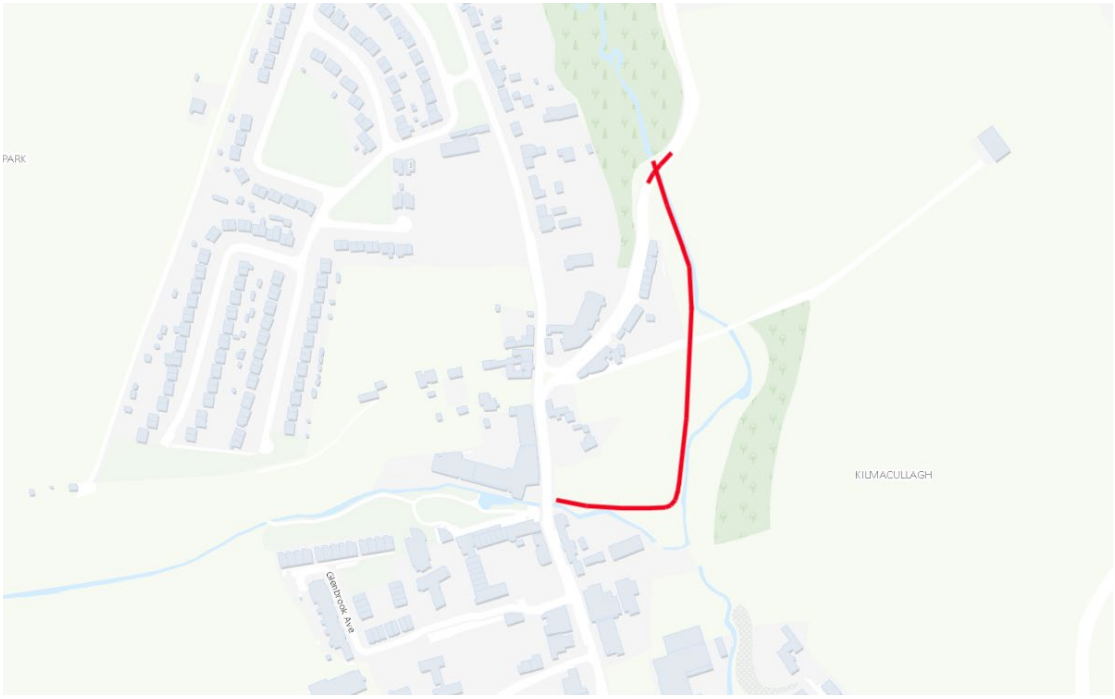


Figure 2.1: Regional Location - approximate site location in red (Source: OSI, 2022).

2.3 Study area

The study area consists of a small section of the Dublin Road, agricultural fields, a small, wooded area, and sections of the banks of the Newtownmountkennedy River. Refer to Figure 2.2 for an aerial photograph.

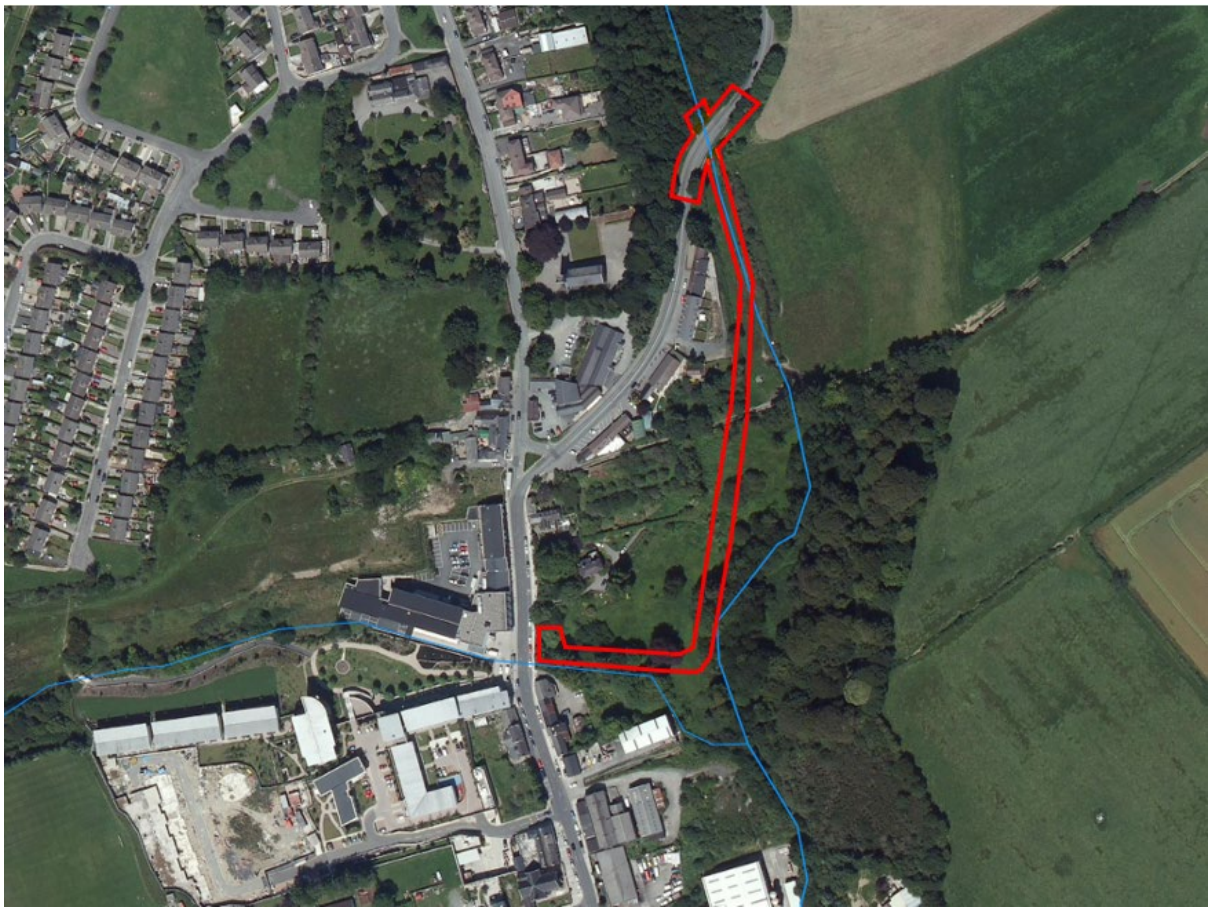


Figure 2.2: Study Area – site locations shown in red (Source: EPA Maps, 2022).

2.4 Surrounding Land Use

The immediately surrounding area consists of industrial, residential, educational, recreational/ community, and commercial/retail business land uses. To the north, the study area is bounded by the Dublin Road, agricultural land, and woodland. Residential areas border the site to the south and west. Agricultural land, the Newtownmountkennedy River, and woodlands border the site to the east. Refer to Table 2.1 for a full list of adjacent land uses.

Table 2.1 – Adjacent Land Uses

BOUNDARY	LAND USE
North	the Dublin Road, agricultural land, and woodlands
South	Residential and commercial premises
East	Woodland and the Newtownmountkennedy River; agricultural land further to the east
West	Golden Village Takeaway, The Mount Kennedy Inn, Dunnes Stores, and additional commercial and residential premises

2.5 Hydrology

There is a surface water feature mapped within the site area. The EPA designated tributary stream Newtownmountkennedy_020 runs from north to south within and to the east of the site and eventually into the Murrough Wetlands SAC, 4.5km downstream. The Glendarragh River borders the southern portion of the site and joins the Newtownmountkennedy River south of the site.

Based on the most recent water quality information 2013-2018, the Newtonmountkennedy_020, including its tributary, the Glendarragh, has an overall Water Framework Directive (WFD) Status of 'Poor' as shown in Figure 2.3. The EPA spatial dataset shows that the WFD River Waterbody Risk associated with the river is 'At Risk' of not meeting its 2027 WFD objectives (EPA 2022) as shown in Figure 2.4. WFD summary information for this stream is included in Table 2.2.

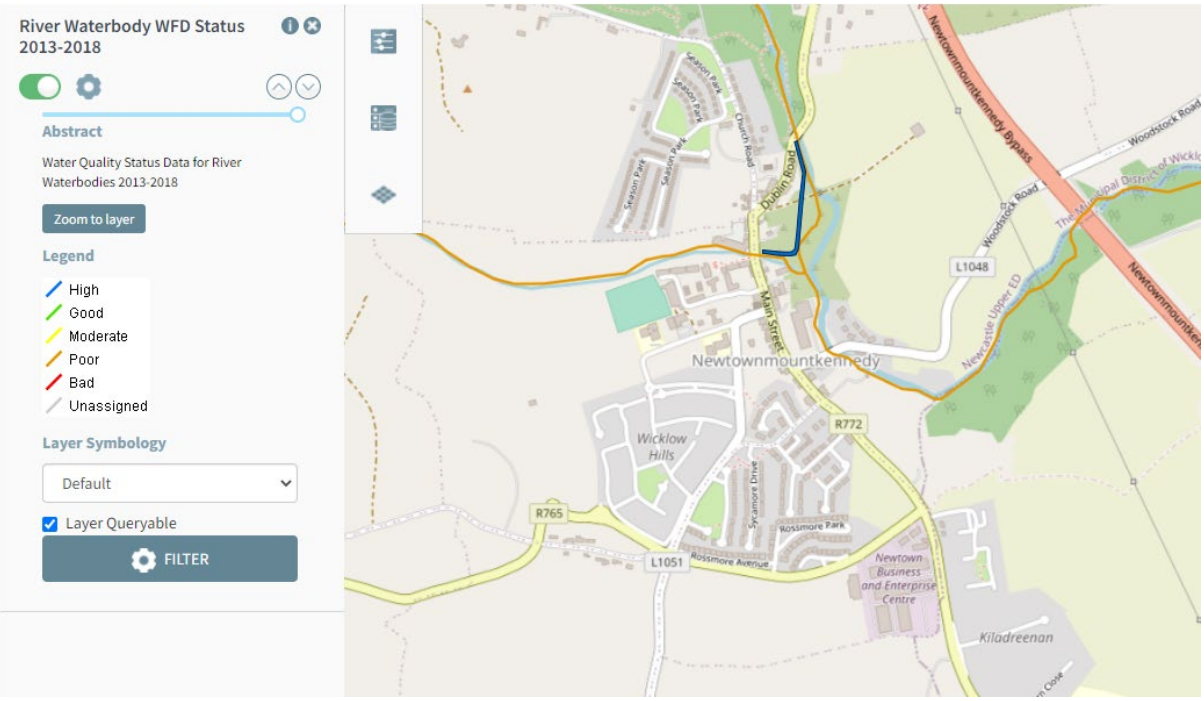


Figure 2.3: River Waterbody WFD Status (approximate site location indicated by the blue line) (Source: EPA Maps, 2022).

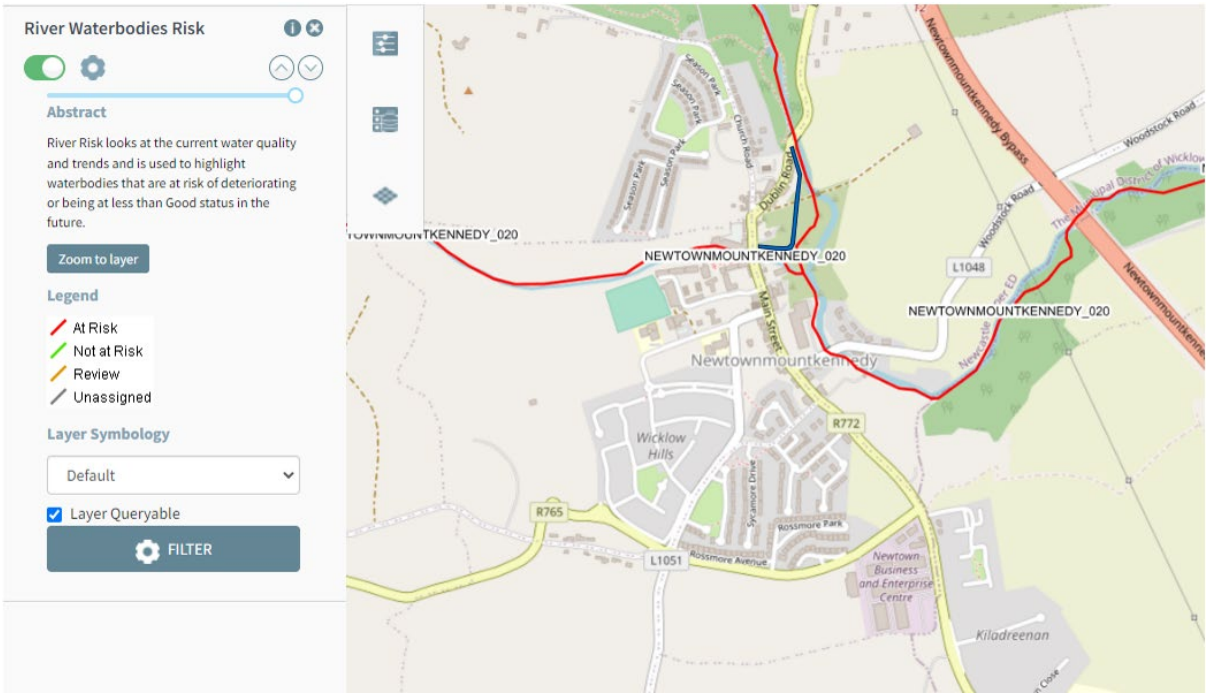


Figure 2.4: River Waterbodies Risk (approximate site location indicated by the blue line) (Source: EPA Maps, 2022).

Table 2.2 - WFD Summary Information – Newtownmountkennedy_020.

Waterbody Code	IE_EA_10N020600
Waterbody Name	NEWTOWNMOUNTKENNEDY_020
Waterbody Type	River
Iteration	SW 2013-2018
Status	Poor
Risk	At Risk

3 SCREENING FOR APPROPRIATE ASSESSMENT

3.1 Screening Process

This stage of the process identifies any likely significant effects to European sites from a project or plan, either alone or in combination with other projects or plans. The screening phase was progressed in stages during which a series of questions were asked to determine:

- Whether a plan or project can be excluded from AA requirements because it is directly connected with or necessary to the management of a European Site.
- Whether the project will have a potentially significant effect on a European Site, either alone or in combination with other projects or plans, in view of the site's conservation objectives or if residual uncertainty exists regarding potential impacts.

