

File With _____

LARGE RESIDENTIAL DEVELOPMENT CORRESPONDENCE FORM

Appeal No: ABP -322479-25Please treat correspondence received on 9/07/2025 as follows:

- | | |
|--|---|
| 1. Update database with new agent for Applicant/Appellant _____
2. Acknowledge with LRD <u>23 (amended)</u>
3. Keep copy of Board's Letter <input checked="" type="checkbox"/> | 1. RETURN TO SENDER with LRD _____
2. Keep Envelope: <input type="checkbox"/>
3. Keep Copy of Board's letter <input type="checkbox"/> |
|--|---|

Amendments/Comments

S.131 response received from Frank Smyth
£50 to be refunded - no fee required for S.131
response.

4. Attach to file

(a) SHD/LRD Unit ☐ (b) Inspector ☐

RETURN TO EO ☐

EO: Karen Byrne

Date: 9/07/2025

Plans Date Stamped ☐

Date Stamped Filled in ☐

AA: Eadwile Whorley

Date: 9/7/25

Validation Checklist

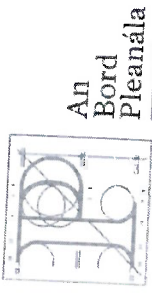
Lodgement Number : LDG-081296-25
Case Number: ABP-322479-25
Customer: Frank Smyth
Lodgement Date: 09/07/2025 09:55:00
Validation Officer: Catherine Flynn
PA Name: Wicklow County Council
PA Reg Ref: 23689
Case Type: Appeal - LRD
Lodgement Type: Response to Request / Submission



Validation Checklist	
	Value
Confirm Classification	Confirmed - Correct
Confirm ABP Case Link	Confirmed-Correct
Fee/Payment	Valid – Overpaid
Name and Address available	Yes
Agent Name and Address available (if engaged)	Not Applicable
Subject Matter available	Yes
Grounds	Yes
Sufficient Fee Received	Yes
Received On time	Yes
Eligible to make lodgement	Yes
Completeness Check of Documentation	Yes

LD ✓
P40 TO ISSUE
BP97 TO BE PREPARED FOR FINANCE / FK, 817.

Lodgement Cover Sheet - LDG-081296-25



Details

Lodgement Date	09/07/2025	✓
Customer	Frank Smyth	
Lodgement Channel	Post	
Lodgement by Agent	No	
Agent Name		
Correspondence Primarily Sent to		
Registered Post Reference		

Categorisation

Lodgement Type	Observation / Submission
Section	Processing

Fee and Payments

Specified Body	No
Oral Hearing	No
Fee Calculation Method	System
Currency	Euro
Fee Paid	50.00
Refund Amount	✓

Observation

Lodgement ID	LDG-081296-25
Map ID	
Created By	Shane Larkin
Physical Items included	No
Generate Acknowledgement Letter	
Customer Ref. No.	
PA Reg Ref	

PA Name	Wicklow County Council
Case Type (3rd Level Category)	

Observation/Objection Allowed?	
Payment	PMT-063797-25
Related Payment Details Record	PD-063636-25

(no fee req.)

Task no: (440869-25) ① LRD23 to
✓ issue as
Amended.

✓ ② please
prepare BP97,
FR.97

PA Case Number	
PA Decision Date	
County	
Development Type	
Development Address	
Appellant	
Supporting Argument	

Development Description	
Applicant	
Additional Supporting Items	

Fran. Smyth,

13 Deerpark Green,

Blessington,

Co. Wicklow.

W91FY04.

4th July 2025.

AN COIMISIÚN PLEANÁLA	
LDG-	081296-25
ACP-	
09 JUL 2025	
Fee: €	50 - Type: Cheque
Time: 9.15	By: Reg. Post

TO: Catherine Flynn, Executive Officer, An Coimisiún Pleanála, 64 Marlborough St. Dublin 1. D01 V902.

CASE #: ABP – 322479 – 25 (ABP – 319657 – 24)

Planning Authority Ref. Number: 23689.

ENCLOSED FURTHER CHEQUE €50.00 if required.

Dear Ms Flynn,

Further to your letter 1st July 2025 pertaining to the above development in conjunction with this letter / submission, I would like to inform you that I wish my submission to An Bord Pleanála of the 23rd May 2024 to be included in the overall decision making pertaining to the above planning application. For you convince I enclose a copy of the said document.

It should be noted since my original document was submitted some changes in the area have taken place, mainly to do with change of ownership of lands and change of planning, i.e. Glenveagh site directly opposite Sorrel Wood, planning ref: 20/184, 8th October 2020, Wicklow C.C. The substantive number of family dwelling units remains the same.

I would like to highlight The Blessington Inner Relief Road and the proposal to turn it into the N81. It is most questionable if the BIRR is fit for purpose as proposed, indeed I believe certain sections of the BIRR are among other things substandard in width.

