

APPENDICES

APPENDIX 1

ASSET BASED ASSESSMENT

1.0 Introduction

The purpose of this appendix is to utilise the objectives and principles of the National Planning Framework and Regional Spatial and Economic Strategy to derive the new settlement hierarchy for County Wicklow.

2.0 National Planning Framework

National Policy Objective 7 of the NPF sets out that it is an objective of the NPF to:

Apply a tailored approach to urban development, that will be linked to the Rural and Urban Regeneration and Development Fund, with a particular focus on:

- Dublin;
- The four Cities of Cork, Limerick, Galway and Waterford;
- Strengthening Ireland’s overall urban structure, particularly in the Northern and Western and Midland Regions, to include the regional centres of Sligo and Letterkenny in the North-West, Athlone in the Midlands and cross-border networks focused on the Letterkenny-Derry North-West Gateway Initiative and Drogheda-Dundalk-Newry on the Dublin-Belfast corridor;
- Encouraging population growth in strong employment and service centres of all sizes, supported by employment growth;
- Reversing the stagnation or decline of many smaller urban centres, by identifying and establishing new roles and functions and enhancement of local infrastructure and amenities;
- Addressing the legacy of rapid unplanned growth, by facilitating amenities and services catch-up, jobs and/or improved sustainable transport links to the cities, together with a slower rate of population growth in recently expanded commuter settlements of all sizes;
- In more self-contained settlements of all sizes, supporting a continuation of balanced population and employment growth.

The NPF identifies that the strategic location of counties Kildare, Meath and Wicklow, proximate to the Capital, has in part, resulted in significant development in a region characterised by the dominance of Dublin and that the Mid- East has experienced high levels of population growth in recent decades, at more than twice the national growth rate.

It indicates that managing the challenges of future growth is critical to this regional area and therefore a more balanced and sustainable pattern of development, with a greater focus on addressing employment creation, local infrastructure needs and addressing the legacy of rapid growth, must be prioritised. This means that housing development should be primarily based on employment growth, accessibility by sustainable transport modes and quality of life, rather than unsustainable commuting patterns.

The NPF specifies that the Regional Spatial and Economic Strategies for each Regional Assembly area shall address the potential of towns and their catchments in conjunction with consideration of growth targets for cities and rural areas. In applying a tailored approach to urban development, that can be linked to the Rural and Urban Regeneration and Development Fund, key considerations further to will include:

- The extent to which a settlement is located inside or outside one of the five defined City-Region catchments and may be characterised as commuter focused or as more self-contained

- The scale of employment provision and net commuting flows;
- The extent of local services and amenities provision i.e. administration, education – particularly higher education institutes, health, leisure and retail;
- The extent to which trips may be made by sustainable modes of travel, i.e. walking, cycling or public transport, and the scale of planned investment in such;
- The rate and pace of development from 1996-2016 and the extent to which there are outstanding requirements for infrastructure and amenities;
- Accessibility and influence in a regional or sub-regional context;
- Particular sub-regional interdependencies, for example, where a settlement may be located in relation to a number of nearby settlements and scope for collaboration and complementarity;
- Track record of performance and delivery, as well as ambition and initiative and scope to leverage investment;
- Commitment to achieve compact growth.

3.0 Regional Spatial and Economic Strategy

The Regional Spatial and Economic Strategy was tasked with the development of planning and economic development policy for future needs in the region based upon consideration of the availability of land, resources, environment and infrastructure capacity. A key part of developing the Growth Strategy was the examination of alternatives and approaches as part of the Strategic Environmental Assessment (SEA) including the ‘business as usual’ approach which sees a continuation of current trends.

While all areas within the Region shall collectively contribute to its success and in turn draw strengths from the sustainable growth of the Region, there is a requirement to identify which places have the greatest assets and potential to become a focus for population and/ or employment growth and to act as regional economic drivers. Regional assets and resources need to be fully realised to enable all places to reach their full potential.

Chapter 2 of the RSES ‘Strategic Vision’ identifies a number of key Regional Strategic Outcomes (RSOs) that feed into the development of the Growth Strategy including the need to protect and enhance strategic connectivity, to support economic development, rural communities and to promote compact growth and integrated transport and land use.

An **asset-based approach** to spatial development set out in the RSES identifies and builds on a combination of the social, economic and natural assets that are available within a settlement, in order to determine an overall growth strategy and settlement hierarchy. This holistic approach recognises the step change required to ensure that growth is sustainable in the long term, and to ensure that settlements identified for significant population and/or employment growth are supported by the requisite investment in infrastructure and provision of employment, amenities and services.

Central to this is the development of an evidence-led ‘asset base’, which can be used to identify settlements which have the greatest capacity and potential for growth, while ensuring that the future growth is sustainably managed within the capacity of those settlements. The ‘asset base’ developed for the RSES was informed by the preparation of regional profiles and spatial analysis as part of the evidence baseline and supplemented by settlement profile information that was provided by the 12 local authorities in the Region, which set out current and planned capacity to deliver sustainable compact growth in a number of identified settlements.

The asset base compiles information across 25 different indicators which considers not just historic population growth, but a wider number of relevant factors to build a holistic profile of regional settlements, in terms of their scale and functions, human capital and placemaking assets, enterprise ecosystem, connectivity, environmental and infrastructure capacity. The asset-based criteria outlined in Table 3.1 of the RSES (reproduced to follow) was developed to identify a settlement hierarchy set

out in Chapter 4 ‘People and Place’ and the development of policy and objectives for Key Towns in the Region.