An important element of the AA process is the identification of the "'conservation objectives", "Qualifying Interests" (QIs), and/ or "Special Conservation Interests" (SCIs) of European sites requiring assessment. QIs are the habitat features and species listed in Annexes I and II of the Habitats Directive for which each European Site has been designated and afforded protection. SCIs are wetland habitats and bird species listed within Annexes I and II of the Birds Directive. It is also vital that the threats to the ecological / environmental conditions that are required to support QIs and SCIs are considered as part of the assessment.

Site-Specific Conservation Objectives (SSCOs) have been designed to define favourable conservation status for a particular habitat or species at that site. According to the European Commission interpretation document 'Managing Natura 2000 sites: The provisions of Article 6 of the Habitats Directive 92/43/EEC', paragraph 4.6(3) states:

"The integrity of a site involves its ecological functions. The decision as to whether it is adversely affected should focus on and be limited to the site's conservation objectives."

Favourable conservation status of a habitat is achieved when:

- Its natural range, and the area it covers within that range, are stable or increasing;
- The specific structure and functions which are necessary for its long-term maintenance exist and are likely to continue to exist for the foreseeable future; and
- The conservation status of its typical species is favourable.

The favourable conservation status of a species is achieved when:

- Population dynamics data on the species concerned indicate that it is maintaining itself on a long-term basis as a viable component of its natural habitats;
- The natural range of the species is neither being reduced nor is likely to be reduced for the foreseeable future; and
- There is, and will probably continue to be, a sufficiently large habitat to maintain its populations on a long-term basis.

3.2 Identification of relevant European Sites

This section of the screening process describes the European sites which exist within the Zone of Influence (ZOI) of the site. The Department of the Environment (2010 revised) Guidance on AA recommends a 15 km buffer zone to be considered for Natura 2000 sites, but projects are

evaluated on a case-by-case basis. A review of all sites within the ZOI has allowed a determination to be made that, in the absence of significant hydrological links, the characteristics of the proposed works will not impose effects beyond the 15 km ZOI.

European sites that occur within 15 km of the proposed works are listed in Table 3.1 and illustrated in Figures 3.1 and 3.2. Details on the specific QIs and SCIs of each European Site are also identified in Table 3.1 as well as site-specific threats and vulnerabilities of each of the sites.

To determine the potential for effects from the proposed works, information on the qualifying features, known vulnerabilities, and threats to site integrity pertaining to any potentially affected European sites was reviewed. Background information on threats to individual sites and vulnerability of habitats and species that was used during this assessment included the following:

- Ireland's Article 17 Report to the European Commission "*Status of EU Protected Habitats and Species in Ireland*" (NPWS, 2019);
- Site Synopses (NPWS 2019a); and
- NATURA 2000 Standard Data Forms (NPWS 2019b).

The assessment takes consideration of the SSCOs of each of the sites within the ZOI. Since the conservation objectives for the European sites focus on maintaining the favourable conservation condition of the QIs/SCIs of each site, the screening process focused on assessing the potential effects of the proposed works against the QIs/SCIs of each site. The conservation objectives for each site were consulted throughout the assessment process.

- Conservation objectives that have been considered by the assessment are included in the following NPWS documents:
    - Conservation Objectives for Wicklow Mountains SAC [002122]. Version 1.0 – Department of Housing, Local Government and Heritage (July 2017).
    - Conservation Objectives for Wicklow Mountains SPA [004040]. Version 8.0 – Department of Housing, Local Government and Heritage (March 2021).
    - Conservation Objectives for Knocksink Wood SAC [000725]. Version 8.0 – Department of Housing, Local Government and Heritage (March 2021).
    - Conservation Objectives for Bray Head SAC [000714]. Version 1.0 - Department of Housing, Local Government and Heritage (April 2017).
    - Conservation Objectives for Glen of the Downs SAC [000719]. Version 1.0 - Department of Housing, Local Government and Heritage (Dec 2020).
    - Conservation Objectives for Ballyman Glen SAC [000713]. Version 1.0 - Department of Housing, Local Government and Heritage (July 2019).
    - Conservation objectives for The Murrough SPA [004186]. Generic Version 8.0. Department of Housing, Local Government and Heritage (March 2021).
    - Conservation objectives for The Murrough Wetlands SAC [002249]. Version 1.0 - Department of Housing, Local Government and Heritage (Dec 2021).

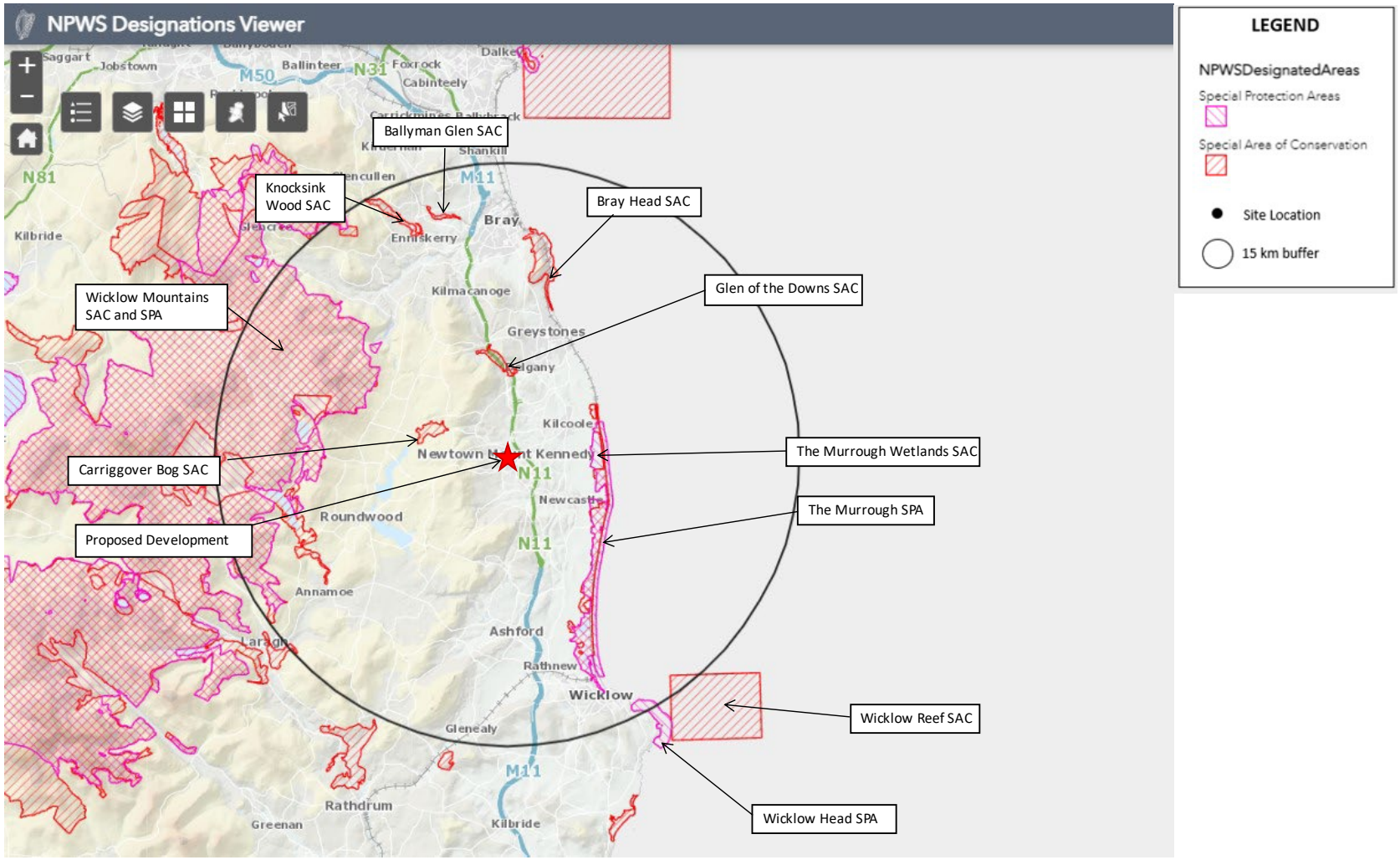


Figure 3.1: Designated Sites within 15km radius. Site location marked by a red star. (Source: NPWS Maps, 2022).

Figure 3.2: European Sites and EPA Rivers (approximate site location indicated by the red cross). (Source: EPA Maps, 2022).

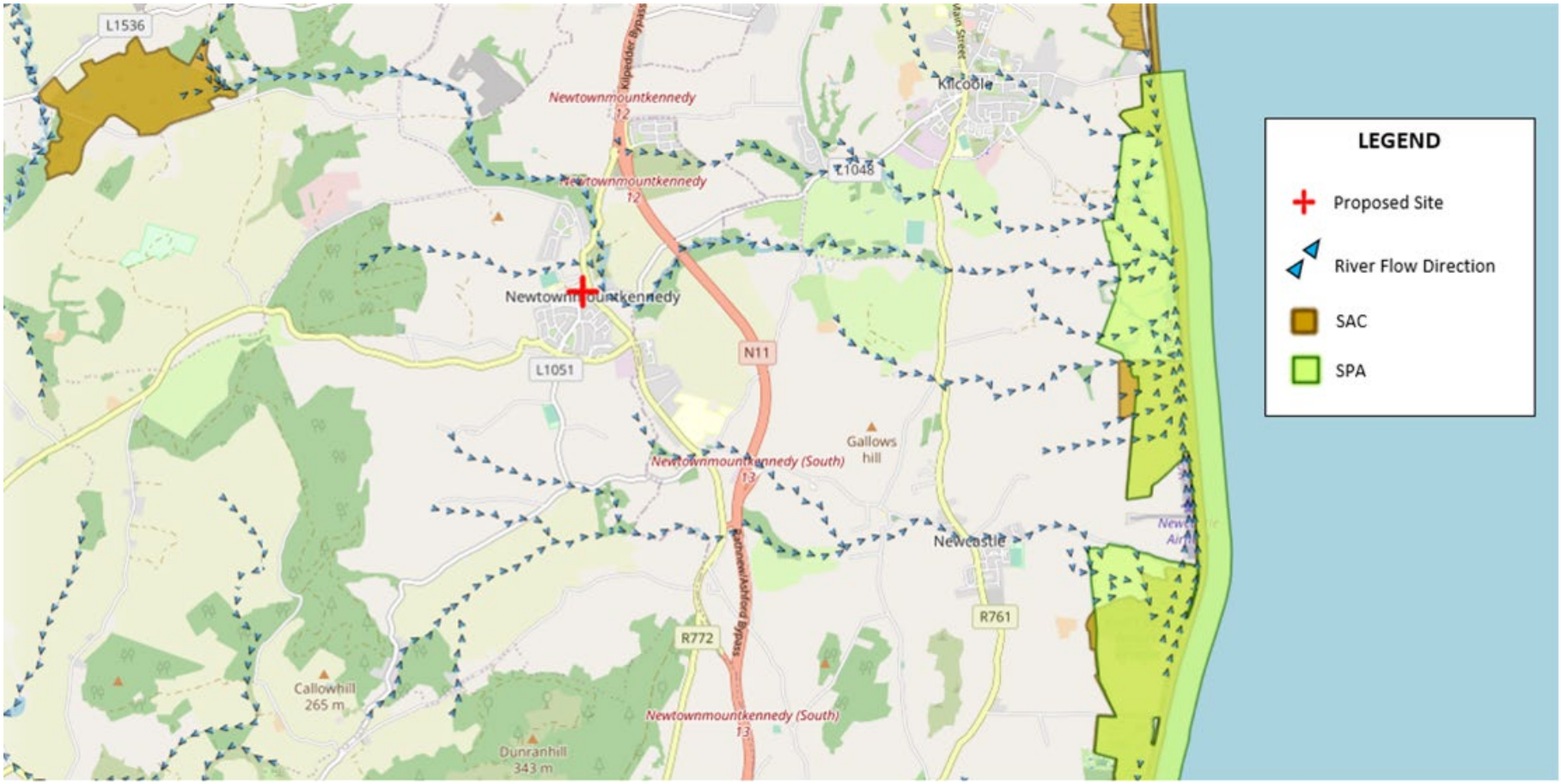


Figure 3.3: Nearest European Sites, EPA Rivers relative to study area (approximate site location indicated by the red cross). (Source: EPA Maps, 2021).

Table 3.1 European Sites within 15 kilometres (ZOI) to the proposed site.

Site Code	Site Name	Distance (km)	Sensitive Receptors (Qualifying Interest & Special Conservation Interests) [including the relevant code for the qualifying feature]	Site Synopsis and Existing threats or Sensitivities
000716	Carriggower Bog SAC	3.2 NW	[7140] Transition mires and quaking bogs	Carriggower Bog is situated on Calary plateau at the eastern edge of the Wicklow Mountains. The site is an area of wet bog and poor fen, flanked by the Vartry River on the south-western side. The bog was exploited for peat extraction until 100 years ago and the peat cuttings are now flooded. The remaining bog vegetation is characterised by bog moss (Sphagnum spp.) hummocks. Several species of Sphagnum are found including S. recurvum. On top of the hummocks Heather (Calluna vulgaris) and Cross-leaved Heath (Erica tetralix) are dominant. Between the hummocks, in the wet areas, Bog Asphodel (Narthecium ossifragum), Bogbean (Menyanthes trifoliata), and Common Cottongrass (Eriophorum angustifolium) are common, while Purple Moor-grass (Molinia caerulea) is locally abundant. This site is of conservation importance because it shows a good transition between fen and bog vegetation (with the fen being colonised by characteristic bog species). Transition mire, which is present at the site, is listed in Annex I of the E.U. Habitats Directive. The area holds a rich and varied flora, and it provides a habitat for some rare invertebrates. Carriggower Bog is the last remaining site in Wicklow from which some of these invertebrates are recorded. It also has ornithological interest, being an important site for Jack Snipe.
000719	Glen of the Downs SAC	3.8 N	[91A0] Old sessile oak woods with Ilex and Blechnum in the British Isles	Glen of the Downs is a semi-natural oak wood situated within an impressive glacial overflow channel. It is located on the Dublin-Wexford Road, about 7 km south of Bray, Co. Wicklow. The underlying rock is mostly quartzite, and it outcrops in a few places. The soil is a sandy loam, brown earth to brown podzolic, and is very dry over much of the site. Most of the site has been a nature reserve since 1980. The site includes some areas of mixed woodland, in which Beech (Fagus sylvatica), Sycamore (Acer pseudoplatanus), Scots Pine (Pinus sylvestris), and other non-native species occur. Bryophytes are notably scarce within the valley and may reflect the dryness of the site. However, some rare species have been recorded. The site is notable for the presence of the rare bryophytes Cephaloziella turneri, Pterigynandrum filiforme, and