When the BIRR was built it received full road markings which I believe were in the interest of road safety for all road users. In granting planning permission for SORREL WOOD housing estate, Wicklow Planners allowed the main entrance of this estate directly onto the BIRR, a section of roadway that is governed by DOUBLE WHITE LINES. This is also the only opening onto the BIRR that does not have a RIGHT HAND TURNING LANE. This whole matter is somewhat perplexing and I believe requires further investigation.

The National Roads Authority have a more realistic approach to the bypassing of Blessington, what is being proposed now is nothing more than planning organised GRIDLOCK for the area. Copy NRA map attached (F)

Over the years the vast majority of development along the BIRR is on the DUNNES STORES side, this includes new and existing developments, indeed as I write the building of new apartments is underway to the side of Dunnes Stores. Whilst on the opposite side of the BIRR along with a smaller development, Sorrel Wood, developers have provided walkways and children's play areas, clearly potentially providing a recipe for disaster with adults / children from the opposite / greater populated side of BIRR wishing to access such play facilities. The notion of turning the BIRR into the N81, a national motorway thereby adding large volumes of large trucks from nearby / adjacent quarry's, vans etc. it is simply creating the backdrop for a very serious accident.

Given what is before the public and in the event of such a very obvious tragic incident taking place, I believe all relevant matters should be brought before the relevant investigating authorities whereby all individuals must be made accountable.

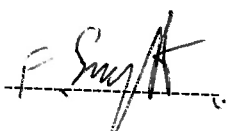
It is my strongly held view that the wishes, proposals of the National Roads Authority should be adhered to.

Further to the rear of Sorrel Wood Development a new Crèche facility has been built and is for sale on the open market adding more pedestrian traffic and motor vehicles to said development area.

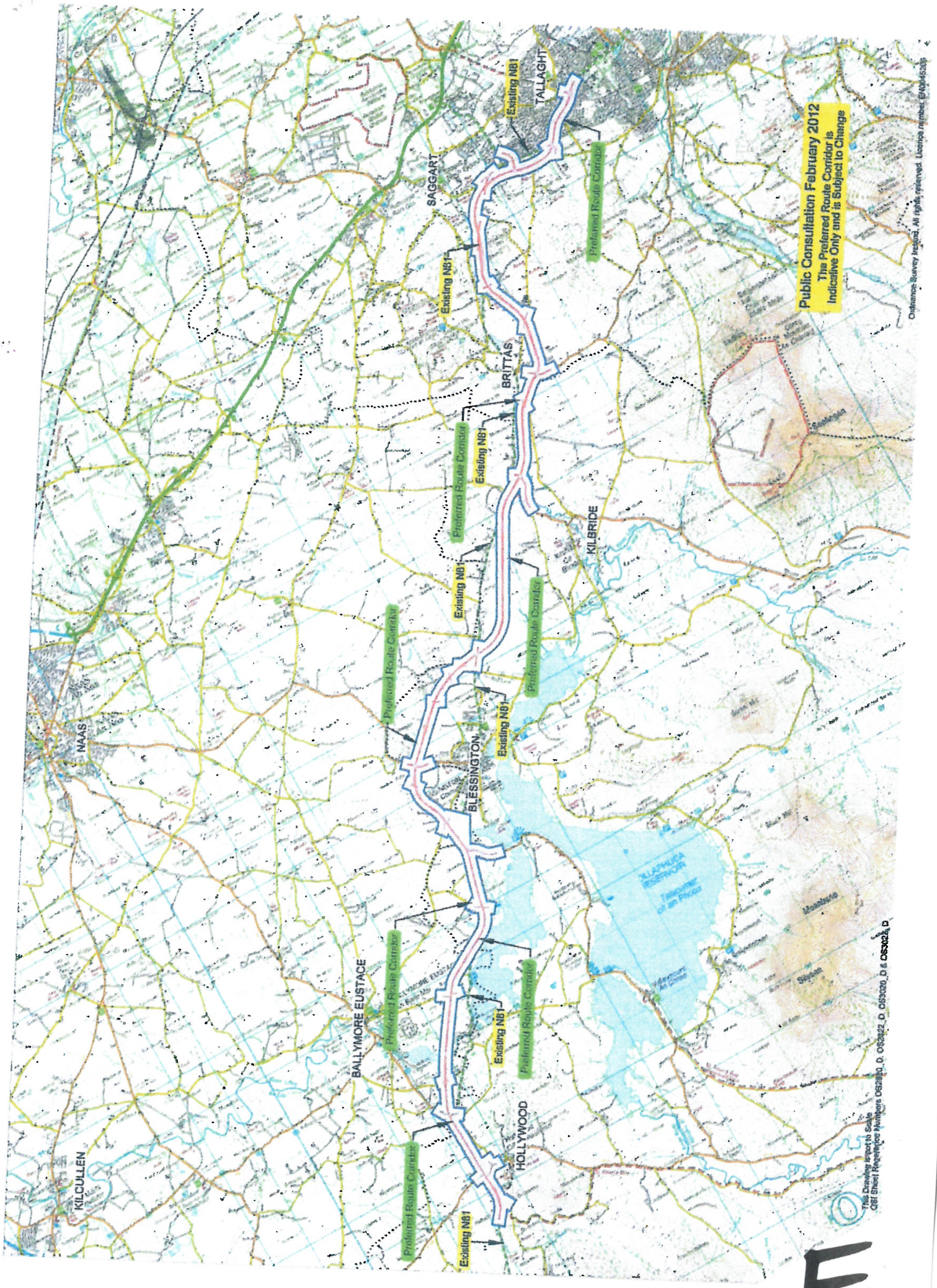
The Crèche is situated on the roadway up to GAA Club. Attached (G).