Table 3.1 ASSET/POTENTIAL BASED CRITERIA APPROACH TO GROWTH STRATEGY		
ASSET-BASED CRITERIA - aim is to enable places to fully realise their potential	As expressed in; Settlement Strategy	As expressed in; Economic Strategy
SCALE Centres of scale which have the critical mass to drive growth.	Settlement typology based on rate of growth, scale, development capacity and availability of strategic sites.	Critical mass (and diversity) in population and enterprise base to attract and maintain employers and employees.
FUNCTION Functional role and level of services including provision of employment.	Mapping of Functional Urban Areas to determine commuting catchments, level of self-sufficiency and connections to other towns.	Development of regional/ county level economic profiles and performance of settlements, including economic assets.
HUMAN CAPITAL Talent attraction and skills development.	Access to schools, third level education and health services are key to talent attraction.	Availability of labour force demographics, skills matching, and talent attraction policies to develop employment opportunities.
PLACEMAKING High quality vibrant public spaces and enhanced quality of life.	An attractive public realm and access to amenities, facilities, arts, culture and heritage as a key determinant of placemaking policy.	Developing attractive places to live work and invest in. Linked to ‘functionality’ to meet enterprises and labour force expectations.
ENTERPRISE ECOSYSTEM Enterprise clusters and networks.	Better alignment of housing and strategic employment locations and strengthened local economies.	Spatial economic engines and areas of influence and ecosystems of innovation and entrepreneurship.
CONNECTIVITY Transport capacity and accessibility and communications.	Integration of land use and transportation planning, underpinned by analysis of travel patterns and potential for sustainable modes.	Global / national / regional connectivity includes ICT, transport and infrastructure (Hard) and networks and collaborations (Soft).
NATURAL CAPITAL Environmental sensitivities, resources and assets.	Integration of recommendations and proposed mitigation measures, arising from SEA/AA/FRA underpinned by a regional Green Infrastructure and ecosystem services approach.	Significant resource potential of renewable energy, circular economy and green/blue economy.
INFRASTRUCTURE Enabling infrastructure to drive regional growth.	Collaboration with providers to deliver key telecommunications, transport, utilities and social infrastructure.	Strategic employment locations enabled by physical, technology infrastructure, and supporting services.

The RSES utilised this evidence based approach to derive a settlement hierarchy for the region that will achieve the optimal Regional Strategic Outcomes. On the basis of this assessment, the Regional Spatial and Economic Strategy identified Bray and Wicklow-Rathnew as ‘Key Towns’ in the regional settlement hierarchy i.e. large economically active service and/or county towns that provide employment for their surrounding areas and with high-quality transport links and the capacity to act as growth drivers to complement the Regional Growth Centres.

Settlement Typology	Description	Areas		
		Metropolitan	Core Region	Gateway Region
Dublin City and suburbs	International business core with a highly concentrated and diversified employment base and higher order retail, arts, culture and leisure offer. Acts as national transport hub with strong inter and intra-regional connections and an extensive commuter catchment.	Dublin City and suburbs		
Regional Growth Centres	Regional Growth Centres are large towns with a high level of self-sustaining employment and services that act as regional economic drivers and play a significant role for a wide catchment area.		Drogheda	Athlone Dundalk
Key Towns	Large economically active service and/or county towns that provide employment for their surrounding areas and with high-quality transport links and the capacity to act as growth drivers to complement the Regional Growth Centres.	Bray Maynooth Swords	Navan Naas Wicklow-Rathnew	Graigucullen (Carlow) Longford Mullingar Tullamore Portlaoise
Self-Sustaining Growth Towns	i) Self-Sustaining Growth Towns with a moderate level of jobs and services – includes sub-county market towns and commuter towns with good transport links and capacity for continued commensurate growth to become more self-sustaining.	To be defined by development plans.		
Self-Sustaining Towns	ii) Self-Sustaining Towns with high levels of population growth and a weak employment base which are reliant on other areas for employment and/or services and which require targeted ‘catch up’ investment to become more self-sustaining.			
Towns and Villages	Towns and villages with local service and employment functions.	To be defined by development plans.		
Rural	Villages and the wider rural region	To be defined by development plans.		

4.0 Assessment Criteria

The following are a list of key criteria that were considered in the development of the Asset Base (summarised in Table 3.1 of the RSES);

Scale: The NPF identified a number of centres of scale, which have the potential to meet the critical mass to drive regional growth – these include the Regional Growth Centres of Athlone, Drogheda and Dundalk. In determining a lower tier of Key Towns, as part of the Settlement Strategy for the Region, the scale of a settlement’s population, growth rates and local ambition for sustainable compact growth including availability of serviced lands, was a key consideration. A critical mass in population is also identified as a key driver of economic growth, with the availability of development capacity including serviced sites, property solutions and quality infrastructure.

Function: A settlement profile is needed to determine a distinction between the different role’s settlements play in the Region, not just based on the population size. For example, the contrast between a commuting town which would be predominantly monofunctional and those that have a wide range of functions and therefore the potential to act as regional drivers. The mapping of the Functional Urban Areas or FUAs is a useful spatial analysis tool in determining the commuting catchment² and degree of sprawl for a particular settlement. Looking at the scale of employment provision and commuting flows will inform its characterisation as commuter focused or as more self sustainable, along with particular sub-regional interdependencies. Strong rural-urban interdependencies are a feature of the Region, with positive correlations between rural economic performance and regional accessibility.

Human capital: The extent of local services provision i.e. administration, education- particularly third level, health, retail and amenities will determine the attractiveness of a settlement to attract and retain a critical mass of population. The availability of a skilled labour force and the level of education and

skills will inform the demands for housing, transport and employment and the capacity of the Region to attract high quality employers. The young demographic profile of the Region will lead to pressure for third level education places to ensure the right skills for the labour market and jobs that sustain good living standards. There remain challenges across the Region in terms of regional disparities in levels of education and relative affluence or deprivation.

Placemaking; The ability to attract and retain talent is one of the key factors in building local sustainable competitive advantages for investment. Quality of life factors and placemaking are increasingly recognised as key to developing attractive places in which to invest, live, study, visit and work including access to amenities, facilities, arts, culture and heritage. This is linked to ‘Functionality’ in terms of provision of suitable sites and property solutions to meet enterprise and labour force expectations. There has been some decline in sense of place in parts of the Region with the emergence of issues such as suburban sprawl, rural decline and hollowing of older inner city and town areas.