Site Code	Site Name	Distance (km)	Sensitive Receptors (Qualifying Interest & Special Conservation Interests) [including the relevant code for the qualifying feature]	Site Synopsis and Existing threats or Sensitivities
				Plagiothecium curvifolium, the last named in its only Irish site. There are also several rare or scarce Myxomycete fungi, namely Echinostelium colliculosum, Licea marginata, L. perexigua, Perichaena vermicularis, Comatricha ellae (only known Irish site), Diderma chondrioderma, and Didymium crustaceum. Although exploited heavily in the past, this woodland is well developed, rich in species and is of high conservation significance. The site supports oak woodland of a type that is listed on Annex II of the E.U. Habitats Directive. The glacial overflow channel is the largest example of such a feature in the country.
004186	The Murrough SPA	4.2 E	[A001] Red-throated Diver (Gavia stellata) [A043] Greylag Goose (Anser anser) [A046] Light-bellied Brent Goose (Branta bernicla hrota) [A050] Wigeon (Anas penelope) [A052] Teal (Anas crecca) [A179] Black-headed Gull (Chroicocephalus ridibundus) [A184] Herring Gull (Larus argentatus) [A195] Little Tern (Sterna albifrons) [A999] Wetland and Waterbirds	The Murrough SPA comprises a coastal wetland complex that stretches for 13 km from Kilcoole Station, east of Kilcoole village in the north to Wicklow town in the south and extends inland for up to 1 km in places. The site includes an area of marine water to a distance of 200m from the low water mark. A shingle ridge runs along the length of the site and carries the Dublin-Wexford railway line. The Murrough SPA is an important site for wintering waterbirds, being internationally important for Light-bellied Brent Goose and nationally important for Red-throated Diver, Greylag Goose, Wigeon, Teal, Black-headed Gull, and Herring Gull. It is probably the most important site in the country for nesting Little Tern. The regular occurrence of Red-throated Diver, Little Egret, Whooper Swan, Greenland White-fronted Goose, Golden Plover, Little Tern, Sandwich Tern, Short-eared Owl, and Kingfisher is of note as these species are listed on Annex I of the E.U. Birds Directive. Part of the Murrough SPA is a Wildfowl Sanctuary.
002249	The Murrough Wetlands SAC	4.5 E	[1210] Annual Vegetation of Drift Lines [1220] Perennial Vegetation of Stony Banks [1330] Atlantic Salt Meadows [1410] Mediterranean Salt Meadows [7210] Cladium Fens* [7230] Alkaline Fens	The Murrough is a coastal wetland complex which stretches for 15 km from Ballygannon to north of Wicklow town, and in parts, extends inland for up to 1 km. A shingle ridge stretches the length of the site and carries the mainline Dublin-Wexford railway. Recent farming and drainage practices and afforestation have greatly reduced the area and quality of the wetlands habitats - the area between Kilcoole and Newcastle is particularly affected. In 1997 there was some levelling of the sand hills

Site Code	Site Name	Distance (km)	Sensitive Receptors (Qualifying Interest & Special Conservation Interests) [including the relevant code for the qualifying feature]	Site Synopsis and Existing threats or Sensitivities
				below Killoughter station. Pollution, reclamation, and further drainage would adversely affect this site. A section of the wetlands at Blackditch, which includes alkaline and Cladium fen, has been acquired by BirdWatch Ireland and is being managed for nature conservation. This site is of importance as it is the largest coastal wetland complex on the east coast of Ireland. Although much affected by drainage, it still contains a wide range of coastal and freshwater habitats, including six listed on Annex I of the E.U. Habitats Directive, some of which contain threatened plants. Areas on the site contain a rich invertebrate fauna, including several rarities. It is an important site for both wintering and breeding birds and supports a variety of species listed on Annex I of the E.U. Birds Directive
000714	Bray Head SAC	7.5 NE	[1230] Vegetated Sea Cliffs [4030] Dry Heath	This coastal site is situated in the north-east of Co. Wicklow between the towns of Bray and Greystones. The bedrock geology is Cambrian quartzites and shales (with mudstones and greywackes). Bray Head consists of a plateau of high ground, with five prominent quartzite knolls and has a maximum height of 241 m. The more exposed higher ground has a covering of shallow acidic soils, with protruding bedrock and scree. Elsewhere, deeper soils are formed by drift deposits and are calcareous in character. Bray Head has an important seabird colony. A census in 1999 gave the following populations: Fulmar (55 pairs), Shag (8 pairs), Kittiwake (781+ pairs), Guillemots (286 individuals), Razorbills (191 individuals), and Black Guillemots (123 individuals). A few pairs of gulls also breed. Both the Kittiwake and Black Guillemot populations are of national importance. Peregrine Falcon, an Annex I species of the E.U. Birds Directive, breeds at the site, as do Raven and Kestrel. Characteristic bird species of the heath areas include Stonechat, Whitethroat, Linnet, and Skylark. The heath and grassland habitats at this site are threatened by reclamation for agriculture and also by frequent burning. The site is a popular recreational area and is especially used by walkers. Bray Head is of high conservation importance as it has good examples of two habitats (sea cliffs and dry heath) listed on

Site Code	Site Name	Distance (km)	Sensitive Receptors (Qualifying Interest & Special Conservation Interests) [including the relevant code for the qualifying feature]	Site Synopsis and Existing threats or Sensitivities
				Annex I of the E.U. Habitats Directive. It also supports a number of rare plant species and has ornithological importance.
002122	Wicklow Mountains SAC	7.6 W	[3110] Oligotrophic Waters containing very few minerals [3160] Dystrophic Lakes [4010] Wet Heath [4030] Dry Heath [4060] Alpine and Subalpine Heaths [6130] Calaminarian Grassland [6230] Species-rich Nardus Grassland* [7130] Blanket Bogs (Active)* [8110] Siliceous Scree [8210] Calcareous Rocky Slopes [8220] Siliceous Rocky Slopes [91A0] Old Oak Woodlands [1355] Otter (Lutra lutra)	Wicklow Mountains SAC is a complex of upland areas in Counties Wicklow and Dublin, flanked by the Blessington reservoir to the west and Vartry reservoir in the east, Cruagh Mountain in the north, and Lybagh Mountain in the south. Most of the site is over 300 m, with much ground over 600 m. The highest peak is 925 m at Lugnaquilla. The Wicklow uplands comprise a core of granites flanked by Ordovician schists, mudstones and volcanics. The form of the Wicklow Glens is due to glacial erosion. The topography is typical of a mountain chain, showing the effects of more than one cycle of erosion. The massive granite has weathered characteristically into broad domes. Most of the western part of the site consists of an elevated moorland, covered by peat. The surrounding schists have assumed more diverse outlines, forming prominent peaks and rocky foothills with deep glens. The dominant topographical features are the products of glaciation. High corrie lakes, deep valleys, and moraines are common features of this area. The substrate over much of the area is peat, usually less than 2 m deep. Poor mineral soil covers the slopes, and rock outcrops are frequent. The Wicklow Mountains are drained by several major rivers including the Dargle, Liffey, Dodder, Slaney, and Avonmore. The river water in the mountain areas is often peaty, especially during floods. Wicklow Mountains is important as a complex, extensive upland site. It shows great diversity from a geomorphological and a topographical point of view. The vegetation provides examples of the typical upland habitats with heath, blanket bog, and upland grassland covering large, relatively undisturbed areas. In all, twelve habitats listed on Annex I of the E.U. Habitats Directive are found within the site. Several rare or protected plant and animal species occur, adding further to its value.
004040	Wicklow Mountains SPA	7.6W	[A098]Merlin (Falco columbarius) [A103] Peregrine (Falco peregrinus)	This is an extensive upland site, comprising a substantial part of the Wicklow Mountains. Most of the site is in Co. Wicklow, but a small area lies in Co. Dublin. The underlying geology of the site is mainly of Leinster granites, flanked by Ordovician schists, mudstones and volcanics. The area was subject to glaciation

Site Code	Site Name	Distance (km)	Sensitive Receptors (Qualifying Interest & Special Conservation Interests) [including the relevant code for the qualifying feature]	Site Synopsis and Existing threats or Sensitivities
				and features fine examples of glacial lakes, deep valleys, and moraines. Most of site is over 300 m, with much ground being over 600 m; the highest peak is Lugnaquillia (925 m). The substrate over much of site is peat, with poor mineral soil occurring on the slopes and lower ground. Exposed rock and scree are features of the site. The predominant habitats present are blanket bog, heaths, and upland grassland. The Wicklow Mountains SPA is of high ornithological importance as it supports nationally important populations of Merlin and Peregrine, both species that are listed on Annex I of the E.U. Birds Directive. Part of Wicklow Mountains SPA is a Statutory Nature Reserve.
000725	Knocksink Wood SAC	11.9 NW	[7220] Petrifying Springs* [91A0] Old Oak Woodlands [91E0] Alluvial Forests*	Knocksink Wood is situated in the valley of the Glencullen River, just north-west of Enniskerry in Co. Wicklow. The fast-flowing Glencullen River winds its way over granite boulders along the valley floor. The steep sides of the valley are mostly covered with calcareous drift and support extensive areas of woodland. This site contains a substantial area of potentially ancient woodland. It has one of the most diverse woodland invertebrate faunas in Ireland, including some wet woodland organisms which are threatened at an international level. Vertebrates noted in the vicinity, either by tracks, sett, or sight, include Red Squirrel, Badger, Rabbit, and Deer. The woodland supports large populations of birds, including many common passerines (Robin, Blackbird, Song Thrush, Wren, Chaffinch) and crows, such as Rook, Hooded Crow, Magpie, Jackdaw, and Raven. Buzzard have been recorded in the area, and Dipper are occasionally seen on the river. The importance of this site lies in the diversity of woodland habitats which occur. Three habitats listed in Annex I of the E.U. Habitats Directive, two of which have priority status (petrifying springs and alluvial woodland), occur at this site. The presence of rare or threatened plants and invertebrates adds to the interest. Much of this site has been designated a Statutory Nature.
000713	Ballyman Glen SAC	12.3 NW	[7220] Petrifying Springs* [7230] Alkaline Fens	Ballyman Glen is situated approximately 3 km north of Enniskerry and straddles the County boundary between Dublin and Wicklow. It is orientated in an east-west direction with a stream running through the centre. The glen is bounded mostly

Site Code	Site Name	Distance (km)	Sensitive Receptors (Qualifying Interest & Special Conservation Interests) [including the relevant code for the qualifying feature]	Site Synopsis and Existing threats or Sensitivities
				by steeply sloping pasture with Gorse (Ulex europaeus) and areas of wood and scrub. An area of land that slopes towards the fen has been used as a landfill site for domestic refuse. The site is also used for a clay pigeon shoot and shattered clay pigeons are scattered throughout the area. The fen vegetation at this site is well developed, with an unusually large number of sedge species present. The presence of alkaline fen and of petrifying spring/seepage areas is also particularly notable, as these habitats are listed, the latter with priority status, on Annex I of the E.U. Habitats Directive. Fens are rare in Wicklow and Dublin, and this is one of only two sites in Wicklow for the Narrow-leaved Marsh orchid.
002274	Wicklow Reef SAC	14 SE	[1170] Reefs	Wicklow Reef is situated just to the north of Wicklow Head on the east coast of Ireland in Co. Wicklow. The substrate is a mixture of cobbles, bedrock, and sand and is subject to strong tidal streams. Wicklow Reef is an example of a subtidal reef constructed by the honeycomb worm Sabellaria alveolata. In Irish waters this worm normally constructs reefs on intertidal rocks, in areas subject to some sand scour. Such reefs are widespread but uncommon. Sabellaria alveolata subtidal reefs are known to occur in the Mediterranean but this example is an extremely unusual feature and may be the first record for Britain and Ireland. Wicklow Reef is of high conservation value as it is the only documented example in Ireland of a biogenic reef. Further, it supports a number of uncommon species.
004127	Wicklow Head SPA	14.1 SE	[A188] Kittiwake (Rissa tridactyla)	Wicklow Head is a rocky headland with extensive exposures of mica-schist. It is situated approximately 3 kilometres south of Wicklow town. A lighthouse is located near the base of the cliffs. The cliffs are highest immediately south of the lighthouse where they rise to about 60 m, and it is here that most of the seabirds breed. The site comprises the cliffs and cliff-top vegetation, as well as some heath vegetation. The marine area to a distance of 500 m from the base of the cliffs is included in the site. At the time this site was identified for Special Protection Area (SPA) designation, it was utilised by a nationally important

Site Code	Site Name	Distance (km)	Sensitive Receptors (Qualifying Interest & Special Conservation Interests) [including the relevant code for the qualifying feature]	Site Synopsis and Existing threats or Sensitivities
				population of Kittiwake and this species is regarded as a special conservation interest for this SPA. A survey in 2002 recorded a nationally important population of breeding Kittiwake (956 pairs) and other breeding seabirds including Fulmar (62 pairs), Shag (11 pairs), Herring Gull (20 pairs), Guillemot (281 pairs), and Razorbill (125 pairs). A survey of Black Guillemot in April 1998 recorded 70 individual birds within the SPA. The site also supports a pair of breeding Peregrine. Ravens nest annually on the cliffs, and the heath supports such species as Stonechat, Whitethroat, and Linnet. The occurrence of Peregrine, a species that is listed on Annex I of the EU Birds Directive, is of note.

3.3 Assessment Criteria

3.3.1 Exclusion from Appropriate Assessment

As set out in the provisions of the Habitats Directive, Plans or Projects that are directly connected with or necessary to the management of a European Site do not require AA. For this exception to apply, management is required to be interpreted narrowly as nature conservation management in the sense of Article 6(1) of the Habitats Directive. This refers to specific measures to address the ecological requirements of annexed habitats and species (and their habitats) present on a site(s). The relationship should be shown to be direct and not a by-product of the plan, even if this might result in positive or beneficial effects for a site(s).

In this case however, the proposed development at the Main Road in Newtownmountkennedy is neither necessary for, nor directly connected with the management of a European Site. As such, the development cannot be excluded from AA.

3.3.2 Elements of the works with the potential to give risk to Effects

The construction and operational phases of the proposed walkway have the potential to introduce effects such as indirect disturbance due to noise/vibrations and surface water run-off into the Newtownmountkennedy river. These effects are examined in detail in relation to the sensitive receptors of each of the European sites identified with regard to the conservation objectives and the potential pathways for effects.

3.3.3 Identification of Potential Effects and Screening of Sites

This section documents the final stage of the screening process. It uses the information collected on the sensitivity of each European Site and describes any potential effects to the integrity of European sites resulting from the proposed works. This assumes the absence of any controls, conditions, or mitigation measures. In determining the potential for effects, a number of factors have been taken into account. Firstly, the sensitivity and reported threats to the European Site and secondly, the individual elements of the proposed works and the potential effect they may cause to the site were considered.