The square peg will not fit into the round hole.

Yours Sincerely,



Frank Smyth.



Public Consultation February 2012
The Preferred Route Corridor is
Indicative Only and is Subject to Change

Ordnance Survey Ireland. All rights reserved. Licence number: E000045339

This Drawing is not to Scale
OSI Sheet Reference Numbers 0628310, D, 0628322, D, 0628320, D & 0628323, D

F



FOR SALE

Crèche Opportunity

Blessington

Approx. 5,802 sq ft BER G

Sales Enquiries

045 832020

Info@coonan.com



PS&L No. 000764



G.

Fra. Smyth,
13 Deerpark Green,
Blessington,
Co Wicklow.
W91FY04.
23rd May 2024.

TO: An Bord Pleanála, 64 Marlborough Street, Dublin 1. D01V902.

REF: CASE # - 319657 – 24.

OBSERVATION.

ENCLOSED AS REQUESTED CHEQUE €50.00

COPY OF LETTER FROM WICKLOW C C ADDRESSED TO ME
PERTAINING TO APPEAL AND OBSERVATION.

Dear Sir / Madam,

I write in relation to the above matter, submitting an observation which I hope will assist in your deliberations pertaining to same.

Whilst the provision of housing especially in the times we live in is to be welcomed, there also has to be a balance, a recognition of existing surrounds and the all-important issue pertaining to infrastructure at local level and ability there in to support any proposed development(s).

Firstly, I believe it would be of assistance if this phase two planning application to Wicklow C C 23/689 (319657 – 24) were viewed in conjunction with phase one planning application 20/1146 as matters overlap.

A number of years ago, prior to CAIRN HOMES submitting their "Plan of the proposed masterplan and phase 1" dated 2nd November 2020, a colleague and I, in winter months walked from the rear of Deerpark Walk through the fields to Glending Forest. We were amazed at the sheer volume of water flowing above ground from the direction of Glending Forest, the water was somewhere between one and one and a quarter inches' deep, God only knows what was going on below ground. So you can imagine our surprise when we first saw "PLAN OF THE PROPOSED MASTERPLAN AND PHASE 1" 2/11/2020, pertaining to the same wet area (Copy attached "A"). A vast number of houses and ware housing to the WEST (water flow area), with further ware housing below the G A A facilities to the EAST.

It is a great surprise that in time this plan has been radically adjusted to where developers now wish to transfer their housing stock to a smaller parcel of ground, i.e. erect 329 residential units in a confined area nestled below the tried and trusted GAA grounds which given their location and use as playing fields, one would presume would provide a higher drier land base. It should be noted a river flows to the North East of boundary of this proposed development site towards Kelly's Roundabout, flowing North to South to proposed extension to N81.

As a simple matter of profit, it makes good sense for developer to try and fit as many housing units as possible into such a small area, especially given original projections for the overall site. Alas it would seem an exercise of fitting a square peg into a round hole i.e. land use and density mix simply cannot be achieved.

The proposed parking for the 329 dwelling units is some 601 car spaces. The parking for new development, Sorrel Wood (Phase One Completed) is 150 spaces, giving a total of over 750 new car spaces within the area. This figure of 750 car spaces does not include parking spaces for the 173 dwelling units and a 120 bed space nursing home and staff parking at the Glenveagh site directly opposite Sorrel Wood (Planning ref: 20/184, 8th October 2020 - Wicklow CC), with planning permission already granted for this and other dwelling projects within the area. Copy attached "B"

As the existing residential estates abutting the Inner Relief Road for Blessington near some twenty-five years in existence, the then young families / children are now adults with their own cars, and indeed some starting their own families. Some twenty-five years ago houses would have had one to two cars, now days this has expanded to two to four cars and given the housing crisis that pertains, many of these young adults and their own young families / cars have to remain in their parent's home for the foreseeable future.

With this proposed planning application 23/689 (319657 – 24) an entry / exit catering for housing units and blocks of apartments is proposed to be located at "Kellys Roundabout" at the start of proposed extension of roadway to N81. It would seem that there is NO right hand turning lane to facilitate traffic on this proposed new roadway for vehicles wishing to make a right hand turn into apartments / housing units, thereby inevitably leading to queueing on the proposed new motorway.

One should be reminded that this planning application wishes to change the existing BLESSINGTON INNER RELIEF ROAD into the N81 bypass, becoming part of the NATIONAL ROAD NETWORK!