Enterprise Ecosystem: Ireland is a highly open market economy that relies on enterprise development - that is the formation of new business, known as start-ups and the growth of existing business known as scale-ups. A diverse local sectoral mix is a strong determinant for entrepreneurship, and therefore economic growth. Growth of an enterprise is positively affected by the size of employment in the same sector, for example, employment growth in high-tech SMEs has been found to be much faster in clusters, but that the spatial scale over which the clustering benefit operates differs across sectors. Enterprise development requires a co-ordinated and structured approach towards inward investment to develop ‘insidership’, the capacity to identify, access and benefit from co-location advantages leading to ‘demonstration effects’ and further attractiveness.

Connectivity: Transport infrastructure influences people by determining the places in which they both live and work. Dispersed settlement patterns present challenges in relation to service provision, accessibility and rural isolation while compact settlements are more efficient in terms of provision of public transport, greenways and cycleways, which can enhance areas, contributing to liveable places. Places that are typified by poor connectivity and lower residential and employment densities are characterised by lower rates of walking and cycling and a significantly higher rate of private car travel than their denser counterparts. High quality international connectivity (ports and airports) is also critical to support enterprise and economic development. In addition to hard infrastructure, soft connections are also key - regionally, nationally and internationally through business, people and the research system.

Environment / Natural Capital: The location of the urban centre and the physical geography of its hinterland has an impact on the potential growth of a settlement. For example, growth may be limited by the coastline or constrained by a river or mountain range. At the same time, environmental sensitivities can be viewed as key assets such as in the development of activity-based tourism and leisure opportunities. The incorporation of open space and green infrastructure into settlements is proven to contribute to improved physical and mental wellbeing and in enhancing place attractiveness. The presence of green spaces also has a role to play in reducing air pollution, mitigating floods, protecting wildlife, addressing the effects of climate change and improving building energy performance. The assessment of the environmental capacity of settlements in the region to absorb growth was informed by the evidence base in the Strategic Environmental Assessment, Strategic Flood Risk Assessment and Appropriate Assessment process.

Infrastructure: High-quality infrastructure is an important element of a modern society and economy, it provides essential functions and services that support societal, economic and environmental systems at local, national and European levels. It strengthens economic growth through enhancing efficiency, productivity and competitiveness, it creates sustainable and attractive places. Enterprise capacity is determined by a number of factors including connectivity with broadband infrastructure and access to quality transport, housing, energy waste and water infrastructure.

5.0 Developing Settlement Profiles - Data and Indicators

The following 25 data and indicators were compiled by the RSES to inform a holistic asset/potential based profile of designated settlements in the region.

Data Indicator	Description	Rationale
SCALE – Centres of scale which have the critical mass to drive growth		
Population (CSO 2016)	Population resident within CSO defined settlement boundary	Settlements with critical mass of population to drive regional development
% 10 year Growth rate (CSO 2006, 2016)	% Growth rate between 2006-2016 (EMRA average growth rates of 15%)	Growth rate will determine capacity for future growth. Towns that have experienced high growth rates may require additional investment in services, infrastructure and employment
NPF designation	Settlements designated for growth in the NPF include Dublin Metro and Regional Growth Centres	Selected settlements reflect NPF designations (Metro, Regional Growth Centres) plus a limited additional number of Key Towns
Large town (as defined by NPF)	Large towns defined by the NPF as >10,000 population and /or >2,500 jobs	All designated towns are eligible for URDF funding as 'large towns'
FUNCTION – Functional role and level of employment provision		
Functional Urban Area (NTA)	The total population within the 'Functional Urban Area' (FUA) or 'hinterland' of a settlement, based on EDs with at least 15% of the workforce within the principle urban core area (defined by the NTA methodology and derived from OECD definition). This is supplemented by AIRO mapping of FUAs for Dublin and large towns.	The mapping of FUAs is useful in determining the commuter catchment or spread of the influence of that settlement. The size of the FUA, relative to the core, gives clear indications of the influence of urban centres over their surrounding hinterlands.
Commuter trips to Dublin (NTA Urban Core)	Analysis carried out by the NTA, identified trips to Dublin dependencies from all urban cores within the urban hinterlands of Dublin (journey to work only) with at least 15% of their at-work population commuting to the Dublin urban core.	Looking at commuter data between urban cores identifies how dependant urban cores are on each other and how they correlate to create a polycentric metropolitan area.
Geographic Hierarchy (related to Dublin FUA)	Dublin City and Suburbs is defined by the CSO as the continuous built up urban area. The definition of the urban hinterlands of Dublin or 'Core Region' are based on EDs with at least 15% of the workforce working in the Dublin Metropolitan Area (DMA), an established policy boundary defined by the NTA and RPGs. The Gateway Region is any areas not within the Dublin Metropolitan Area or Core Region	The location of a settlement within or outside the Dublin hinterland will inform its characterisation as a commuter focused or more self-sustaining settlement.
Retail Hierarchy (RSES)	Retail hierarchy based on the Retail Strategy for the GDA 2008 combined with the existing retail hierarchy in the wider region, and substantially reflected in current City and County Development Plans. Designated towns. It is recognised that the current Retail Strategy will need to be updated.	Designated settlements provide a good retail mix as reflected in their Level 1 Metropolitan and Level 2 Major Town and County Town Centres status in the Retail hierarchy