Sites are screened out based on one or a combination of the following criteria:

- Where it can be shown that there are no significant pathways such as hydrological links between activities of the proposed works and the site to be screened;
- Where the site is located at such a distance from proposed works that effects are not foreseen; and
- Where it is that known threats or vulnerabilities at a site cannot be linked to potential impacts that may arise from the proposed works.

3.4 Assessment of Significance of Potential Effects

Assessment is the process of evaluating the importance or significance of project/plan effects (whether negative or positive). The following parameters are described when characterising impacts (following guidance from the Chartered Institute of Ecology and Environmental Management, Environmental Protection Agency, and National Roads Authority):

Direct and Indirect Impacts – An impact can be caused either as a direct or as an indirect consequence of a proposed development;

Magnitude - Magnitude refers to size, amount, intensity, and volume. It should be quantified if possible and expressed in absolute or relative terms (e.g. the amount of habitat lost, percentage change to habitat area, percentage decline in a species population). Magnitude measures the size of an impact, which is described as high, medium, low, very low, or negligible.

Extent - The extent is the spatial or geographical area over which the impact/effect may occur under a suitably representative range of conditions (e.g. noise transmission under water);

Duration - The time for which the effect is expected to last prior to recovery or replacement of the resource or feature.

- Temporary: Up to 1 Year;
- Short Term: The effects would take 1-7 years to be mitigated;
- Medium Term: The effects would take 7-15 years to be mitigated;
- Long Term: The effects would take 15-60 years to be mitigated; and
- Permanent: The effects would take 60+ years to be mitigated.

Likelihood – The probability of an impact/effect occurring taking into account all available information.

- Certain/Near Certain: >95% chance of occurring as predicted;
- Probable: 50-95% chance as occurring as predicted;
- Unlikely: 5-50% chance as occurring as predicted; and
- Extremely Unlikely: <5% chance as occurring as predicted.

The 'Assessment of plans and projects significantly affecting Natura 2000 sites: Methodological guidance on the provisions of Article 6(3) and (4) of the Habitats Directive 92/43/EEC, European Commission Environment DG, 2001' outlines the types of effects that may affect European sites. These include effects from the following activities:

- Land take
- Resource Requirements (Drinking Water Abstraction Etc.)
- Emissions (Disposal to Land, Water or Air)
- Excavation Requirements
- Transportation Requirements
- Duration of Construction, Operation, Decommissioning

In addition, the guidance outlines the following likely changes that may occur at a designated site, which may result in effects on the integrity and function of that site:

- Reduction of Habitat Area
- Disturbance to Key Species

ENGINEERS IRELAND
cpd ACCREDITED EMPLOYER
OCSC
O'CONNOR | SUTTON | CRONIN
Multidisciplinary Consulting Engineers

- Habitat or Species Fragmentation
- Reduction in Species Density
- Changes in Key Indicators of Conservation Value (Water Quality, Etc.)
- Climate Change

The elements detailed above were considered with specific reference to each of the European sites identified within a 15km radius.

3.4.1 Land Take/Habitat Loss

The proposed development will see a minor land take with the addition of the walkway along the river. Since the nearest European Site or qualifying habitat feature is 3.2km from the site (i.e. Carriggower Bog SAC), there will be no effects posed to European sites in this respect.

3.4.2 Resource Requirements

There are no resource requirements (i.e. mineral/drinking water abstractions, etc.) for the proposed development which will be additional to existing requirements. Therefore, there will be no interactions with resources necessary for the maintenance of the ecological integrity of any European sites.

3.4.3 Duration of Works

The construction phase of the proposed works is anticipated to short term in nature. Given the relatively small-scale and short-term nature of the construction works, the duration of the works will not have a significant impact on nearby European sites.

3.4.4 Emissions (Disposal to Land, Water or Air)

Construction Phase:

Construction phase elements of the plan may give rise to increased temporary site effects such as noise or contamination due to dust. The closest surface water feature, (Newtownmountkennedy_020), is located adjacent to the eastern and southern portions of the proposed works. Although the scale of works is deemed to be small and there are no anticipated in-stream works, the close proximity of the works to the Newtownmountkennedy_020 stream means that there is an indirect hydrological link and therefore potential for significant effects on The Murrough Wetlands SAC and The Murrough SPA which are located 4.5km and 4.2km downstream respectively (Figures 3.2 and 3.3).

Operational Phase:

Due to the small predicted magnitude of discharge which will not contribute to additional surface water discharge to the river and the distance (minimum of 4.5km direct to The Murrough Wetlands SAC) between the proposed project and the European site with indirect connectivity, it is considered that the surface water drainage from the proposed works in its operational phase will not have a significant impact on nearby European sites.

3.4.5 Excavation Requirements/ Erosion/Sedimentation

The proposed development does not require major excavation works. Some small-scale works will be completed.

The Carriggower Bog SAC is located approximately 3.2km to the northwest of the proposed site. The land between the site and the SAC is mixed use with residential, recreational, educational, and commercial/retail businesses. Its topography is undulating in nature with several hills and troughs and a low-lying plain surrounding the site. There is a potential for erosion of bare ground and/or sediment movement resulting from surface run-off during the construction phase. However, due to local topography, these works are not expected to impact on the nearest European site.

The project is expected to be relatively small in scale and short term, so although the indirect hydrological link via the Newtownmountkennedy River poses a low potential risk to The Murrough SAC and SPA, there are no anticipated significant effects to the European Sites. However, in an abundance of caution this assessment will be proceeding to Natura Impact Statement.

The impacts associated with the proposed development are not considered to be significant. Therefore, given the scale and time frame of the development, the effects arising from these works will be negligible.

3.4.6 Transportation Requirements

There will be a minor temporary increase in traffic during the construction phase. However, these effects are considered to be negligible with regard to European sites due to the small-scale nature of the works, the distances observed, and the indirect pathways for effects.

3.4.7 Duration of Construction, Operation, Decommissioning

The proposed project duration is short term. The construction will result in a raised walkway which will be a permanent feature with no decommissioning phase. The duration of the construction will have negligible effects on European sites as long as mitigation measures are implemented even considering the indirect hydrological link to a European site. Therefore, this assessment will be proceeding to Natura Impact Statement.

3.4.8 Habitat Reduction

There are no supporting habitats identified within the site footprint for any Annex I or Annex II species. The nearest European site or qualifying habitat feature is located 3.2km from the site. As such, there will be no reduction of habitat of European sites resulting from the proposed development.

3.4.9 Species Disturbance

Of the protected species and habitats identified, the nearest is Carriggower Bog SAC located 3.2km from the proposed development. As such, disturbance from noise, vibrations, lighting, etc. are not a valid link. There are no pathways for disturbance effects identified due to the distance between the proposed development and the nearest European site.

3.4.10 Habitat or species fragmentation

Given the scale, timeline, and distance from the European sites, the proposal is considered to have no potential effects on any European site in this regard.

3.4.11 Changes in Key indicators of Conservation Value

The nearest hydrologically connected European site is 4.2km away from the proposed river walkway installation. There is a surface water feature within the site area (Newtonmountkennedy_020 stream) that flows from north to south to the east of the proposed works, eventually flowing into The Murrough Wetlands SAC and The Murrough SPA. Therefore, the proposed development has a low potential to likely give rise to adverse effects on the designated European sites and therefore in an abundance of caution this assessment will be proceeding to Natura Impact Statement.

3.4.12 Climate Change

Due to the nature and scale of the proposed work, the effects of the proposed development on climate and Ireland's obligations under the Kyoto Protocol are not anticipated to be significant.

Table 3.2 Screening assessment of the potential effects arising from the proposed works

Site Code	Site Name	Distance (km)	Sensitive Receptors (Qualifying Interest & Special Conservation Interests) [including the relevant code for the qualifying feature]	Characterisation of Potential Effects	Potential Significant Effects	Potential In-combination Effects
000716	Carriggower Bog SAC	3.2 NW	[7140] Transition mires and quaking bogs	Threats to the site include: B01 (forest planting on open ground); K02.01 (species composition change (succession)); J02.01 (Landfill, land reclamation and drying out, general); A04.03 (abandonment of pastoral systems, lack of grazing); A08 (Fertilisation); E01.03 (dispersed habitation); J02.08 (Raising the groundwater table /artificial recharge of goundwater); A04.02.03 (non-intensive horse grazing). There are no sources for effect to the terrestrial habitats of the SAC. There is no hydrological link given the site's location downstream of the protected area. Construction phase effects such as dust are known to persist over a short distance (less than 250 meters); all other effects from the sites are identified to be localised.	No	No
000719	Glen of the Downs SAC	3.8 N	[91A0] Old sessile oak woods with Ilex and Blechnum in the British Isles	Threats to the site include: G02.01 (golf course); G05.07 (missing or wrongly directed conservation measures); G02.06 (attraction park); I01 (invasive non-native species); J01.01 (burning down); G01.02 (walking, horseriding, and non-motorised vehicles); G05.04 (Vandalism); D01.02 (roads, motorways); A04 (grazing). There are no sources for effect to the terrestrial habitats of the SAC. There is no hydrological link given the site's location downstream of the protected area. Construction phase effects such as dust are known to persist over a short distance (less than 250 meters); all other effects from the sites are identified to be localised.	No	No
004186	The Murrough SPA	4.2 E	[A001] Red-throated Diver (Gavia stellata) [A043] Greylag Goose (Anser anser) [A046] Light-bellied Brent Goose (Branta bernicla hrota)	Threats to the site include: D01.04 (railway lines, TGV); A08 (Fertilisation); G01.02 (walking, horseriding, and non-motorised vehicles).	Yes	Yes

Site Code	Site Name	Distance (km)	Sensitive Receptors (Qualifying Interest & Special Conservation Interests) [including the relevant code for the qualifying feature]	Characterisation of Potential Effects	Potential Significant Effects	Potential In-combination Effects
			[A050] Wigeon (Anas penelope) [A052] Teal (Anas crecca) [A179] Black-headed Gull (Chroicocephalus ridibundus) [A184] Herring Gull (Larus argentatus) [A195] Little Tern (Sterna albifrons) [A999] Wetland and Waterbirds	There are sources for effect to the terrestrial habitats of the SPA. There is a direct hydrological link given the site's location upstream of the protected area. Although no in-stream works will be carried out, there are potential impacts anticipated to the SPA due to the fact that the proposed works will be very close to a surface water feature (Newtownmountkennedy_020).		
002249	The Murrough Wetlands SAC	4.5 E	[1210] Annual Vegetation of Drift Lines [1220] Perennial Vegetation of Stony Banks [1330] Atlantic Salt Meadows [1410] Mediterranean Salt Meadows [7210] Cladium Fens* [7230] Alkaline Fens	Threats to the site include: G01.02 (walking, horseriding, and non-motorised vehicles); A08 (Fertilisation); K01.01 (Erosion); D01.01 (paths, tracks, cycling tracks); E03.02 (disposal of industrial waste); C01.01 (Sand and gravel extraction); B (Sylviculture, forestry); J02.12.01 (sea defense or coast protection works, tidal barrages); D01.04 (railway lines, TGV); J02.05.01 (modification of water flow (tidal & marine currents)). There are sources for effect to the terrestrial habitats of the SAC. There is a direct hydrological link given the site's location upstream of the protected area. Although no in-stream works will be carried out, there are potential impacts anticipated to the SAC due to the fact that the proposed works will be very close to a surface water feature (Newtownmountkennedy_020).	Yes	Yes
000714	Bray Head SAC	7.5 NE	[1230] Vegetated Sea Cliffs [4030] Dry Heath	Threats to the site include: A10.01 (removal of hedges and copses or scrub); G01.03 (motorised vehicles); E01 (Urbanised areas, human habitation); J01.01 (burning down); D01.01 (paths, tracks, cycling tracks); K02.01 (species composition change (succession)); K01.01 (Erosion); G05.04 (Vandalism). There are no sources for effect to the terrestrial habitats of the SAC. There is no hydrological link given the site's location within a different hydrologic catchment area to the protected area. Construction phase effects such as dust	No	No

Site Code	Site Name	Distance (km)	Sensitive Receptors (Qualifying Interest & Special Conservation Interests) [including the relevant code for the qualifying feature]	Characterisation of Potential Effects	Potential Significant Effects	Potential In-combination Effects
				are known to persist over a short distance (less than 250 meters); all other effects from the sites are identified to be localised.		
002122	Wicklow Mountains SAC	7.6 W	[3110] Oligotrophic Waters containing very few minerals [3160] Dystrophic Lakes [4010] Wet Heath [4030] Dry Heath [4060] Alpine and Subalpine Heaths [6130] Calaminarian Grassland [6230] Species-rich Nardus Grassland* [7130] Blanket Bogs (Active)* [8110] Siliceous Scree [8210] Calcareous Rocky Slopes [8220] Siliceous Rocky Slopes [91A0] Old Oak Woodlands [1355] Otter (Lutra lutra)	Threats to the site include: F04.02 (collection (fungi, lichen, berries, etc.)); A05.02 (stock feeding); G01.02 (walking, horseriding, and non-motorised vehicles); A04 (grazing); G01.04 (mountaineering, rock climbing, speleology); G01 (Outdoor sports and leisure activities, recreational activities); K04.05 (damage by herbivores (including game species); G05.04 (Vandalism); G04.01 (Military manouvres); G05.07 (missing or wrongly directed conservation measures); I01 (invasive non-native species); G05.06 (tree surgery, felling for public safety, removal of roadside trees); E03.01 (disposal of household/ recreational facility waste); C01.03 (Peat extraction); G02.09 (wildlife watching); B06 (grazing in forests/ woodland); F03.02.02 (taking from nest (falcons); D01.01 (paths, tracks, cycling tracks); J01.01 (burning down); E01 (Urbanised areas, human habitation); G01.03.02 (off-road motorized driving). There are no sources for effect to the terrestrial habitats of the SAC. There is no hydrological link given the site's location downstream of the protected area. Construction phase effects such as dust are known to persist over a short distance (less than 250 meters); all other effects from the sites are identified to be localised.	No	No
004040	Wicklow Mountains SPA	7.6W	[A098]Merlin (Falco columbarius) [A103] Peregrine (Falco peregrinus)	Threats to the site include: G01.02 (walking, horseriding, and non-motorised vehicles); B (Sylviculture, forestry); A04 (grazing); C01.03 (Peat extraction); D01.01 (paths, tracks, cycling tracks). There are no sources for effect to the terrestrial habitats of the SPA. There is no hydrological link given the site's	No	No