In phase one of this overall development (201146) SORREL WOOD, no right hand turning lane was provided, indeed it should be noted that on the existing Blessington Inner Relief Road every other estate entrance is serviced with a right hand turning lane. Queuing is also notable at the entrance to new estate Sorrel Wood on the inner relief road, with cars wishing to make a right hand turn from the inner relief road into Sorrel Wood having to give way to oncoming traffic there by causing queueing. The failure to provide a right hand turning lane from the IRR into Sorrel Wood would seem to be a grave error of judgement, one that looks set to be repeated in this new application. (Attached "C")

It should be noted that cars making a right turn on exiting or entering Sorrel Wood are also forced to traverse existing double white lines, HEALTH & SAFETY, BEST PRACTICE? And indeed some suggest the INNER RELIEF ROAD should become part of the NATIONAL ROAD NETWORK!

Given the already extra flow of traffic on the inner relief road for Blessington, evidence of cars queuing within the existing estates, especially at peak times is there for all to see. This is mainly caused by cars wishing to exit estates making a right hand turn whilst waiting for a gap in passing traffic, trying to compete with large trucks, school buses, vans and general traffic and all this whilst carrying precious cargo of their school kids. It is frightening at times to see this situation develop where cars are competing, indeed some taking risks to get onto the INNER RELIEF ROAD

As noted this error of judgement in not providing a right hand turning lane, it would seem is to be repeated at the proposed extension of inner relief road to N81 at entrance to apartments of proposed development.

On the 3rd March 2024, I attended the local G A A grounds in Blessington to watch Blessington take on Rathnew in a league game. It was a freezing cold evening with the remains of recent snow fall still about, but suffice to say in terms of numbers there was a very healthy crowd in attendance, with well over three quarters of the large car park filled. After the game I observed a hassle free, smooth emptying of car park. It is difficult to imagine as to how a proposed 329 dwelling development with some 601 car spaces and other recent developments in the adjacent / immediate area (Sorrel Wood) being able to co-exist / be compatible given that the proposed development of 329 dwellings will bring two new entries / exit's and of course the now, new Sorrel Wood entry / exit already in existence on this section of road, combined with proposed new exit / entry for proposed new apartments / houses on start of N81.

This roadway from "Kelly's" roundabout to G A A roundabout also services the number one children's school and separate "Kare" facility and the busy G A A grounds. Developers plan to use the roadway adjacent to Kare facility to access future "Employment" developments, representing FIVE entry / exits in very close proximity.

The minutes of Meeting "Pre Planning S.247 Meeting" held Thursday 1st September 2022 contain comments from a senior official W C C and I quote, "that the inner relief road will become the N81 so it is important to future proof it as being the main national road". (Attached "D")

It is noted one submission pertaining to overall development (23689) and in particular the proposed roundabout at N81 and I quote, "the application site boundary and enabling works to facilitate the reconfiguration of the Holyvalley Road, includes lands within my ownership". The question is, how could such a situation arise and has this situation been fully resolved?

On the one hand W C C are granting planning permission for hundreds of new family dwellings in and around the inner relief road for Blessington, including a 120 bed nursing home facility abutting the inner relief road and at the same time expecting the inner relief road to become the N81, which would bring thousands of road journeys per day by trucks and cars, thereby turning a substandard inner relief road into main artery of the National road network. Were this to become a reality residents of the area would find themselves prisoners within their own estates, GRIDLOCK.

Instead of management, including that of the N R A tackling the ELEPHANT in the room – N81 bypass, W C C are simply planning towards / creating a large area of gridlock.

In grant of planning permission for project 20/1146 phase one, planners set out 25 conditions pertaining to this specific project. In what could be considered to be strident language, conditions 8A and 8B were set out, all be it with the proviso, “unless otherwise agreed in writing with the planning authority”. To date this section of N81 is far from complete yet houses are complete and occupied! Conditions 8A and 8B could not be deemed to have been met. Said conditions attached “E”

It is difficult to understand how some incidental roadworks at the ALDI junction, the instalment of some tactile paving and two humps could be considered as meeting conditions 8A and 8B. Letter “Compliance” Attached “G”.

From speaking to other local residents, it is my understanding that the main reason for building the INNER RELIEF ROAD was to divert SOME traffic out of the main street of Blessington, it was most certainly NOT intended to be the N81 Blessington bypass, with other routes proposed at the time.

Given all of the recent developments abutting the Blessington Inner relief Road it is difficult to see how the inner relief road for Blessington could be deemed fit to be part of THE NATIONAL ROAD NETWORK. The continued failure to tackle the N81 bypass of Blessington in any realistic fashion is there for all to see.

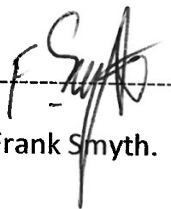
The overall question of capacity of water and sewage facilities within the area of Blessington capable of servicing all proposed developments is questionable. It is no secret in the past difficulties pertained in this area. A small new housing development in the heart of Blessington “The Rectory” although fully finished at end 2022, early 2023, remained vacant for some eleven months whilst issues pertaining to water / sewage were attended to.