Local Jobs (CSO,2016)	Employment numbers within the CSO settlement boundary (Note: NTA define urban cores in a different way to also include large employers beyond the CSO boundary)	Settlements with a critical mass of employment to drive regional development
Jobs v resident workers (CSO, 2016)	The number of jobs located in a settlement compared to the number of resident workers indicates the economic function of that settlement. The regional average ratio is 0.63, standard deviation is 1 SD above (1.01), 2 SD above (1.39). Note: a ratio of 0.7 + indicates a strong economic function).	Designated settlements provide strong economic function for their residents and for their hinterlands. Some settlements, particularly commuter towns, may require investment in local employment to further improve their jobs ratio
HUMAN CAPITAL – Education, talent and skills attraction		
Higher Education Institutions (HEA)	Higher Education Institutes (HEIs) including Universities, Institutes of Technology and other publicly funded colleges	Economic growth is underpinned by access to skills and talent, and linked to the proximity of Higher Education Institutes
Education attainment (CSO 2016)	Educational attainment levels of those population >15 years who have completed their education across the region. EMRA educational attainment averages include; no formal/ primary (11%); tech/ apprentice/ cert (14%); 3rd level (37%)	The progressive improvement in education attainment supports increased access to socio economic opportunity
HEALTHY PLACEMAKING – High quality public spaces and enhanced quality of life		
Healthcare (HSE)	Highest level healthcare provision including Primary Care Health Centre and HSE Hospital	Access to healthcare services to support good quality of life
Pobal HP Deprivation Index (Relative Score, ED (Trutz Haase, 2016))	The Deprivation Index is based on three dimensions of affluence /disadvantage; demographic profile, social class composition and labour market situation and provides two statistical outputs; the Absolute Index (useful for comparing over time) and the Relative Index Scores (providing a snapshot at a particular time).	The Pobal HP Deprivation Index is the main measurement of affluence and disadvantage in Ireland. Areas with a relatively low score may require investment to improve access to social and economic opportunity and improve quality of life.
URDF Funding (DHPLG)	Urban Regeneration and Development Fund (URDF) - Successful applications in first Call for Proposals. Includes Category A (ready to go) and Category B (require further development) proposals in 2019.	Leveraging of URDF funding to drive growth and improved quality of life in designated towns.
ENTERPRISE ECOSYSTEM – Economic assets and enterprise clusters		
Economic Assets (IDA, EI)	Higher Education Centres, Business Incubation and Innovation Centres, Technology Gateways and Research Centres, IDA Business parks and Strategic sites	The location of strategic employment development and enterprise investment are influenced by the location of economic assets upon which to build
CONNECTIVITY – Transport capacity, accessibility and trip profiles		
Public transport (NTA)	Proximity to high quality public transport, both existing and planned (Bus, Train, DART and LUAS). Rail Stations noted.	Access to transport infrastructure influences the location of housing and employment growth, with compact settlements more efficient in terms of maximising returns on transport investment

Internal trip rates (NTA)	% of all trips that are internal within a particular settlement, i.e. non-commuting. Average EMRA rate of internal trips is 23%. Standard deviation; SD1 above (39%), SD 2 above (55%)	A higher level of internal trips indicates a high level of self-sufficiency for a particular settlement
Mode Share (NTA, POWSCAR)	% Mode share of work and education trips (Origin) by Active Travel (walk, cycle), Public Transport (Bus, train, DART, LUAS), Car (driver, passenger). EMRA averages; active travel (21%), PT (14%), Car (56%).	Measurement and monitoring of the mode share split will indicate progress on achieving a shift away from private car usage to more sustainable modes of transport
NATURAL CAPITAL – Environmental capacity, sensitivities and assets (Strategic Environmental Assessment)		
Sensitive sites and assets (RPS - SEA)	Environmentally designated sites (NHA, pNHA, SPA, SAC), Listed Habitats and other sensitive / heritage sites and assets	Integration of SEA/SFRA/AA supporting the development of Green Infrastructure networks and eco-system services approach
Resource management (RPS - SEA)	Waste, energy and extractive industries and pollution control licences	Indicates significant resource potential of renewable energy, circular economy and the bio economy.
Water Quality (WFD/UWWTD) (RPS - SEA)	Compliance with Water Framework (WFD) and Urban Waste Water Treatment Directives. Water Bodies Status and Risk (WFD), Compliance with UWWTD and Discharge Licences	Indicates degree of water capacity and compliance with WFD /UWWT Directives.
Flood Risk (RPS - RFRA)	Flood Risk Summary of key Towns from SEA Environmental Report. Includes Flood Zones, constraints and measures identified in the FRMP along with assessment of climate change and adaption measures	Future development and flood risk assessment swill need to consider and address flood risk at settlement level.
INFRASTRUCTURE – Enabling infrastructure to drive regional growth		
Wastewater treatment (IW)	Irish Water register of WWT plant capacity now or by 2021, includes Population Equivalent (PE), Headroom and (where relevant) Project status and Completion year	Indicates degree of waste water infrastructure capacity to support designated growth.
LIHAF funding (DHPLG)	Local Infrastructure Housing Activation Fund (LIHAF) projects granted funding 2017	Funding of enabling infrastructure to support designated growth

6.0 Application to County Wicklow Settlements

The Regional Spatial and Economic Strategy requires that County Development Plans should identify an appropriate settlement hierarchy and growth rates within their core strategies, based on their unique assets and growth potential within the city or county context and having regard to Table 4.2 of the RSES and the Asset Based Approach outlined in Chapter 3 Growth Strategy of the RSES.

As Bray and Wicklow – Rathnew have already been assessed via the RSES and determined to warrant ‘Key Town’ status having regard to their assets and capacities and no further analysis of these settlements is required. However as set out in the RSES, the asset based approach should be utilised to determine the appropriate position in the hierarchy and designation for the remaining towns in the County.

For the purpose of this assessment, it has been determined that ‘towns’ should be taken to be those settlements with a population of 1,500 or more in the last Census (2016)¹ on the basis that it is only towns of this size that are deemed by the CSO to be ‘urban’ and smaller towns therefore are considered to fall into the RSES ‘Towns and Villages’ category.