Site Code	Site Name	Distance (km)	Sensitive Receptors (Qualifying Interest & Special Conservation Interests) [including the relevant code for the qualifying feature]	Characterisation of Potential Effects	Potential Significant Effects	Potential In-combination Effects
				location downstream of the protected area. Construction phase effects such as dust are known to persist over a short distance (less than 250 meters); all other effects from the sites are identified to be localised.		
000725	Knocksink Wood SAC	11.9 NW	[7220] Petrifying Springs* [91A0] Old Oak Woodlands [91E0] Alluvial Forests*	Threats to the site include: E01.02 (discontinuous urbanisation); D01.01 (paths, tracks, cycling tracks); G02.08 (camping and caravans); D01.02 (roads, motorways); B01 (forest planting on open ground); E03.01 (disposal of household / recreational facility waste); G03 (Interpretative centres); G05.04 (Vandalism); G05.07 (missing or wrongly directed conservation measures); G01.02 (walking, horseriding, and non-motorised vehicles); D05 (Improved access to site); B01.02 (artificial planting on open ground (non-native trees); B02.03 (removal of forest undergrowth); I01 (invasive non-native species); A04 (grazing). No spatial overlap. No direct impacts on habitats. Given distance, hydrological link unlikely. Construction phase effects such as dust are known to persist over a short distance (less than 250 meters); all other effects from the sites are identified to be localised.	No	No
000713	Ballyman Glen SAC	12.3 NW	[7220] Petrifying Springs* [7230] Alkaline Fens	Threats to the site include: B01 (forest planting on open ground); E01.01 (continuous urbanisation); D01.02 (roads, motorways); A01 (Cultivation); E03.01 (disposal of household / recreational facility waste); H02.01 (groundwater pollution by leakages from contaminated sites); A08 (Fertilisation); E01.02 (discontinuous urbanisation); A04 (grazing); A10.01 (removal of hedges and copses or scrub); H01.03 (other point source pollution to surface water). No spatial overlap. No direct impacts on habitats. Given distance, hydrological link unlikely. Construction phase	No	No

Site Code	Site Name	Distance (km)	Sensitive Receptors (Qualifying Interest & Special Conservation Interests) [including the relevant code for the qualifying feature]	Characterisation of Potential Effects	Potential Significant Effects	Potential In-combination Effects
				effects such as dust are known to persist over a short distance (less than 250 meters); all other effects from the sites are identified to be localised.		
002274	Wicklow Reef SAC	14 SE	[1170] Reefs	Threats to the site include: F02.02.05 (benthic dredging); J02.11.01 (Dumping, depositing of dredged deposits); F05.02 (date mussel-fishing); F02.01.02 (netting); F02.02.01 (benthic or demersal trawling); F02.01.01 (potting). No spatial overlap. No direct impacts on habitats. Given distance, hydrological link unlikely. Construction phase effects such as dust are known to persist over a short distance (less than 250 meters); all other effects from the sites are identified to be localised.	No	No
004127	Wicklow Head SPA	14 SE	[A188] Kittiwake (Rissa tridactyla)	Threats to the site include: G01.02 (walking, horseriding, and non-motorised vehicles). No spatial overlap. No direct impacts on habitats. Given distance, hydrological link unlikely. Construction phase effects such as dust are known to persist over a short distance (less than 250 meters); all other effects from the sites are identified to be localised.	No	No

4 SUMMARY & CONCLUSION

4.1 Summary

The Habitats Directive provides legal protection for habitats and species of European importance. This AA screening has been prepared for the proposed addition of a walkway along the Newtownmountkennedy river located to the east of Newtownmountkennedy town centre, Co. Wicklow and is based on best scientific knowedge and has utilised ecological and hydrological expertise. In addition, a detailed online review of published scientific literature and 'grey' literature was conducted.

There is surface water feature mapped within the site area, the Newtonmountkennedy_020, that flows through a bridge beneath the Main Road. This watercourse eventually flows into The Murrough Wetlands SAC (4.5km downstream from the site) and the Murrough SPA. Despite the fact that the site works are not anticipated to cause any discharge to the body of water, there is low potential for indirect impacts downstream into the SAC and SPA from construction related emissions into the stream.

Since The Murrough SPA is an important site for wintering waterbirds, being internationally important for Light-bellied Brent Goose and nationally important for Red-throated Diver, Greylag Goose, Wigeon, Teal, Black-headed Gull, and Herring Gull and being also probably the most important site in the country for nesting Little Tern, even indirect impacts could lead to decreased ecological value of the site.

There will be no:

- Reduction in habitat area
- Disturbance to key species
- Habitat or species fragmentation
- Reduction in species density
- Changes in key indicator of conservation value
- Climate change

There might be:

- Emissions of materials downstream to the SAC and SPA.

4.2 Conclusion

This stage 1 screening for AA of the proposed addition of a walkway along the Newtownmountkennedy river connecting the Dublin Road and Main Street in Newtownmountkennedy, Co. Wicklow shows that implementation of the proposed project may be cause significant effects on The Murrough SPA and The Murrough Welands SAC. These European sites are located 4.2 and 4.5 kilometres east of the proposed development site and are indirectly connected via a hydrological link. The AA screening process has considered potential effects which may arise during the construction and operational phases as a result of the implementation of the project.

Through an assessment of the pathways for effects and an evaluation of the project characteristics, taking into account the processes involved and the distance of separation from European sites, it has been evaluated that there is a low potential for adverse effects on the qualifying interests, special conservation interest or the conservation objectives of downstream European sites.

It is concluded that the project has a low potential to give rise to adverse effects on the designated European sites with which it is hydrologically linked. This evaluation is made in view of the conservation objectives of the habitats or species for which these sites have been designated. However, in an abundance of caution, a Stage Two is required for the project.

NATURA IMPACT STATEMENT

Newtownmountkennedy River Walkway

Wicklow County Council

PROJECT NO. W335

JULY 2022

OCSC
O'CONNOR | SUTTON | CRONIN
Multidisciplinary
Consulting Engineers

NATURA IMPACT STATEMENT

Newtownmountkennedy River Walkway

Wicklow County Council

PROJECT NO. W335

JULY 2022

NATURA IMPACT STATEMENT

Newtownmountkennedy River Walkway

for

Wicklow County Council

NOTICE

This document has been produced by O'Connor Sutton Cronin & Associates for its client Wicklow County Council. It may not be used for any purpose other than that specified by any other person without the written permission of the authors.

DOCUMENT CONTROL & HISTORY

OCSC Job No.: W335	Project Code	Originator	Zone Volume	Level	File Type	Role Type	Number	Status / Suitability Code	Revision
	W335	OCSC	ZZ	ZZ	RP	YE	801	S2	P1

Rev.	Status	Authors	Checked	Authorised	Issue Date
P1	FINAL	LI/EB	GB	EB	14.07.22
P0	DRAFT	LI/EB	GB	EB	30.05.22

NATURA IMPACT STATEMENT

TABLE OF CONTENTS PAGE

1 INTRODUCTION 1

1.1 Project Contractual Bases & Parties Involved 1

1.2 Project Description 1

1.3 Legislative Context 1

1.4 Methodology and Approach 2

1.5 Relevant Legislation 2

1.6 Natura Impact Statement 3

1.7 Limitations 4

2 Description of the existing environment 5

2.1 Site Location 5

3 Relationship to Designated Sites 6

3.1 Zone of Influence 8

3.2 Description of the Natura 2000 Sites 9

3.3 The Murrough SPA 10

3.4 The Murrough Wetlands SAC 11

4. Direct and Indirect Impacts 12

5. Mitigation 14

5.1 Construction/Rehabilitation Phase 14

5.2 Silt Management 15

ENGINEERS IRELAND
cpd ACCREDITED EMPLOYER

OCSC
O'CONNOR | SUTTON | CRONIN
Multidisciplinary Consulting Engineers

5.3 Fuel and Oil Control 15

5.4 Site drainage 15

6. Statement of Impacts and Conclusion of NIS 17

1 INTRODUCTION

1.1 Project Contractual Bases & Parties Involved

This report has been prepared by O'Connor Sutton Cronin & Associates Ltd. (OCSC) at the request of their Client, Wicklow County Council. The site for assessment comprises portions of land that run adjacent to the Newtownmountkennedy river, Newtownmountkennedy, Co. Wicklow where the project proposes the addition of a walkway along the river with entry/exit points located on the Dublin Road and Main Street. OCSC were commissioned to complete a Natura Impact Statement for the proposed works. This report assesses the effects that the proposed development would have on the Natura 2000 site network and the mitigation required.

The report was completed by Luis Iemma BSc, MSc, Ph.D, Senior Ecologist, assisted by Eadaoin Butler BSc, Consultant Ecologist, reviewed by Glenda Barry, BSC, MSC, Principal Consultant with OCSC, and approved by Eleanor Burke, BSc, MSc, DAS, MIEnvSc, CSci, Technical Principal, and the OCSC Environmental Division Manager.

1.2 Project Description

This Natura Impact Statement (NIS) report has been prepared to assess the impact and propose mitigation to the proposed walkway along the Newtownmountkennedy river in Newtownmountkennedy, Co. Wicklow.

The proposed walkway is situated adjacent to the 2nd order Newtownmountkennedy stream and the 1st order Glendarragh stream. The Glendarragh stream is a tributary of the Newtownmountkennedy stream which flows east into the Kilcoole Estuary. The Kilcoole Estuary is within the boundaries of The Murrough SPA and is located next to the Murrough SAC, located 4.2km and 4.5km east of the site, respectively.

Due to the hydrological indirect connection, there is a potential pathway for impacts to affect downstream aquatic features of interest for which the SAC is designated, such as the Red-Throated Diver, Greylag Goose, Light-bellied Brent Goose and Teal.

1.3 Legislative Context

The Habitats Directive promotes a hierarchy of avoidance, mitigation, and compensatory measures to be addressed in the AA process as follows:

- Firstly, a plan / project should aim to avoid any negative impacts on Natura 2000 sites by identifying possible impacts early and designing the project/plan to avoid such impacts.
- Secondly, mitigation measures should be applied during the appropriate assessment (stage 2) process to the point where no adverse impacts on the site(s) remain.
- Thirdly a plan / project may have to undergo an assessment of alternative solutions. Under this stage of the assessment, compensatory measures are required for any remaining adverse effects, but they are permitted only if (a) there are no alternative solutions and (b) the plan / project is required for imperative reasons of overriding

public interest (the 'IROPI test'). European case law highlights that consideration must be given to alternatives outside the plan / project boundary area in carrying out the IROPI test.

1.4 Methodology and Approach

The NIS has been prepared taking into account legislation including the aforementioned legislation and guidance including the following:

- *Appropriate Assessment of Plans and Projects in Ireland. Guidance for Planning Authorities*, Department of the Environment, Heritage and Local Government, 2009; 11 February 2010 revision.
- *Commission Notice: Managing Natura 2000 sites – The provisions of Article 6 fo the 'Habitats' directive 92/43/EEC*, European Commission, 2018.
- *Assessment of plans and projects significantly affecting Natura 2000 sites: Methodological guidance on the provisions of Article 6(3) and (4) of the Habiats Directive 92/43/EEC*, Euopean Commission Environment DG, 2002.
- *Managing Natura 2000 sites: the Provisions of Article 6 of the habitats Directive 92/43/EEC,* European Commission, 2000.

Using the above documents, it has been possible to carry out an NIS using the best available guidance and operating within the applicable legislation.

1.5 Relevant Legislation

European Nature Directives (Habitats and Birds)

The Habitats Directive (Council Directive 92/43/EEC on the Conservation of Natural Habitats and of Wild Fauna and Flora) forms the basis for the designation of Special Areas of Conservation. Similarly, Special Protection Areas are classified under the Birds Directive (Council Directive 2009/147/EEC on the Conservation of Wild Birds). Collectively, Special Areas of Conservation (SAC) and Special Protection Areas (SPA) are referred to as the Natura 2000 network. In general terms, they are considered to be of exceptional importance for rare, endangered or vulnerable habitats and species within the European Community.

Under Article 6(3) of the Habitats Directive an 'appropriate assessment' must be undertaken for any plan or project that is likely to have a significant effect on the conservation objectives of a Natura 2000 site. An Appropriate Assessment is an evaluation of the potential impacts of a plan or project on the conservation objectives of a Natura 2000 site, and the development, where necessary, of mitigation or avoidance measures to preclude negative effects.

Article 6, paragraph 3 of the EC Habitats Directive 92/43/EEC ("the Habitats Directive") states that:

"Any plan or project not directly connected with or necessary to the management of the site but likely to have a significant effect thereon, either individually or in combination with other plans or projects, shall be subject to appropriate assessment of its implications for the site in view of the site's conservation objectives. In the light of the conclusions of the assessment of the implications for the site and subject to the provisions of paragraph 4, the competent national authorities shall agree to the plan or project only after having ascertained that it will

not adversely affect the integrity of the site concerned and, if appropriate, after having obtained the opinion of the general public".

European Communities (Birds and Natural Habitats) Regulations 2011

Part 5 of the European Communities (Birds and Natural Habitats) Regulations 2011 sets out the circumstances under which an 'Appropriate Assessment' is required. Section 42(1) requires that 'a screening for Appropriate Assessment of a plan or project for which an application for consent is received, or which a public authority wishes to undertake or adopt, and which is not directly connected with or necessary to the management of the site as a European Site, shall be carried out by the public authority to assess, in view of best scientific knowledge and in view of the conservation objectives of the site, if that plan or project, individually or in combination with other plans or projects, is likely to have a significant effect on the European site.'

Section 42(2) expands on this, stipulating that a public authority must carry out a screening for Appropriate Assessment before consent for a plan or project is given or a decision to undertake or adopt a plan or project is taken. To assist a public authority to discharge its duty in this respect, Section 42(3)(a) gives them the authority to direct a third party to provide a Natura Impact Statement, and Section 42(3)(b) allows them to request any additional information that is considered necessary for the purposes of undertaking a screening. Similarly, Section 177T states that a competent authority may give a notice in writing to the applicant concerned, directing him or her to furnish a Natura Impact Statement, and the applicant shall furnish the statement within the period specified in the notice.

A Natura Impact Statement must include such information or data as the public authority considers necessary to enable it to ascertain if the plan or project will affect the integrity of a Natura 2000 site. Where appropriate, a Natura Impact Statement also needs to include:

I. the alternative solutions that have been considered and the reasons why they have not been adopted;
II. the imperative reasons of overriding public interest that are being relied upon to indicate that the plan or project should proceed notwithstanding that it may adversely affect the integrity of a European site; and
III. the compensatory measures that are being proposed.

Section 42(6) requires that 'the public authority shall determine that an Appropriate Assessment of a plan or project is required where the plan or project is not directly connected with or necessary to the management of the site as a European Site and if it cannot be excluded, on the basis of objective scientific information following screening under this Regulation, that the plan or project, individually or in combination with other plans or projects, will have a significant effect on a European site'.