Also given the fact of serious climate change world-wide and the phenomenon of vast sudden rain down pours, the vast amount of rain that fell in our country last winter is there for all to see, which simply begs the questions as to the existing infrastructure in place in Blessington and its capability of dealing with the overall vast numbers of extra dwelling units and the risk of polluting with over flow our surrounding rivers and lakes remain high. This piecemeal handling of local infrastructure over the years is surely at its limits.

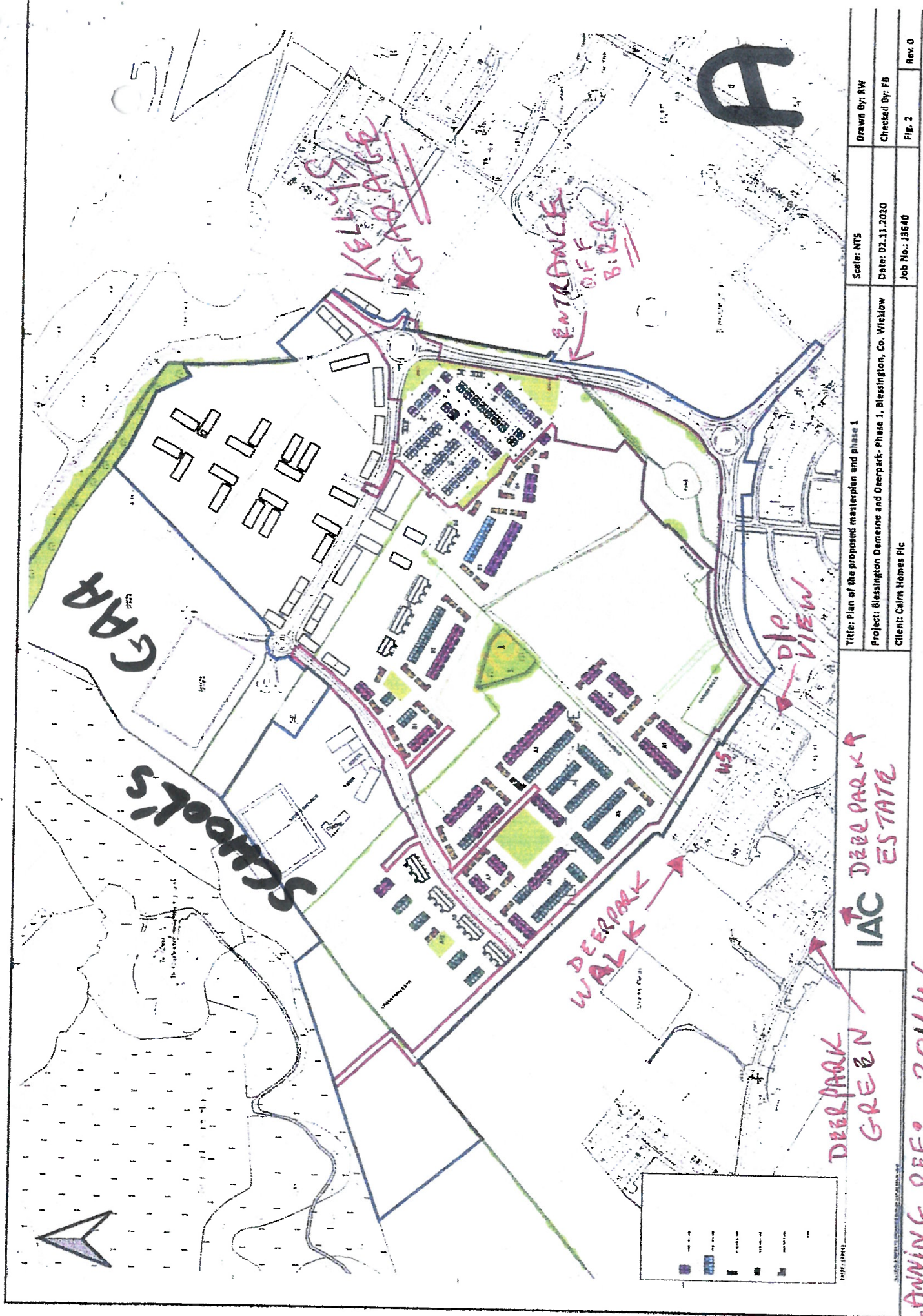
I believe it is wholly unreasonable where by plans should be submitted that the council believe Materially Contravene their objectives and what’s more the council accepts same!

Overall, I do not believe that there is sufficient quality / capacity robust infrastructure in place pertaining to roads, water and sewage capable of meeting in a robust fashion the demands of this proposal. I do not believe infrastructure in place or proposed is future proofed to protect proposed and existing dwelling units and surrounding lands and water supply.

Yours Sincerely,



Frank Smyth.