All towns over 1,500 have each been assessed against the 25 data and indicators set out in the RSES. The key aim of this assessment is to determine whether each towns should be categorised as a ‘self sustaining growth town’ (*self-sustaining growth towns with a moderate level of jobs and services – includes sub-county market towns and commuter towns with good transport links and capacity for continued commensurate growth to become more self-sustaining*) or a ‘self sustaining town’ (*self-sustaining towns with high levels of population growth and a weak employment base which are reliant on other areas for employment and/or services and which require targeted ‘catch up’ investment to become more self-sustaining*).

(The assessment for each town also includes a short summary of key issues raised by town residents in relation to infrastructure / services).

¹ The Census definition of an urban area is a town with a total population of 1,500 or more and therefore towns with a population of less than 1,500 are included in rural areas.

6.1 Arklow

Arklow		
Domain	Indicator	Measurement
Scale	Population (2016)	13,163
	10-year growth rate	12% (EMRA 15%)
	Growth rate since 2016	2% (94 units)
	Extant permission	264 (of which commenced 202)
	NPF / RSES designation	Large town
	Large town as defined by NPF	Yes
Function	Functional Urban Area	Dublin & Arklow
	Commuter trips to Dublin	14%
	Geographical hierarchy	Core Region
	Retail hierarchy	Level 3
	Local jobs	3,040
	Jobs V resident workers	0.633
Human capital	Higher Education Institutions	No
	Educational attainment	No formal / primary 13%; tech/apprentice/cert 18%; 3 rd level 24%
	School provision	5 X primary (current enrolment 1,991)- one in temp accom 4X secondary (current enrolment 1,616) - one in temp accom
Healthy placemaking	Healthcare	Arklow Health Centre Arklow South Wicklow Home Care Service Sunbeam House Services - Ballyraine
	Pobal HP Deprivation Index	Arklow No. 1 Urban ED Marginally Below Average. (Score = -7.75) Arklow No. 2 Urban ED Marginally Below Average. (Score = -2.90) Arklow Rural ED Marginally Below Average. (Score = -2.34) Total ED Score = -6.22
	URDF / RRDF funding	URDF 2018 Arklow Historic Town Core €1,645,000 URDF 2020 funding sought for regeneration of Arklow Quays & Harbour
	Sports & Recreation	Arklow Rock Parnells GAA Arklow Geraldines Ballymoney GAA Club Arklow Golf Club Arklow Gymnastics Club Arklow Town FC Arklow United FC Arklow Sailing Club
Enterprise	Economic assets	Arklow Business Enterprise Centre IDA Business Park
Connectivity	Public transport	Train 5 daily arrival/ departing to from Dublin Bus 2/X2. Up to 16 daily arrivals / departing to/ from Dublin. Bus 740. Up to 17 daily arrivals / departing to/ from Dublin. Bus 133X 1 daily arrivals / departing to/ from Wicklow town
	Internal trip rates	59%
	Mode share	Active 23% PT 5% Car 63%
Natural capital	Sensitive sites	<ul style="list-style-type: none"> Area of Archaeological Potential Arklow Town Marsh pNHA (81 ha) Arklow Rock – Askintinny NHA Seveso Site - Sigma Aldrich facility on the Vale Road Vulnerable Aquifers
	Resource management	Quarry: QY/13 Diabase & Rhyolite (Roadstone) Offshore Wind Farm – future O&M base for SSE On-Shore Wind Strategy - west of Arklow is considered favourable
	Water quality	River: Avoca Q Value Status: Bad

		<p>WFD Risk: At Risk WFD Status: Bad</p> <p>River: Ballyduff Stream Q Value Status: Poor WFD Risk: At Risk WFD Status: Poor</p> <p>River: Templeraíne Stream Q Value Status: Good WFD Risk: At Review WFD Status: Good</p> <p>WFD Coastal & Transitional Water bodies Status: Unassigned Risk: Not at Risk Scientific Score: 1</p> <p>WFD Coastal & Transitional Water bodies Name: Avoca Estuary. Status: Moderate Risk: At risk Scientific Score: 1</p>
	Flood risk	Significant zones at high risk of flooding
Infrastructure	Wastewater treatment	None
	Water supply	Spare capacity available
	LIHAF funding	None
Other relevant information		
<p>Submissions made by residents to County Development Plan review process highlighted the following:</p> <ul style="list-style-type: none"> - Flood Risk - River pollution - Inadequate public transport services - Town centre traffic congestion - Town centre vacancy and dereliction; urban sprawl - High unemployment - Lack of community buildings / facilities - Shortfall in active open space / pitches for existing clubs. 		
Evaluation		
<p>Having regard to current deficiencies in the following infrastructure and facilities, Arklow’s is not determined to be positioned to accommodate significant housing growth during the plan period, and focus should be on consolidation and investment in infrastructure, employment and community facilities for existing residents, in particular:</p> <ul style="list-style-type: none"> - Lack of wastewater treatment facilities, which will not be made good until 2024-2025, which is necessary to support new development and to address the poor status of the Avoca River. - Absence of a flood protection scheme - The below regional average job ratio, resulting in commuting outflows - Poor train services, poor overall public transport use - Declining vitality of town centre and poor urban realm - Number of schools in temporary accommodation, with no confirmed investment in permanent facilities; as well as lack of third level facilities and lower than average educational attainment - The shortfall in sports and recreation space 		
Recommendation		
Designation as ‘self sustaining town’		

