



Draft Wicklow Town – Rathnew LAP Submission - Report

Who are you:	Private Individual
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Topic

Any other issues

Submission

Submission relevant to SLO4 in the Wicklow Town - Rathnew Local Area Plan

I am writing to object to the proposal in the SLO4 section of the draft Wicklow Town - Rathnew Local Area Plan, which designates land adjacent to Broad Lough Nature Reserve for residential development. This proposal raises several significant environmental, infrastructural, and community concerns that must be reconsidered.

Threats to the Natural Environment

The SLO4 site is a critical habitat for wildlife, including protected bat species, other native fauna, and migratory birds that rely on the nearby Broad Lough Nature Reserve. Development in this area would cause irreversible harm to these habitats, introducing light and noise pollution that would disrupt wildlife behavior and migratory patterns. Broad Lough serves as an essential refuge for biodiversity, and any encroachment would undermine its ecological integrity.

Infrastructure and Transport Limitations

The population of Rathnew has grown exponentially in recent years, more than doubling, without a corresponding expansion in essential services. Healthcare provision in the area is inadequate, and recreational facilities remain scarce, leaving the community underserved.

Transport infrastructure is also under severe strain. The R750, a primary access route into Wicklow, is already plagued by congestion, and additional residential development will compound this issue. Public transport is

similarly insufficient: the railway system is overwhelmed, and bus services are unreliable due to existing traffic bottlenecks. Expanding the population further will only exacerbate these issues, making daily commutes and local travel increasingly difficult.

Economic and Commuter Pressures

The draft plan perpetuates a reliance on Dublin for employment, forcing most residents to endure long commutes. This trend not only burdens the N11 and public transport systems but also undermines the economic sustainability of Wicklow and Rathnew. The focus should shift toward creating local employment opportunities, particularly in areas south of Wicklow, to reduce dependency on Dublin and the associated transport challenges.

Impact on Surface Water and Green Belt

Development in the SLO4 area would lead to increased surface water runoff, raising the risk of flooding and pollution in nearby Broad Lough and surrounding areas. The loss of the green belt in this location would fragment an essential wildlife corridor and erode the environmental character of the region. Green belts serve as vital buffers, protecting nature and enhancing quality of life for residents.

Conclusion and Recommendations

Given the environmental sensitivity of the SLO4 site, the inadequacy of local infrastructure, and the lack of planning for community services, this proposal is unsustainable. I strongly recommend:

Protecting the SLO4 area as a conservation zone to preserve its ecological value.