REF: CASE 23689
ABP: 322479-25

PLANNING REF: 201146

4A3

2500432



Comhairle Contae Chill Mhantáin Wicklow County Council

Forbairt Pleanála agus Comhshaol
Planning Development and Environment

Áras An Chontae / County Buildings
Cill Mhantáin / Wicklow
Guthán / Tel: (0404) 20148
Faics / Fax: (0404) 69462
Rphost / Email: plandev@wicklowcoco
Suíomh / Website: www.wicklow.ie

B

06/08/2020

20/184

Frank Smyth
13 Deerpark Green
Blessington
Co. Wicklow

RE: Glenveagh Homes Ltd - PERMISSION for nursing care home and residential development comprising (a) nursing care home (4 no storeys of 120 no bedspaces (c7428 sqm) along with 60 no car parking spaces (at undercroft and basement level c2477 sqm), open space and all associated residential care facilities (b) construction of 77 no dwellings comprising 29 no 2 storey houses (10 no 2 bedroom houses (house type E) and 19 no 3 bedroom houses (house types C, D & F), and 48 no apartments / duplex apartments as follows: Block A & D, 3 storeys comprising 30 no apartments (15 no 2 bedroom apartments in each building), blocks B & C, 3 storeys comprising 12 no apartments (2 no 2 bedroom apartments and 4 no 3 bedroom apartments in each building), blocks E & F, 3 storeys comprising 6 apartments (3 no 2 bedroom apartments in each building), all apartment units to have balcony or terrace, (c) hard and soft landscaping (including public lighting) and open space (boundary treatment), communal open space for duplex apartments, regarding / reprofiling of site where required along with bicycle / bin stores and 100 no car parking spaces for dwellings (d) vehicular access from the west (from Blessington Inner Relief Road (BIRR) and south west along link road between the BIRR and Main Street with pedestrian accesses as well as works to roundabout and provision of road crossings (e) surface water attenuation measures and underground attenuation systems as well as connection to water supply, drainage, (f) all ancillary site development / construction works at Blessington Demesne Blessington Co. Wicklow

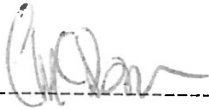
hara,

5

1

I wish to advise you that further information has been received in relation to the above application. This correspondence can be inspected during normal office hours (9.00 a.m. – 3.30p.m.) Monday to Friday or may be viewed on-line at www.wicklow.ie.