4.2 Greystones – Delgany

Greystones -Delgany		
Domain	Indicator	Measurement
Scale	Population	18,140
	10-year growth rate	25%
	Growth rate since 2016	11% (733 units)
	Extant permission	1,398 (of which commenced 851)
	NPF / RSES designation	Large town
	Large town as defined by NPF	Yes
Function	Functional Urban Area	Dublin & Greystones
	Commuter trips to Dublin	45%
	Geographical hierarchy	Dublin Metropolitan Area
	Retail hierarchy	Level 3
	Local jobs	2,514
	Jobs V resident workers	0.321
Human capital	Higher Education Institutions	No
	Educational attainment	No formal / primary 5%; tech/apprentice/cert 13%; 3 rd level 53%
	School provision	8 X primary (current enrolment 3,300) 2 X secondary (current enrolment 1,390) 1 X new secondary opening in 2020 (800) – temp accom
Healthy placemaking	Healthcare	Greystones Health Centre Delgany Health Centre
	Pobal HP Deprivation Index	Delgany ED Marginally Above Average. (Score = 8.96) Greystones ED Marginally Above Average. (Score = 9.36) Kilcoole ED Marginally Above Average. (Score = 8.74) Total ED Score = 8.98
	URDF / RRDF funding	None
	Sports & recreation	Éire Óg Greystones GAA Greystones United AFC Greystones Wanderers FC Greystones Rugby Club Greystones Sailing Club Greystones Tennis Club
	Economic assets	Strategic employment sites: 1
Connectivity	Public transport	Train/Dart: Up to 32 daily arrivals / departures to/from Dublin. Bus 84/a: Up to 19 daily arrivals / departures to/from Blackrock Dublin. Bus 84X: Up to 10 daily arrivals / departures to/from Dublin.
	Internal trip rates	2671/10335 (27%)
	Mode share	Active 10% PT 21% Car 60% EMRA Active 21% PT 14% Car 56%
Natural capital	Sensitive sites	Bray Head SAAO, SAC, NHA Glen of the Downs NHA, SAC Vulnerable Aquifer (Farrankelly, Drummin East, Priestsnewtown)
	Resource management	Gas pipeline N11
	Water quality	River: Kilruddery Deerpark Q Value Status: WFD Risk: Review WFD Status: River: Three Trout’s Stream Q Value Status: WFD Risk: Not at Risk WFD Status:

		WFD Coastal & Transitional Water bodies. Status: High Risk: Not at Risk Scientific Score: 2
	Flood risk	Areas are subject to localised flooding
Infrastructure	Wastewater treatment	Spare capacity available
	Water supply	Spare capacity available
	LIHAF funding	None

Other relevant information

Submissions made by residents to County Development Plan review process highlighted the following:

- Significant housing development without enhanced community facilities including play space for children, parks, sports facilities, community buildings
- Public transport inadequacy leading to car dependency; local congestion
- Lack of employment
- Insufficient capacity in local schools; delays in providing new schools
- Lack of childcare capacity

Evaluation

Greystones - Delgany experienced a growth rate higher than the regional average in the 10 years prior to 2016 (25% compared to 15%) and growth between 2016 and 2022 is in train to be in the region of 25-30%. The significant growth is putting local services under extreme pressure, in particular education, community & recreation facilities, and public transport services.

In addition, this growth in resident population has not been matched with growth in employment opportunities, and the job ratio is extremely low at 32%, resulting in significant commuting outflows.

Notwithstanding the availability of DART and bus services, public transport take up is low comprised to regional average, principally due to lack of capacity and direct routes to major employment hubs on south Dublin / M50 ring. Commuters of the N/M11 experience significant congestion due to N/M11 deficiency.

While investment is planned in a number of areas to address these deficiencies, including upgrading of N/M11 and new school construction, and the MASP aims to promote the development of significant new employment through designation of a strategic employment site, Greystones – Delgany is not determined to be positioned to accommodate further significant housing growth until employment levels can be significantly increased, and focus during this plan period should be on consolidation and investment in infrastructure, transport, employment and community facilities for existing residents.

Recommendation

Designation as ‘self sustaining town’

4.3 Blessington

Blessington		
Domain	Indicator	Measurement
Scale	Population	5,520
	10-year growth rate	37%
	Growth rate since 2016	0%
	Extant permission	119 (of which commenced 1)
	NPF / RSES designation	Town
	Large town as defined by NPF	No
Function	Functional Urban Area	Dublin
	Commuter trips to Dublin	1301/3367 – 39%
	Geographical hierarchy	Core Region
	Retail hierarchy	Level 3
	Local jobs	1,125
	Jobs V resident workers	0.467
Human capital	Higher Education Institutions	No
	Educational attainment	No formal / primary 9%; tech/apprentice/cert 19%; 3 rd level 35%
	School provision	5 X primary (current enrolment 1074) – one in temp accom 1 X secondary (current enrolment 511)
Healthy placemaking	Healthcare	Blessington Primary Care Centre
	Pobal HP Deprivation Index	Blessington ED Marginally Above Average. (Score = 2.05) Burgage ED Marginally Above Average. (Score = 6.06) Total ED Score = 3.29
	URDF / RRDF funding	2020 RRDF application – no decision
	Sports & recreation	Blessington AFC Blessington GAA Blessington Boxing Club Blessington Fencing Club
Enterprise	Economic assets	None
Connectivity	Public transport	Bus 65: Up to 15 daily arrivals / departures to/from Dublin Bus 132: 5 daily arrivals / departures to/from Dublin
	Internal trip rates	1179/3367 (35%)
	Mode share	Active 18% PT 9% Car 65%
Natural capital	Sensitive sites	<ul style="list-style-type: none"> Phoulaphuca Reservoir SPA Phoulaphuca Reservoir NHA Vulnerable Aquifers Liffey Basin River Catchment Blessington ACA – Main Street Area of Archaeological Potential in Burgage More
	Resource management	3 Quarries north of the town: <ul style="list-style-type: none"> QY32 Sand and Gravel (Roadstone - Doran’s Pit) QY5 Sand and Gravel (Carnegie) QY43 Sand, Gravel & Limestone (Hudson Brothers)
	Water quality	Lake. Poulaphouca Reservoir Q Value Status: WFD Risk: Review WFD Status: Good River: Liffey Q Value Status: WFD Risk: At Risk WFD Status: Moderate
	Flood risk	Some areas are subject to localised flooding
Infrastructure	Wastewater treatment	Currently overloaded

	Water supply	Spare capacity available
	LIHAF funding	None

Other relevant information

Submissions made by residents to County Development Plan review process highlighted the following:

- Significant housing development without enhanced community facilities including play space for children, parks, allotments, community buildings
- Lack of community sports and recreation facilities, including a swimming pool and playing pitches
- Traffic and car dominated Main Street (N81), poor urban realm, town centre vacancy
- Urgent need to complete inner relief road and longer term N81 Tallaght to Hollywood Scheme
- Public transport inadequacy leading to car dependency; local congestion

Evaluation

During the 10 years prior to 2016, Blessington experienced significant rate in growth of population (37%), substantially higher than the regional average (15%). However this figures masks the fact that there has in fact been limited new development in Blessington since 2010 due to lack of capacity in the town Wastewater Treatment Plant. This deficiency that is due to be rectified by Irish Water in 2021 which is likely to create renewed demand for new housing development.