1.6 Natura Impact Statement

The report prepared for the second stage of AA is referred to as a NIS. The approach taken to preparing the NIS is as follows:

- Set out information on the Natura 2000 sites identified at screening stage likely to be significantly affected by the project.

• Describe the elements of the project or plan (alone or in combination with other projects or plans) that are likely to give rise to significant effects on the environment.

• Set out the conservation objectives of the site.

• Describe how the project or plan will affect key species and key habitats. Acknowledge uncertainties and gaps in information.

• Describe how the integrity of the site (determined by structure and function and conservation objectives) is likely to be affected by the project or plan (e.g. loss of habitat, disturbance, disruption, chemical changes, hydrological changes, geological changes, etc.). Acknowledge uncertainties and any gaps in information.

• The appropriate assessment is carried out by the competent authority and is supported by the NIS.

The approach taken in preparing the NIS is based on standard methods and guidance as listed in the references section of this report.

1.7 Limitations

This Natura Impact Statement Report has been prepared for the sole use of Wicklow County Council ("the Client"). No other warranty, expressed or implied, is made as to the professional advice included in this report or any other services provided by OCSC.

This assessment is based on a review of available historical information, environmental records, consultations, relevant guidance information, and reports from third parties. All information received has been taken in good faith as being true and representative.

This report has been prepared in line with best industry standards. The methodology adopted and the sources of information used by OCSC in providing its services are outlined in this Report. The assessment undertaken by OCSC and described was undertaken in May 2022 and is based on the information available during that period. The scope of this Report and the services are accordingly factually limited by these circumstances.

OCSC disclaim any undertaking or obligation to advise any person of any change in any matter affecting the Report which may come or be brought to OCSC's attention after the date of the Report.

The conclusions presented in this report represent OCSC's best professional judgement based on review of the relevant information available at the time of writing. The opinions and conclusions presented are valid only to the extent that the information provided was accurate and complete.

2 Description of the existing environment

2.1 Site Location

The project description is critical for identification of impacts. The project description requires the identification of all features of the proposed project such as its scale and size and changes that will result from the project including excavation to be undertaken and resource requirements, e.g. water abstraction, emissions and waste, noise, light pollution, disturbance, etc. For large projects it may be necessary to identify the parameters for the construction, the operation, and the decommissioning phases. The boundaries of the project are critical, and all activities proposed should be within the application site.

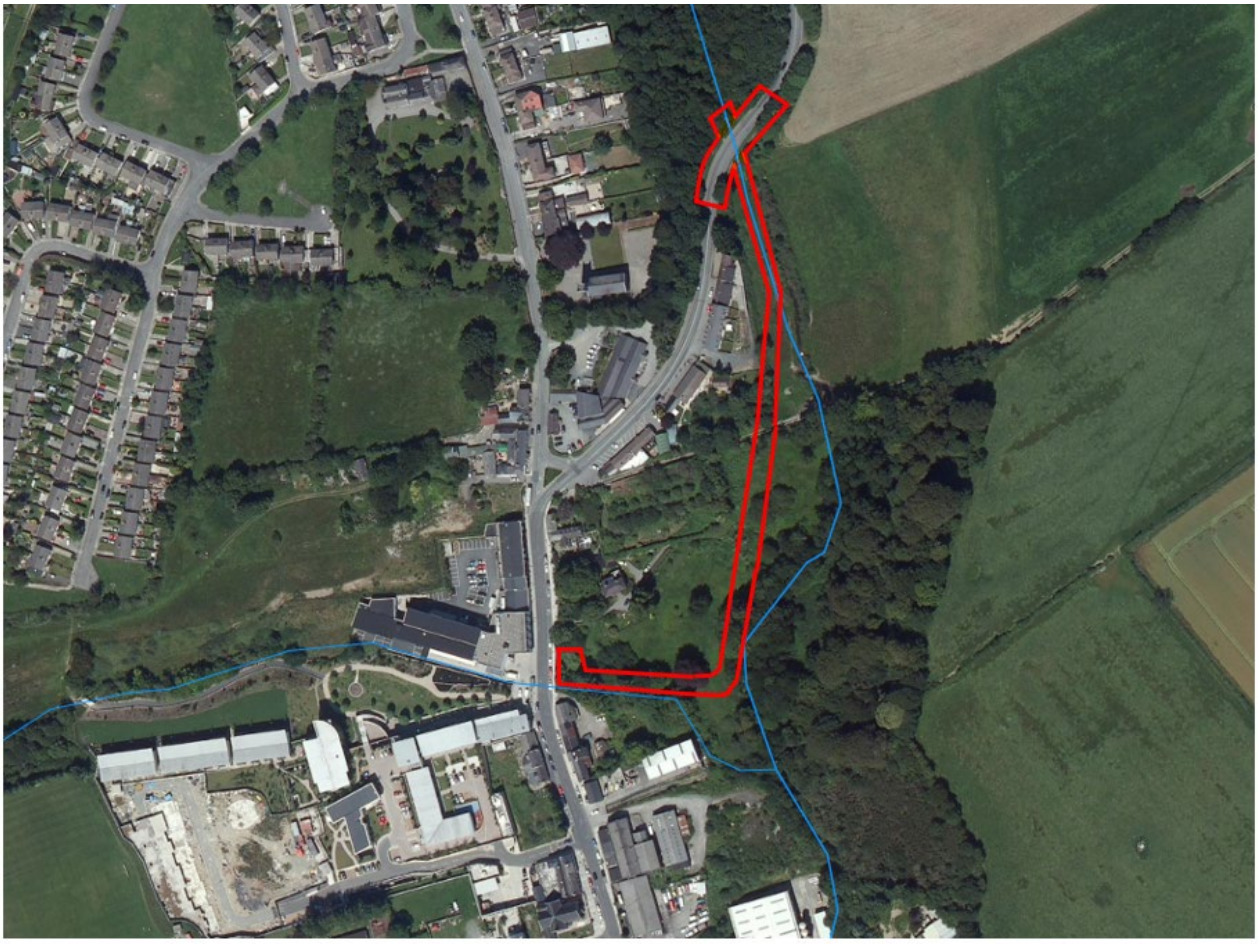


Figure 2.1: Approximate Site location indicated by the red border - Regional Location (Source: EPA Maps, 2021).

The proposed works comprise of a boardwalk which will connect the Dublin Road to Main Street. The walkway will include a new gravel footpath 2 metres wide, public lighting and a verge on each side of the path.

3 Relationship to Designated Sites

Natura 2000 sites within 15 kilometres of the proposed structure were considered initially as per the NPWS guidance document. This initial screening revealed that the following sites lie within 15km radius of the development (Figure 3.1 and Table 1):

Table 1. European Sites within 15 kilometres (ZOI) to the proposed site.

Site Code	Site Name	Distance (km)	Sensitive Receptors (Qualifying Interest & Special Conservation Interests) [including the relevant code for the qualifying feature]	Site Synopsis and Existing threats or Sensitivities
000716	Carriggower Bog SAC	3.2 NW	[7140] Transition mires and quaking bogs	Carriggower Bog is situated on Calary plateau at the eastern edge of the Wicklow Mountains. The site is an area of wet bog and poor fen, flanked by the Vartry River on the south-western side. The bog was exploited for peat extraction until 100 years ago and the peat cuttings are now flooded. The remaining bog vegetation is characterised by bog moss (Sphagnum spp.) hummocks. Several species of Sphagnum are found including S. recurvum. On top of the hummocks Heather (Calluna vulgaris) and Cross-leaved Heath (Erica tetralix) are dominant. Between the hummocks, in the wet areas, Bog Asphodel (Narthecium ossifragum), Bogbean (Menyanthes trifoliata), and Common Cottongrass (Eriophorum angustifolium) are common, while Purple Moor-grass (Molinia caerulea) is locally abundant. This site is of conservation importance because it shows a good transition between fen and bog vegetation (with the fen being colonised by characteristic bog species). Transition mire, which is present at the site, is listed in Annex I of the E.U. Habitats Directive. The area holds a rich and varied flora, and it provides a habitat for some rare invertebrates. Carriggower Bog is the last remaining site in Wicklow from which some of these invertebrates are recorded. It also has ornithological interest, being an important site for Jack Snipe.
000719	Glen of the Downs SAC	3.8 N	[91A0] Old sessile oak woods with Ilex and Blechnum in the British Isles	Glen of the Downs is a semi-natural oak wood situated within an impressive glacial overflow channel. It is located on the Dublin-Wexford road, about 7 km south of Bray, Co. Wicklow. The underlying rock is mostly quartzite, and it outcrops in a few places. The soil is a sandy loam, brown earth to brown podzolic, and is very dry over much of the site. Most of the site has been a Nature reserve since 1980. The site includes some areas of mixed woodland, in which Beech (Fagus sylvatica), Sycamore (Acer pseudoplatanus), Scots Pine (Pinus sylvestris), and other non-native species occur. Bryophytes are notably scarce within the valley and may reflect the dryness of the site. However, some rare species

ENGINEERS IRELAND
cpd ACCREDITED EMPLOYER

OCSC
O'CONNOR | SUTTON | CRONIN
Multidisciplinary Consulting Engineers

Site Code	Site Name	Distance (km)	Sensitive Receptors (Qualifying Interest & Special Conservation Interests) [including the relevant code for the qualifying feature]	Site Synopsis and Existing threats or Sensitivities
				have been recorded. The site is notable for the presence of the rare bryophytes Cephaloziella turnaeri, Pterigynandrum filiforme, and Plagiothecium curvifolium, the last named in its only Irish site. There are also several rare or scarce Myxomycete fungi, namely Echinostelium colliculosum, Licea marginata, L. perexigua, Perichaena vermicularis, Comatricha ellae (only known Irish site), Diderma chondrioderma, and Didymium crustaceum. Although exploited heavily in the past, this woodland is well developed, rich in species and is of high conservation significance. The site supports oak woodland of a type that is listed on Annex II of the E.U. Habitats Directive. The glacial overflow channel is the largest example of such a feature in the country.
004186	The Murrough SPA	4.2 E	[A001] Red-throated Diver (Gavia stellata) [A043] Greylag Goose (Anser anser) [A046] Light-bellied Brent Goose (Branta bernicla hrota) [A050] Wigeon (Anas penelope) [A052] Teal (Anas crecca) [A179] Black-headed Gull (Chroicocephalus ridibundus) [A184] Herring Gull (Larus argentatus) [A195] Little Tern (Sterna albifrons) [A999] Wetland and Waterbirds	The Murrough SPA comprises a coastal wetland complex that stretches for 13 km from Kilcoole Station, east of Kilcoole village in the north to Wicklow town in the south and extends inland for up to 1 km in places. The site includes an area of marine water to a distance of 200m from the low water mark. A shingle ridge runs along the length of the site and carries the Dublin-Wexford railway line. The Murrough SPA is an important site for wintering waterbirds, being internationally important for Light-bellied Brent Goose and nationally important for Red-throated Diver, Greylag Goose, Wigeon, Teal, Black-headed Gull, and Herring Gull. It is probably the most important site in the country for nesting Little Tern. The regular occurrence of Red-throated Diver, Little Egret, Whooper Swan, Greenland White-fronted Goose, Golden Plover, Little Tern, Sandwich Tern, Short-eared Owl, and Kingfisher is of note as these species are listed on Annex I of the E.U. Birds Directive. Part of the Murrough SPA is a Wildfowl Sanctuary.
002249	The Murrough Wetlands SAC	4.5 E	[1210] Annual Vegetation of Drift Lines [1220] Perennial Vegetation of Stony Banks [1330] Atlantic Salt Meadows [1410] Mediterranean Salt Meadows [7210] Cladium Fens* [7230] Alkaline Fens	The Murrough is a coastal wetland complex which stretches for 15 km from Ballygannon to north of Wicklow town, and in parts, extends inland for up to 1 km. A shingle ridge stretches the length of the site and carries the mainline Dublin-Wexford railway.

Site Code	Site Name	Distance (km)	Sensitive Receptors (Qualifying Interest & Special Conservation Interests) [including the relevant code for the qualifying feature]	Site Synopsis and Existing threats or Sensitivities
				Recent farming and drainage practices and afforestation have greatly reduced the area and quality of the wetlands habitats - the area between Kilcoole and Newcastle is particularly affected. In 1997 there was some levelling of the sand hills below Killoughter station. Pollution, reclamation, and further drainage would adversely affect this site. A section of the wetlands at Blackditch, which includes alkaline and Cladium fen, has been acquired by BirdWatch Ireland and is being managed for nature conservation. This site is of importance as it is the largest coastal wetland complex on the east coast of Ireland. Although much affected by drainage, it still contains a wide range of coastal and freshwater habitats, including six listed on Annex I of the E.U. Habitats Directive, some of which contain threatened plants. Areas on the site contain a rich invertebrate fauna, including several rarities. It is an important site for both wintering and breeding birds and supports a variety of species listed on Annex I of the E.U. Birds Directive
000714	Bray Head SAC	7.5 NE	[1230] Vegetated Sea Cliffs [4030] Dry Heath	This coastal site is situated in the north-east of Co. Wicklow between the towns of Bray and Greystones. The bedrock geology is Cambrian quartzites and shales (with mudstones and greywackes). Bray Head consists of a plateau of high ground, with five prominent quartzite knolls and has a maximum height of 241 m. The more exposed higher ground has a covering of shallow acidic soils, with protruding bedrock and scree. Elsewhere, deeper soils are formed by drift deposits and are calcareous in character. Bray Head has an important seabird colony. A census in 1999 gave the following populations: Fulmar (55 pairs), Shag (8 pairs), Kittiwake (781+ pairs), Guillemots (286 individuals), Razorbills (191 individuals), and Black Guillemots (123 individuals). A few pairs of gulls also breed. Both the Kittiwake and Black Guillemot populations are of national importance. Peregrine Falcon, an Annex I species of the E.U. Birds Directive, breeds at the site, as do Raven and Kestrel. Characteristic bird species of the heath areas include Stonechat, Whitethroat, Linnet, and Skylark. The heath and grassland habitats at this site are threatened by reclamation for

Site Code	Site Name	Distance (km)	Sensitive Receptors (Qualifying Interest & Special Conservation Interests) [including the relevant code for the qualifying feature]	Site Synopsis and Existing threats or Sensitivities
				agriculture and also by frequent burning. The site is a popular recreational area and is especially used by walkers. Bray Head is of high conservation importance as it has good examples of two habitats (sea cliffs and dry heath) listed on Annex I of the E.U. Habitats Directive. It also supports a number of rare plant species and has ornithological importance.
002122	Wicklow Mountains SAC	7.6 W	[3110] Oligotrophic Waters containing very few minerals [3160] Dystrophic Lakes [4010] Wet Heath [4030] Dry Heath [4060] Alpine and Subalpine Heaths [6130] Calaminarian Grassland [6230] Species-rich Nardus Grassland* [7130] Blanket Bogs (Active)* [8110] Siliceous Scree [8210] Calcareous Rocky Slopes [8220] Siliceous Rocky Slopes [91A0] Old Oak Woodlands [1355] Otter (Lutra lutra)	Wicklow Mountains SAC is a complex of upland areas in Counties Wicklow and Dublin, flanked by the Blessington reservoir to the west and Vartry reservoir in the east, Cruagh Mountain in the north, and Lybagh Mountain in the south. Most of the site is over 300 m, with much ground over 600 m. The highest peak is 925 m at Lugnaquilla. The Wicklow uplands comprise a core of granites flanked by Ordovician schists, mudstones and volcanics. The form of the Wicklow Glens is due to glacial erosion. The topography is typical of a mountain chain, showing the effects of more than one cycle of erosion. The massive granite has weathered characteristically into broad domes. Most of the western part of the site consists of an elevated moorland, covered by peat. The surrounding schists have assumed more diverse outlines, forming prominent peaks and rocky foothills with deep glens. The dominant topographical features are the products of glaciation. High corrie lakes, deep valleys, and moraines are common features of this area. The substrate over much of the area is peat, usually less than 2 m deep. Poor mineral soil covers the slopes, and rock outcrops are frequent. The Wicklow Mountains are drained by several major rivers including the Dargle, Liffey, Dodder, Slaney, and Avonmore. The river water in the mountain areas is often peaty, especially during floods. Wicklow Mountains is important as a complex, extensive upland site. It shows great diversity from a geomorphological and a topographical point of view. The vegetation provides examples of the typical upland habitats with heath, blanket bog, and upland grassland covering large, relatively undisturbed areas. In all, twelve habitats listed on Annex I of the E.U. Habitats Directive are found within the site. Several rare or protected plant and animal species occur, adding further to its value.