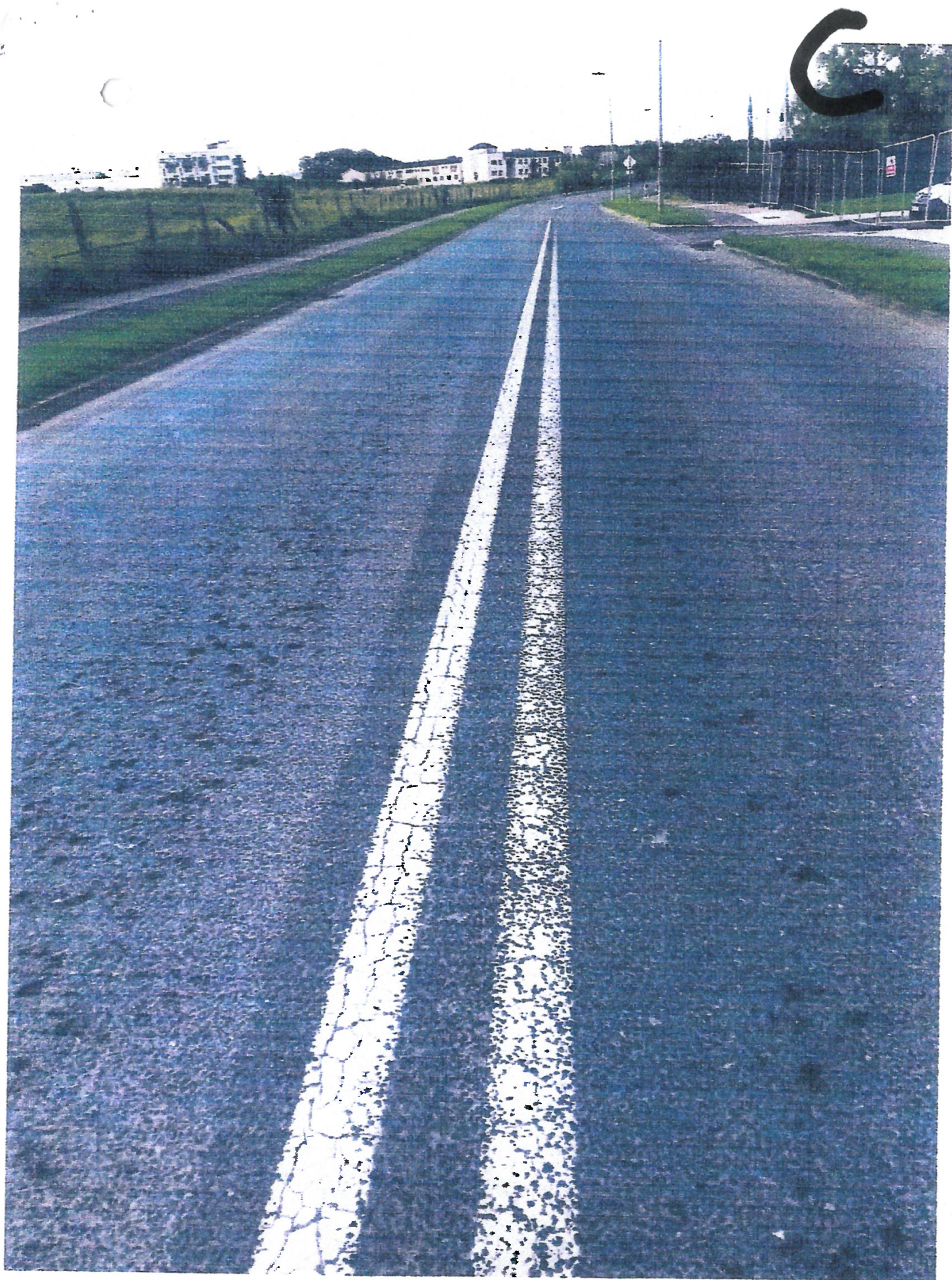
Mise, le meas,



SENIOR EXECUTIVE OFFICER
PLANNING, DEVELOPMENT AND ENVIRONMENT



B



3









Lands at Blessington Demesne
Pre Planning S.247 meeting
Minutes of Meeting Held Thursday 1st September 2022



- SW – in terms of Layout, the applicants need to submit a Design Statement, detailing how they come up with the layout e.g. duplexes separated from houses etc. Jerry Barnes indicated they found it challenging with duplexes as the Appendix relating to open space states that duplexes need X amount of open space. EB informed the meeting that the previous plan said something similar and that the applicant need to give a rationale as to what they are providing and prove they meet the guidelines to a high standard.
- SW requested to change some of the roads to include more cul-de-sac's, in order to reduce vehicle speeds. Naoimi Lloyd & Brendan Manning agreed to review this.
- SW also suggested introducing different heights between the dwellings to add character to the scheme.

3. Transport

Brendan Manning gave an overview of this area.

Declan O'Brien, WCC noted that the applicants are aware that the Council are currently preparing a scheme for the construction and completion of Blessington Inner Relief Road Project and that we need to engage with each other regarding same as there are issues which may effect part of the Blessington Demesne development. DO'B also suggested that they try and introduce another couple of cul-de-sac's. DO'B expects to see the normal reports and reminded the Blessington Demesne Team that reports in relation to lighting should be in accordance with Wicklow County Council Public Lighting Guidelines.

Pat Byrne, WCC noted that the Inner Relief Road will become the N81 so it is important to future proof it as being the main national road. Crossing points etc need to be brought up to standard. In relation to the park PB also suggested that they need to look at ease of maintenance as in the future WCC may be taking this in charge.

4. Site Services

Suzanne White informed the meeting that our Engineer Tom Fox could not make the meeting but did make some points in relation to surface water; SuDS; and watercourses.

Brendan Manning informed the meeting that in relation to Surface Water they will be submitting a Flood Risk Assessment. Edel Birmingham enquired about flooding and Brendan Manning said that the embankment is very steep & therefore does not flood at this area. They will be providing additional SuDS etc.

Edel Bermingham informed the meeting that Irish Water are the Department who deal with foul & water, the Blessington Treatment Plant – Brendan Manning said he spoke with IW who confirmed it will be up and running by Christmas, the plant is for an additional 3k people. Edel said that we will need a letter from IW confirming the existing capacity and demand etc will be met or to that effect.

Pat Byrne, WCC queried the current quality of the road gullies etc. Brendan Manning informed the meeting they will get CCTV etc. and send to Pat.

5. Open Space

Kevin Fitzpatrick gave an overview of this area.

E

sewer, RECI Certs etc.) should be submitted to the Planning Authority in advance of any request to roll the cash security from a particular phase to another phase of the development. The return, of the cash security shall be subject to, inter alia, the report of an independent chartered engineer (with professional indemnity insurance) confirming that all materials and workmanship of the site infrastructure is in accordance with the plans and specifications submitted.

REASON: To ensure (a) the satisfactory completion of the site development works,
(b) That the cash security is adequate to cover the cost of recuperative works,
(c) That the cash security is index linked

Social / Affordable Housing

7. **Before any development commences**, the applicant or any other person with an interest in the land to which the application relates shall enter into an agreement with the Planning Authority in accordance with the County Development Plan and in accordance with Section 96 of the Planning & Development Act 2000, as amended.

REASON: In the interest of proper planning and development, and having regard to the objectives of the County Development Plan and the Housing Strategy.

Roads and Public Lighting

8. **(a) No development shall commence on site until** the Road Authority has confirmed in writing that the construction of the northern section of the Blessington Inner Relief Road, from the existing northern roundabout on the Blessington Inner Relief Road to the N81 at Santryhill has commenced.

(b) No occupation of any dwelling shall commence until the Road Authority has confirmed in writing that the northern section of the Blessington Inner Relief Road, from the existing northern roundabout on the Blessington Inner Relief Road to the N81 at Santryhill, has been fully constructed **unless otherwise agreed in writing with the Planning Authority**

REASON: To ensure that the road network serving the proposed development has been upgraded to cater for the traffic generated by the proposed development and in the interests of traffic safety.