While the delivery of new housing is needed in Blessington to meet pent up local demands that have remained unmet since at least 2010, having regard to current deficiencies in the following infrastructure and facilities, Blessington is not determined to be positioned to accommodate *significant* housing growth during the plan period, and focus should be on consolidation and investment in infrastructure, town centre regeneration, employment, and community facilities for existing residents, in particular:

- The below regional average job ratio, resulting in commuting outflows
- Poor public transport services resulting in lower than regional average use of public transport
- Declining vitality of town centre and poor urban realm
- School in temporary accommodation, with no defined timeline for delivery of permanent facilities; as well as lack of third level facilities
- Shortfall in sports and recreation infrastructure

Recommendation

Designation as ‘self sustaining town’

4.4 Baltinglass

BALTINGLASS		
Domain	Indicator	Measurement
Scale	Population	2,137
	10-year growth rate	23%
	Growth rate since 2016	3% (25 units)
	Extant permission	132 units (of which commenced 35)
	NPF / RSES designation	Town
	Large town as defined by NPF	No
Function	Functional Urban Area	Dublin
	Commuter trips to Dublin	182/1068 – 17%
	Geographical hierarchy	Core Region
	Retail hierarchy	Level 3
	Local jobs	629
	Jobs V resident workers	0.811
Human capital	Higher Education Institutions	No
	Educational attainment	No formal / primary 15%; tech/apprentice/cert 25%; 3 rd level 16%
	School provision	2 X primary (current enrolment 426) 1 X secondary (current enrolment 499)
Healthy placemaking	Healthcare	Community Hospital (older persons services) Health Centre Primary Care centre under construction
	Pobal HP Deprivation Index	Baltinglass ED - Marginally below average
	URDF / RRDF funding	RRDF 2019 €2,675,226.00 Funding for accessibility / safety / urban realm improvements, digital innovation hub, library
	Sports & recreation	Baltinglass GAA Baltinglass Town AFC Baltinglass Badminton Club
Enterprise	Economic assets	None (future innovation hub)
Connectivity	Public transport	Bus 132 - 5 daily arrivals / departures to/from Dublin
	Internal trip rates	533/1068 - 50%
	Mode share	Active 32%, PT 4% Car 58%
Natural capital	Sensitive sites	Slaney River SPA Zone of archaeological potential
	Resource management	No
	Water quality	River Slaney River Q Status - moderate Vulnerable aquifer
	Flood risk	Significant zones at high risk of flooding
Infrastructure	Wastewater treatment	Limited capacity
	Water supply	Capacity available
	LIHAF funding	No
Other relevant information		
<p>Submissions made by residents to County Development Plan review process highlighted the following:</p> <ul style="list-style-type: none"> - Deficiencies in public transport services, dependency on private car - Lack of pedestrian and cyclist facilities, - Traffic hazards in town centre, pinch points, poor urban realm, town centre vacancy - Need for housing - Lack of community centre - Areas at risk of flooding - Inadequate energy infrastructure - Sensitive area especially with regard to archaeology, built heritage 		
Evaluation		
<p>While Baltinglass experienced higher than regional average growth in the period 2006-2016, there has been limited new housing development since 2016, and there may now be pent up demand. While Baltinglass has a reasonably healthy job ratio at 80%, the town is classed as ‘below average’ in terms of deprivation, has a significantly lower rate of educational attainment than the regional average, and</p>		

there are serious deficiencies in:

- economic activity and vitality of the town centre, which is suffering decline and vacancy,
- wastewater treatment capacity.
- public transports services, and facilities for walking and cycling within the town.

Baltinglass is therefore not determined to be positioned to accommodate *significant* housing growth during the plan period, and focus should be on consolidation and investment in town centre regeneration, transport infrastructure and accessibility, education / training, and water services.

Recommendation

Designation as ‘self sustaining town’