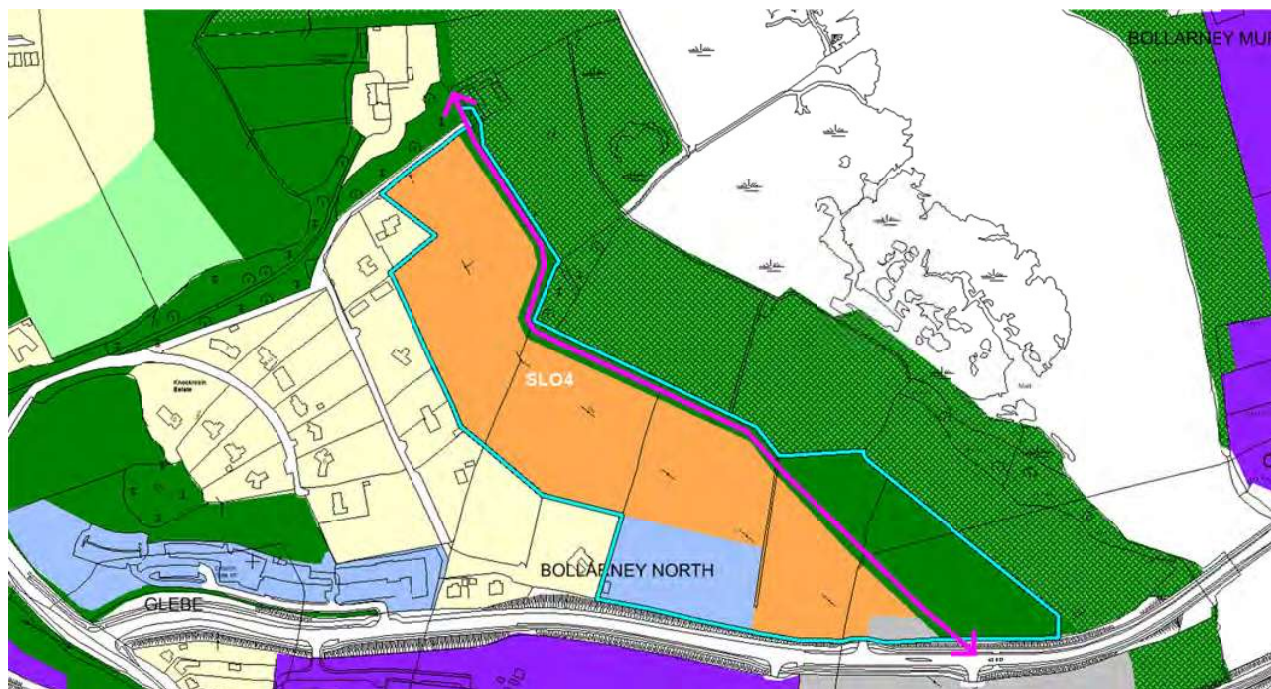
Investing in healthcare, recreation, and public transport to support existing residents.

Promoting local job creation to reduce commuting pressures and support regional development.

This plan must prioritize sustainable growth and environmental stewardship over short-term residential expansion. I urge the council to revise this proposal accordingly.

[File](#)

SLO 4 Plan.pdf, 1.63MB










SLO4 - Bollarney North

Map SLO 4

This SLO is located in the townland of Bollarney North. The SLO comprises New Residential (RN –Priority 2), Open Space (OS1), Public Utility (PU) and Community/ Education (CE). Any development proposal shall comply with the County Development Plan, this Local Area Plan and the following:

- To provide a new car park with access onto the Port Access Road for a minimum of 50 cars, with cycle parking facilities on lands zoned PU.
- A minimum of 1.2ha on lands zoned CE shall be provided for community uses. Generally, this shall comprise a community / sports/ recreation type development of the highest architectural quality and layout. No more than 30% of the residential lands may be developed in advance of the CE zoned lands being developed and devoted to the use of the general public and not reserved for a single club or activity, in a format and with such facilities to be determined following consultation with the Directorate of the Council responsible for sports and recreation and agreement with the Planning Authority.
- The design and height of any development shall pay particular regard to the height of immediately adjoining (mostly 1 - 2-storey) residences and the visual impact of the proposed development on the Murrough Wetlands / coastline.
- To provide a linear green route for walking and cycling, with a minimum width of 8 metres, on the lands zoned OS1 with pedestrian / cycling access onto the Port Access Road. This route should connect to the residential development in Tinakilly Park, providing a pedestrian/cycling connection to the train station from Tinakilly. (indicative route shown with purple arrow.)
- To provide a recreational open space park on the lands zoned OS1, to the east (lands closet to the Murrough Bridge) of a minimum of 2 hectares contiguous to the linear green route.
- The overall site layout design shall locate the main public open space element/s of the residential development adjoining the OS1 green route/park (on the lands closed to the Murrough).

SLO4 Concept Plan

	Indicative Vehicle, Cycling and Pedestrian Access to Site
	Indicative Vehicle, Cycling and Pedestrian Access to Site
	Green Space
	Community/Education "CE"
	Residential Development
	Public Utility "PU"
	Indicative Vehicle, Cycling and Pedestrian Route
	Cycling & Pedestrian Green Route
	Irish Rail Route