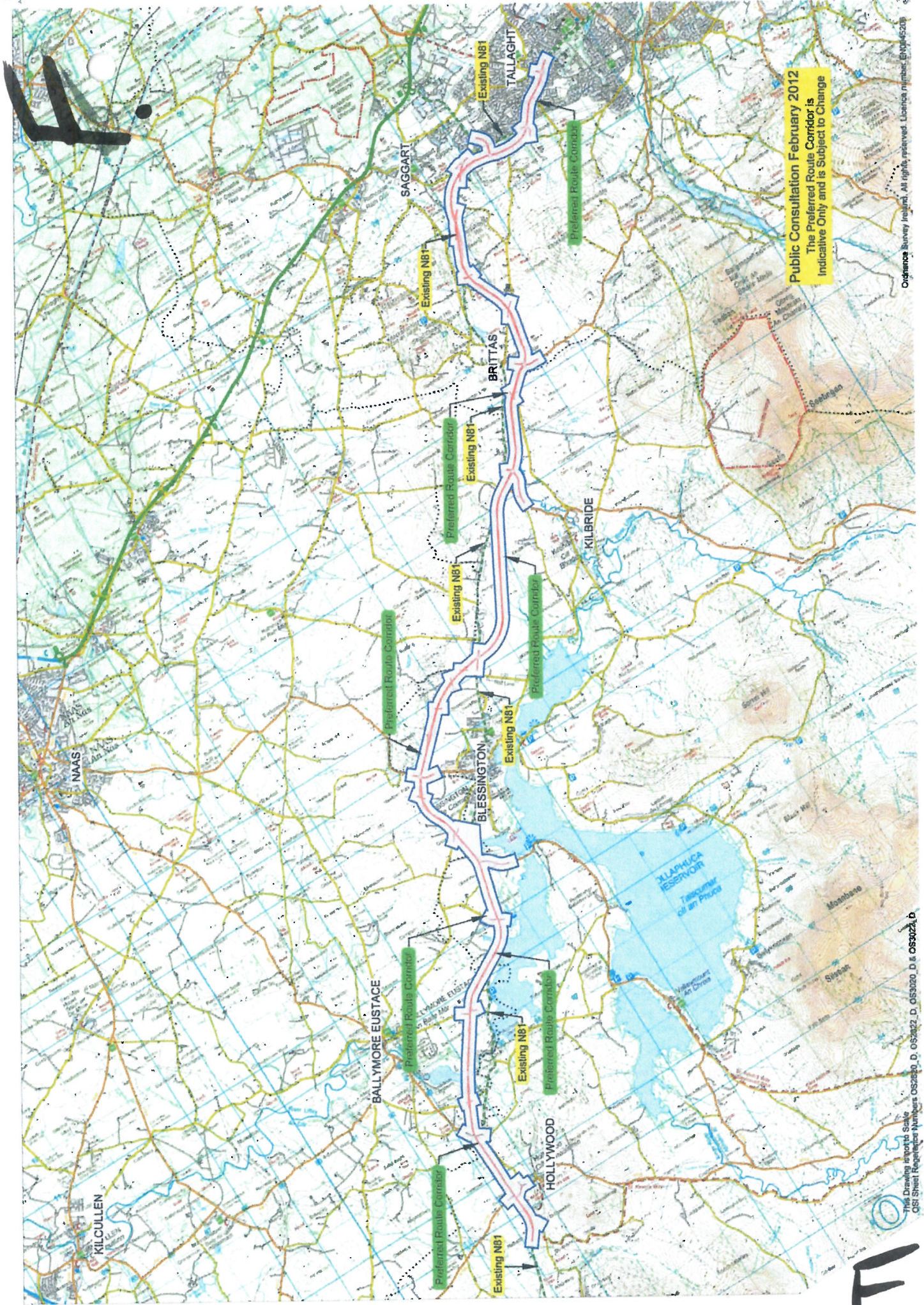
9. **Prior to the commencement of development**, the applicant shall submit revised plans for the written agreement of the Planning Authority which omit the proposed 'link road' adjoining the existing school link road to the west with access points into the employment zoned lands. The development shall accord with the written agreement.

REASON: Given existing scale of development the access is premature until an overall development for the area is formalised.

10. The proposed housing estate roads and footpaths shall be constructed in accordance with specifications of Section 2 of "Recommendations for Site Development Works for Housing Areas" (Department of the Environment and Local Government 1998), subject to the following amendments/ submissions :-

3

11-11-11



Public Consultation February 2012
The Preferred Route Corridor is
Indicative Only and is Subject to Change

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The Drawing is to be used in accordance with the
CSI Sheet Reference Numbers CS2020, D, OS2022, D, OS2020, D & OS2024, D

F

11

12

13

G.

FOR SALE

Crèche
Opportunity
Blessington

Approx. 5,802 sq ft BER G

Sales Enquiries

045 832020

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PIBA No. 003164



CAIRN

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2