Site Code	Site Name	Distance (km)	Sensitive Receptors (Qualifying Interest & Special Conservation Interests) [including the relevant code for the qualifying feature]	Site Synopsis and Existing threats or Sensitivities
004040	Wicklow Mountains SPA	7.6W	[A098]Merlin (Falco columbarius) [A103] Peregrine (Falco peregrinus)	This is an extensive upland site, comprising a substantial part of the Wicklow Mountains. Most of the site is in Co. Wicklow, but a small area lies in Co. Dublin. The underlying geology of the site is mainly of Leinster granites, flanked by Ordovician schists, mudstones and volcanics. The area was subject to glaciation and features fine examples of glacial lakes, deep valleys, and moraines. Most of site is over 300 m, with much ground being over 600 m; the highest peak is Lugnaquillia (925 m). The substrate over much of site is peat, with poor mineral soil occurring on the slopes and lower ground. Exposed rock and scree are features of the site. The predominant habitats present are blanket bog, heaths, and upland grassland. The Wicklow Mountains SPA is of high ornithological importance as it supports nationally important populations of Merlin and Peregrine, both species that are listed on Annex I of the E.U. Birds Directive. Part of Wicklow Mountains SPA is a Statutory Nature Reserve.
000725	Knocksink Wood SAC	11.9 NW	[7220] Petrifying Springs* [91A0] Old Oak Woodlands [91E0] Alluvial Forests*	Knocksink Wood is situated in the valley of the Glencullen River, just north-west of Enniskerry in Co. Wicklow. The fast flowing Glencullen River winds its way over granite boulders along the valley floor. The steep sides of the valley are mostly covered with calcareous drift and support extensive areas of woodland. This site contains a substantial area of potentially ancient woodland. It has one of the most diverse woodland invertebrate faunas in Ireland, including some wet woodland organisms which are threatened at an international level. Vertebrates noted in the vicinity, either by tracks, sett, or sight, include Red Squirrel, Badger, Rabbit, and Deer. The woodland supports large populations of birds, including many common passerines (Robin, Blackbird, Song Thrush, Wren, Chaffinch) and crows, such as Rook, Hooded Crow, Magpie, Jackdaw, and Raven. Buzzard have been recorded in the area, and Dipper are occasionally seen on the river. The importance of this site lies in the diversity of woodland habitats which occur. Three habitats listed in Annex I of the E.U. Habitats Directive, two of which have priority status (petrifying springs and alluvial woodland), occur at this site. The presence of rare or threatened plants and invertebrates adds to the interest. Much of this site has been designated a Statutory Nature.

Site Code	Site Name	Distance (km)	Sensitive Receptors (Qualifying Interest & Special Conservation Interests) [including the relevant code for the qualifying feature]	Site Synopsis and Existing threats or Sensitivities
000713	Ballyman Glen SAC	12.3 NW	[7220] Petrifying Springs* [7230] Alkaline Fens	Ballyman Glen is situated approximately 3 km north of Enniskerry and straddles the County boundary between Dublin and Wicklow. It is orientated in an east-west direction with a stream running through the centre. The glen is bounded mostly by steeply sloping pasture with Gorse (Ulex europaeus) and areas of wood and scrub. An area of land that slopes towards the fen has been used as a landfill site for domestic refuse. The site is also used for a clay pigeon shoot and shattered clay pigeons are scattered throughout the area. The fen vegetation at this site is well developed, with an unusually large number of sedge species present. The presence of alkaline fen and of petrifying spring/seepage areas is also particularly notable, as these habitats are listed, the latter with priority status, on Annex I of the E.U. Habitats Directive. Fens are rare in Wicklow and Dublin, and this is one of only two sites in Wicklow for the Narrow-leaved Marsh orchid.
002274	Wicklow Reef SAC	14 SE	[1170] Reefs	Wicklow Reef is situated just to the north of Wicklow Head on the east coast of Ireland in Co. Wicklow. The substrate is a mixture of cobbles, bedrock, and sand and is subject to strong tidal streams. Wicklow Reef is an example of a subtidal reef constructed by the honeycomb worm Sabellaria alveolata. In Irish waters this worm normally constructs reefs on intertidal rocks, in areas subject to some sand scour. Such reefs are widespread but uncommon. Sabellaria alveolata subtidal reefs are known to occur in the Mediterranean but this example is an extremely unusual feature and may be the first record for Britain and Ireland. Wicklow Reef is of high conservation value as it is the only documented example in Ireland of a biogenic reef. Further, it supports a number of uncommon species.
004127	Wicklow Head SPA	14.1 SE	[A188] Kittiwake (Rissa tridactyla)	Wicklow Head is a rocky headland with extensive exposures of mica-schist. It is situated approximately 3 kilometres south of Wicklow town. A lighthouse is located near the base of the cliffs. The cliffs are highest immediately south of the lighthouse where they rise to about 60 m, and it is here that most of the seabirds breed. The site comprises the cliffs and cliff-top vegetation, as

Site Code	Site Name	Distance (km)	Sensitive Receptors (Qualifying Interest & Special Conservation Interests) [including the relevant code for the qualifying feature]	Site Synopsis and Existing threats or Sensitivities
				well as some heath vegetation. The marine area to a distance of 500 m from the base of the cliffs is included in the site. At the time this site was identified for Special Protection Area (SPA) designation, it was utilised by a nationally important population of Kittiwake and this species is regarded as a special conservation interest for this SPA. A survey in 2002 recorded a nationally important population of breeding Kittiwake (956 pairs) and other breeding seabirds including Fulmar (62 pairs), Shag (11 pairs), Herring Gull (20 pairs), Guillemot (281 pairs), and Razorbill (125 pairs). A survey of Black Guillemot in April 1998 recorded 70 individual birds within the SPA. The site also supports a pair of breeding Peregrine. Ravens nest annually on the cliffs, and the heath supports such species as Stonechat, Whitethroat, and Linnet. The occurrence of Peregrine, a species that is listed on Annex I of the EU Birds Directive, is of note.

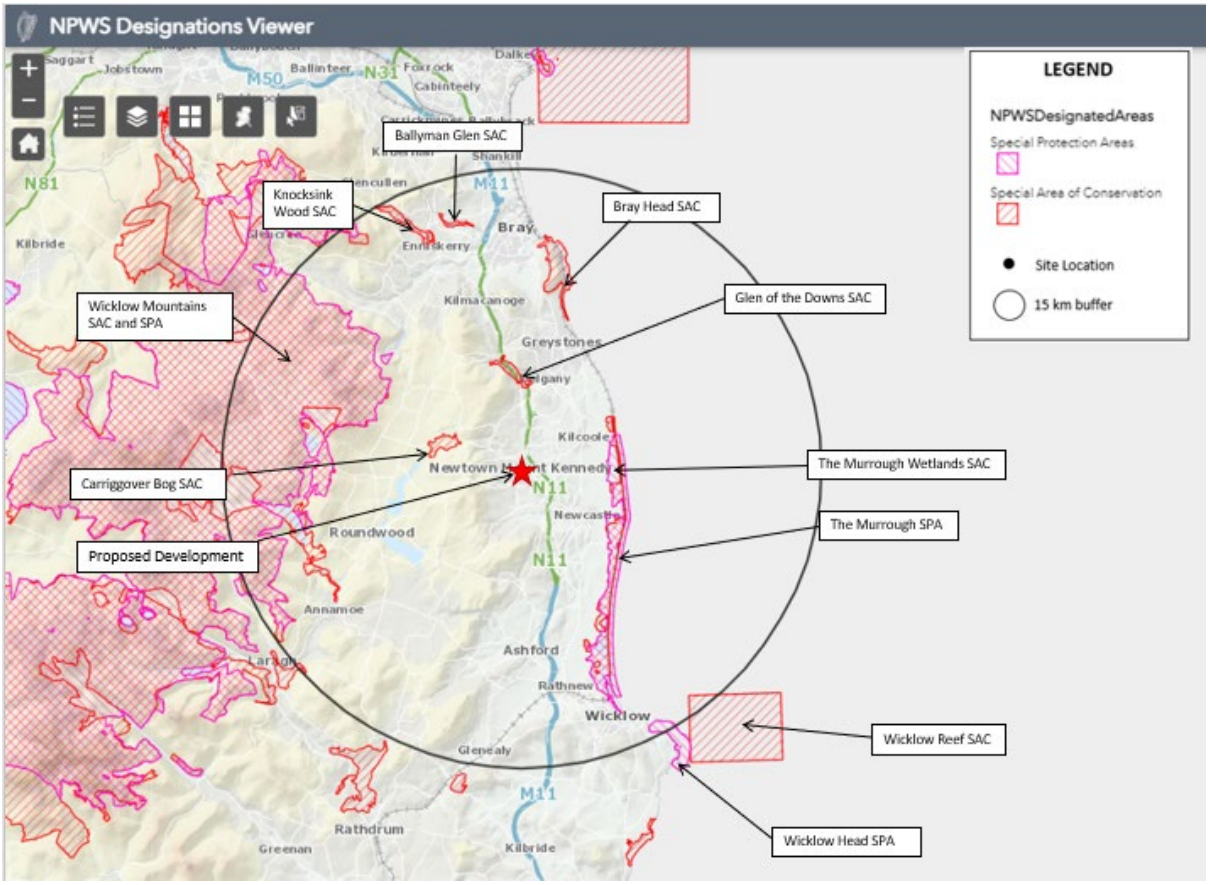


Figure 3.1. Designated Sites within 15km radius. Site location shown by a red star (Source: NPWS, 2022).

3.1 Zone of Influence

According to the DEHLG 2009 guidelines, "Although a distance of 15km is currently recommended in the case of plans…[however] for projects, the distance could be much less than 15km, and in some cases less than 100m, but this must be evaluated on a case-by-case basis". An OPR report (2021) states that a few projects have a zone of influence as large as 15km, but some more complex projects may require a greater zone of investigation.

Thus, the zone of influence must be defined for each project. A "zone of influence" is the difference between an activity's spatial footprint and the extent of the activity's effects on surrounding habitat and wildlife populations. Light, noise, and hydrological connections are the major influencers in this regard. The factors in defining the zone of influence above were as follows:

- The location of designated Natura 2000 sites.
- The footprint of the development
- The distance to which pollution generated could impact on downstream habitats.
- The extent of noise and light impacts on ecological receptors.

Given the type of project, the sites being given further consideration are the Murrough SAC and SPA shown in Figure 3.1 due to the fact that it is downstream from the proposed development and is connected via hydrological link, the Newtownmountkennedy stream (Figure 3.2). The other sites are too distant to be impacted on or are within a separate water catchment.

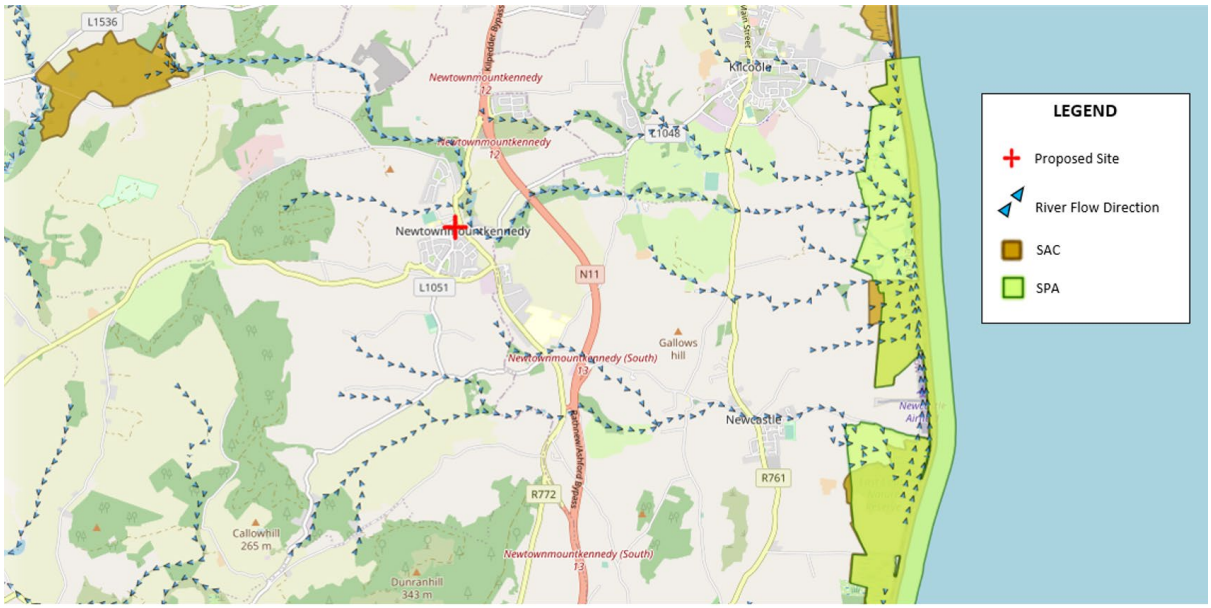


Figure 3.2. River Flow direction showing the site in the top right (red cross) and the waterway leading to The Murrough SAC and SPA downstream (Source: EPA maps, 2022).

3.2 Description of the Natura 2000 Sites

The Habitats Directive states, "Any plan or project not directly connected or necessary to the management of the site but likely to have a significant effect thereon, either individually or in combination with other plans or projects , shall be subject to appropriate assessment of its implication for the site in view of the sites conservation objectives…the competent national authorities shall agree to the plan or project only having ascertained that it will not adversely affect the integrity of the site…" The conservation objectives form the basis of the Appropriate Assessment as it is against these objectives that the assessment is made. The overall aim of the Habitats Directive is to maintain or restore the favourable conservation status of habitats and species of community interest. These habitats and species are listed in the Habitats and Birds Directives, and Special Areas of Conservation and Special Protection Areas are designated to afford protection to the most vulnerable of them. These two designations are collectively known as the Natura 2000 network. European and national legislation places a collective obligation in Ireland and its citizens to maintain habitats and species in the Natura 2000 network at favourable conservation condition. The Government and its agencies are responsible for the implementation and enforcement of regulations that will ensure the ecological integrity of these sites.

The maintenance of habitats and species within Natura 2000 sites at favourable conservation conditions will contribute to the overall maintenance of favourable conservation status of those

habitats and species at a national level. Favourable conservation status of a habitat is achieved when:

- its natural range and the area it covers within that range are stable or increasing;
- the specific structure and functions which are necessary for its long-term maintenance exist and are likely to continue to exist for the foreseeable future; and
- the conservation status of its typical species is favourable. The favourable conservation status of a species is achieved when:
  - population dynamics data on the species concerned indicate that it is maintaining itself on a long-term basis as a viable component of its natural habitats;
  - the natural range of the species is neither being reduced nor is likely to be reduced for the foreseeable future; and
  - there is, and will probably continue to be, a sufficiently large habitat to maintain its populations on a long-term basis.

Tables 2 and 3 lists the species and habitats that the SPA and the SAC are designed to protect. It is in relation to the conservation objective to maintain or restore these habitats or species that this assessment is made.

3.3 The Murrough SPA

The Murrough is listed as a Special Protected Area (SPA) and designated based on the following habitats and/or species listed on Annex I / II of the E.U. Habitats Directive (Table 2).

Table 2. The Murrough SPA Qualifying Interest – Species & Habitats

Code	Qualifying Interest	Objectives
A001	Red-throated Diver (Gavia stellata)	To maintain or restore the favourable conservation condition
A043	Greylag Goose (Anser anser)	To maintain or restore the favourable conservation condition
A046	Light-bellied Brent Goose (Branta bernicla hrota)	To maintain or restore the favourable conservation condition
A050	Wigeon (Anas penelope)	To maintain or restore the favourable conservation condition
A052	Teal (Anas crecca)	To maintain or restore the favourable conservation condition
A179	Black-headed Gull (Chroicocephalus ridibundus)	To maintain or restore the favourable conservation condition
A184	Herring Gull (Larus argentatus)	To maintain or restore the favourable conservation condition
A195	Little Tern (Sterna albifrons)	To maintain or restore the favourable conservation condition
A999	Wetland and Waterbirds	To maintain or restore the favourable conservation condition

The conservation objectives above form the basis of this assessment. In relation to conservation condition, the bar of "restore" is more difficult to achieve than "maintain". This will be considered should significant impacts be identified in relation to the habitats or species for which the site is selected.

This table should be read with information from the Article 17 reporting in respect of the Habitats Directive which indicates the status and trends of the designated species.

The Special Conservation Interests listed for The Murrough SPA details are as follows:

1. The site is a Special Protection Area (SPA) 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.

2. It is probably the most important site in the country for nesting Little Tern. The regular occurrence of Red-throated Diver, Little Egret, Whooper Swan, Greenland White-fronted Goose, Golden Plover, Little Tern, Sandwich Tern, Short-eared Owl and Kingfisher is of note as these species are listed on Annex I of the E.U. Birds Directive.

3.4 The Murrough Wetlands SAC

The Murrough Wetlands SAC is listed as a Special Area of Conservation (SAC) and designated based on the following habitats and/or species listed on Annex I / II of the E.U. Habitats Directive (Table 3).

Table 3. The Murrough Wetlands SAC Qualifying Interest – Species & Habitats

Code	Qualifying Interest	Objectives
[1210]	Annual Vegetation of Drift Lines	To restore the favourable conservation condition
[1220]	Perennial Vegetation of Stony Banks	To restore the favourable conservation condition
[1330]	Atlantic Salt Meadows	To restore the favourable conservation condition
[1410]	Mediterranean Salt Meadows	To restore the favourable conservation condition
[7210]	Cladium Fens*	To restore the favourable conservation condition
[7230]	Alkaline Fens	To restore the favourable conservation condition

The conservation objectives above form the basis of this assessment. In relation to conservation condition, the bar of "restore" is more difficult to achieve than "maintain". This will be considered should significant impacts be identified in relation to the habitats or species for which the site is selected.

This table should be read with information from the Article 17 reporting in respect of the Habitats Directive which indicates the status and trends of the designated species.

The Special Conservation Interests listed for The Murrough Wetlands SAC details are as follows:

This site is of importance as it is the largest coastal wetland complex on the east coast of Ireland. Although much affected by drainage, it still contains a wide range of coastal and freshwater habitats, including six listed on Annex I of the E.U. Habitats Directive, some of which contain threatened plants. Areas on the site contain a rich invertebrate fauna, including

several rarities. It is an important site for both wintering and breeding birds and supports a variety of species listed on Annex I of the E.U. Birds Directive.

4. Direct and Indirect Impacts

Having outlined the proposed project and the details of the Natura 2000 sites, an assessment for possible impacts can be carried out following the document, "Assessment of plans and projects significantly affecting Natura 2000 sites- Methodology guidance on the provisions of Article 6(3) and (4) of the Habitats Directive 92/43/EEC, European Commission, 2002". The impact of the project on the conservation objectives of the selected Natura 2000 site must be examined in terms of both direct and indirect impact.

Direct impacts: Loss of habitats or loss of nesting/den sites.
For example, if the main habitat on site was heath and the footprint building resulted in loss of heath habitat that would fall into this category.

Indirect impacts: examples of indirect impacts are water pollution, light pollution, or noise pollution.

Annex I, II and III Species and Special Conservation Interest Habitats - Indirect Impacts

Red-throated Diver (*Gavia stellata*) [A001]

Greylag Goose (*Anser anser*) [A043]

Light-bellied Brent Goose (*Branta bernicla* hrota) [A046]

Wigeon (*Anas penelope*) [A050]

Teal (*Anas crecca*) [A052]

Black-headed Gull (*Chroicocephalus ridibundus)* [A179]

Herring Gull (*Larus argentatus*) [A184]

Little Tern (*Sterna albifrons*) [A195]

Special Conservation Interest Habitats - Indirect Impacts

Annual vegetation of drift lines [1210]

Perennial vegetation of stony banks [1220]

Atlantic salt meadows (*Glauco-Puccinellietalia maritimae*) [1330]

Mediterranean salt meadows (*Juncetalia maritimi*) [1410]

Calcareous fens with *Cladium mariscus* and species of the *Caricion davallianae* [7210]

Alkaline fens [7230]

The footprint of the development does not overlap any of the Annex I, II and III habitats or Special Conservation Interest Habitats listed in tables 2 and 3. Therefore, no direct impacts are predicted.

Indirect Impacts - Construction Phase - Typical risks associated with this project:

The mobilisation of sediments, fuel spillage or leakage, and the use of concrete products during site works pose a risk of water pollution. This is particularly relevant to the rehabilitation of the proposed walkway where parking, machinery usage, fuel and concrete storage and use, and the removal of vegetation and debris from the site may contribute to these risks.

The rehabilitation works provide a mechanism by which pollution could enter the nearby protected area. Mitigation is proposed.

Table 4. Summary of Impacts on Habitats identified as within the Zone of Influence of the development. Blue highlights where impacts are predicted, and mitigation will follow.

Qualifying Interest	Direct Impacts	Indirect Impacts
Red-throated Diver (Gavia stellata) [A001] Greylag Goose (Anser anser) [A043] Light-bellied Brent Goose (Branta bernicla hrota) [A046] Wigeon (Anas penelope) [A050] Teal (Anas crecca) [A052] Black-headed Gull (Chroicocephalus ridibundus) [A179] Herring Gull (Larus argentatus) [A184] Little Tern (Sterna albifrons) [A195]	No direct impacts as the proposed development is outside the Natura 2000 network.	Indirect impacts such as pollution from hydrocarbons, cementitious products and sedimentation during construction phases.
Annual vegetation of drift lines [1210] Perennial vegetation of stony banks [1220] Atlantic salt meadows (Glauco-Puccinellietalia maritimae) [1330] Mediterranean salt meadows (Juncetalia maritimi) [1410] Calcareous fens with Cladium mariscus and species of the Caricion davallianae [7210] Alkaline fens [7230]	No direct impacts as the proposed development is outside the Natura 2000 network.	Indirect impacts such as sedimentation, hydrocarbon pollution, invasive species, and decreased water quality during construction phases.

5. Mitigation

The main mitigation for this site would be:

1. CEMP – Construction Environmental Management Plan.
2. Physical Mitigation installed to protect water quality in the greater area.
3. On-site management to protect water courses.
4. Avoid interfering with the hydrology of site.

Construction Environmental Management Plan

An outline construction environmental management plan (CEMP) for the project should be prepared to further examine potential construction related impacts and develop appropriate mitigation measures to ensure no construction related impacts on the conservation objectives of the Murrough SAC and SPA.

Specifically, the outline CEMP and subsequent contractor CEMP should:

- Detail the establishment of a site compound for the storage of plant, machinery, and materials during the construction phase of the project. The CEMP must consider the location of the off-site compound with due regard for the receiving environment at the off-site location.
- Ensure all plant and machinery are refuelled at the off-site compound at the start of each working day.
- Ensure all plant and machinery are being regularly checked for leaks.
- Ensure no hydrocarbons will be stored at the project site.
- Ensure a spill kit is available at the project site for accidental leaks.
- Detail measures to ensure that construction or demolition debris removed from the embankments and the downstream riverbed do not enter the stream during works on the walkway.
- Detail measures to mitigate silt mobilisation and subsequent potential for runoff.
- Detail the roles and responsibilities of construction and associated staff regarding the protection of the receiving environment.

5.1 Construction/Rehabilitation Phase

The removal and disposal of wastewater from temporary welfare facilities in the construction compounds and throughout the site must be carried out by a fully permitted waste collector holding valid Waste Collection Permits as issued under the Waste Management (Collection Permit) Regulations, 2007.

To prevent small spillages or loose debris falling into watercourses, scaffolding and a bearing shelf with polythene sheeting canopy should be erected under scaffolds where they overly water and where required.

A 'leave no trace' policy should be adopted with education and awareness programmes to be implemented ensuring that littering does not develop into a significant issue.

5.2 Silt Management

The first step to prevent silt from entering protected habitats is to minimise the generation of silt laden runoff through planning of construction activities by working during clement weather and minimising the storage of sediment producing material. Where silt laden runoff is generated, it should be prevented from entering sensitive habitats. Specifically, the following actions should be taken:

- The minimum area necessary for an active work area will be identified, and there must be no access to works vehicles outside the fenced off areas. All works are to be located within the confines of these fences. No works should take place outside the fences to prevent damage to areas outside the necessary development footprint.
- Excavation, if required in places, should be undertaken during clement weather to minimise runoff.
- Where possible, minimise areas stripped of vegetation using a phased approach during construction.
- Avoid stockpiles of excavated material to control silt runoff.
- Backfilling shall, wherever practicable, be undertaken immediately after the specified operations preceding it have been completed.
- Silt fencing should be erected along the boundaries of the watercourse during the construction works. This will mitigate any sediment run-off resulting from excavations, debris removal from the embankments and the downstream riverbed and construction entering the adjacent body of water. A double layer of geotextile membrane is recommended for use.

5.3 Fuel and Oil Control

On-site refuelling must be carried out using a mobile, double-skinned fuel bowser.

Only designated, trained, and competent operatives should be authorised to refuel plant on site. Mobile measures such as drip trays and fuel absorbent mats must be used during all refuelling operations. Mobile fuel storage such as fuel bowsers, if used, should not be placed in proximity to the waterway.

5.4 Site drainage

Drainage activities in the catchment might lead to flash floods which can potentially damage Annex II species present on the SAC; therefore, the following mitigation is proposed:

- No direct discharges to water are to be made.
- Natural vegetation on verges of the proposed development must be preserved when possible, acting as a filter to any sediment laden runoff.
- Stockpiles of excavated materials should be small and must be surrounded with silt fencing to prevent any pathway to any sensitive receptors downstream.
- Silt fencing installed adjacent to the walkway under rehabilitation must remain in place until the works in that area have been completed.
- Whilst no significant silt laden run off is anticipated in this project, the site should be regularly monitored by construction staff for signs of run-off such as silt in surrounding vegetation. Measures will be put in place to prevent this and may include the provision

of an additional layer of silt fence. A silt fence may be constructed by attaching a double layer sheet of geotextile membrane to a stock fence and burying the bottom of the membrane into the ground, thus allowing water to pass through but not the heavier fraction of the sediment.

6. Statement of Impacts and Conclusion of NIS

The proposed site is outside the Natura 2000 network. Having considered all the habitats and species for which the nearby Natura 2000 sites are designated, it was concluded that the main risk was to water quality in the Newtownmountkennedy and Glendarragh Streams as well as to the Murrough SAC and SPA.

Mitigation was proposed to reduce this risk to water pollution to a non-significant level. This includes careful project management in respect of water protection and proper management of fuels and building materials.

The mitigation will be the responsibility of the grantee of planning and may be implemented through a contractor. The conclusion is that, with mitigation in place, no significant negative impacts on the conservation status of the Natura 2000 network and its associated habitats and species are anticipated as a result of this development.

ACT
Ballina Innovation Quarter,
Ballina,
Co. Mayo
Ireland

e: hello@act-studio.com
t: +353 (0) 96 92014

Accelerating Change Together CLG Reg
No. 695716

ACT