4.5 Enniskerry

Enniskerry		
Domain	Indicator	Measurement
Scale	Population	1,889
	10-year growth rate	0%
	Growth rate since 2016	0%
	Extant permission	126 (of which commenced 57)
	NPF / RSES designation	Town
	Large town as defined by NPF	No
Function	Functional Urban Area	Dublin
	Commuter trips to Dublin	551/1033 – 53%
	Geographical hierarchy	Core Region
	Retail hierarchy	Level 4
	Local jobs	241
	Jobs V resident workers	0.326
Human capital	Higher Education Institutions	No
	Educational attainment	No formal / primary 9%; tech/apprentice/cert 11%; 3 rd level 45%
	School provision	2 X primary (current enrolment 291)
Healthy placemaking	Healthcare	None
	Pobal HP Deprivation Index	Enniskerry ED Marginally Above Average. (Score = 8.72)
	URDF / RRDF funding	None
	Sports & recreation	Enniskerry FC St Marys GAA Club
Enterprise	Economic assets	None
Connectivity	Public transport	Bus 44: Up to 19 daily arrivals / departures to/from Dublin. Bus 185: Up to 17 daily arrivals / departures to/from Bray.
	Internal trip rates	143/1073 (14%)
	Mode share	Active 5% PT 15% Car 69%
Natural capital	Sensitive sites	Knocksink Wood NHA, SAC Powerscourt Woodland NHA Dargle River Valley NHA Vulnerable Aquifer Enniskerry ACA
	Resource management	None
	Water quality	River: Glen Cullen Q Value Status: High WFD Risk: Not at Risk WFD Status: Good
	Flood risk	Some areas are subject to localised flooding
Infrastructure	Wastewater treatment	Spare capacity available
	Water supply	Spare capacity available
	LIHAF funding	None
Other relevant information		
Submissions made by residents to County Development Plan review process highlighted the following: <ul style="list-style-type: none"> - Environmental sensitivities of the area – historical built character, visual, landscape, protected sites - Deficiencies in public transport services, dependency on private car - Lack of pedestrian and cyclist facilities, - Vacancy in the town centre and availability of infill sites to meet new development needs - Lack of playground, outdoor exercise facilities, community centre 		
Evaluation		
Enniskerry has experienced little growth since 2006, but a number of developments underway or permitted could result in a growth rate between 2020 and 2025 of 20%. Having regard to level of growth already experienced / in train and the current deficiencies in the following infrastructure and facilities, Enniskerry is not determined to be positioned to accommodate significant additional housing growth during the plan period, and focus should be on consolidation and investment in employment, and transport infrastructure / accessibility, in particular: <ul style="list-style-type: none"> - the very low jobs ratio in Enniskerry, with very few employment opportunities in the locality, which results in significant 		

commuting outflows from the town,

- the inadequacies in public transport services, as well as lack of opportunities to use active modes of transport within the town and to surrounding larger towns (such as Bray) having regard to inadequacies in footpaths and no designated cycleways.
- the significant environmental sensitivities in the area, particularly the Knocksink Wood SAC within the town centre, which is particularly susceptible to changes to the ground and surface water regime in the wider area.

Recommendation

Designation as ‘self sustaining town’

4.6 Kilcoole

Kilcoole		
Domain	Indicator	Measurement
Scale	Population	4,239
	10-year growth rate	30%
	Growth rate since 2016	6% (88 units)
	Extant permission	33 units (of which commenced 17)
	NPF / RSES designation	Town
	Large town as defined by NPF	No
Function	Functional Urban Area	Dublin
	Commuter trips to Dublin	829/ 2511– 33%
	Geographical hierarchy	Core Region
	Retail hierarchy	Level 4
	Local jobs	946
	Jobs V resident workers	0.459
Human capital	Higher Education Institutions	No
	Educational attainment	No formal / primary 10%; tech/apprentice/cert 18%; 3 rd level 32%
	School provision	1 X primary (current enrolment 610) 1 X secondary (current enrolment 750 – at capacity)
Healthy placemaking	Healthcare	Kilcoole Health Centre
	Pobal HP Deprivation Index	Kilcoole ED Marginally Above Average. (Score = 8.74)
	URDF / RRDF funding	None
	Sports & recreation	Kilcoole GAA St. Anthony’s AFC Kilcoole AC Greystones Cricket Sugarloaf Gymnastics Ltd
Enterprise	Economic assets	No
Connectivity	Public transport	Bus 84/a: Up to 19 daily arrivals / departures to/from Blackrock Dublin Train: Up to 3 daily arrival/ departing to from Dublin
	Internal trip rates	727/2511 (29%)
	Mode share	Active 16% PT 14% Car 61%
Natural capital	Sensitive sites	The Murrough Wetland Complex SPA, SAC, NHA Vulnerable Aquifer
	Resource management	Gas Pipeline N11 Wind Energy potential west of Kilcoole
	Water quality	River: Kilcoole Stream Q Value Status: Moderate WFD Risk: At Risk WFD Status: Moderate
	Flood risk	Areas are subject to localised flooding
	Infrastructure	Wastewater treatment
Water supply		Spare capacity available
LIHAF funding		None

Evaluation

Over the 10 years prior to 2016 Kilcoole experienced a significant rate in growth of housing, with a significant increase in the population, but that has not been matched by any significant increase in employment opportunities, or community / social infrastructure.

Having regard to level of growth already experienced and the current deficiencies in the following infrastructure and facilities, Kilcoole is not determined to be positioned to accommodate significant additional housing growth during the plan period, and focus should be on consolidation and investment in employment, education facilities, and transport infrastructure / accessibility, in particular:

- the low jobs ratio in Kilcoole, which results in significant commuting outflows from the town,
- the inadequacies in public transport services, resulting in higher than regional average dependency of private car use,
- lack of capacity in education services, particularly in secondary school places, with the local secondary school at capacity, requiring local students who are resident in the town, and have attended primary in the town, being unable to secure a place in the local secondary school,

- the environmental sensitivities in the area, particularly The Murrrough Natura 2000 site which is at risk from changes to the drainage regime in the area and to wastewater outflows.

Recommendation

Designation as ‘self sustaining town’

4.7 Newtownmountkennedy

Newtownmountkennedy		
Domain	Indicator	Measurement
Scale	Population	2,835
	10-year growth rate	11%
	Growth rate since 2016	15% (178 units)
	Extant permission	683 units (of which commenced 679)
	NPF / RSES designation	Town
	Large town as defined by NPF	No
Function	Functional Urban Area	Dublin
	Commuter trips to Dublin	510/1495 – 34%
	Geographical hierarchy	Core Region
	Retail hierarchy	Level 3
	Local jobs	916
	Jobs V resident workers	0.778
Human capital	Higher Education Institutions	No
	Educational attainment	No formal / primary 13%; tech/apprentice/cert 17%; 3 rd level 27%
	School provision	2 X primary (current enrolment 374)
Healthy placemaking	Healthcare	Health Centre
	Pobal HP Deprivation Index	Newcastle Lower ED Marginally Above Average (Score = 3.72) Newcastle Upper ED Marginally Above Average (Score = 3.82) Total ED Score = 3.78
	URDF / RRDF funding	2020 RRDF application – no decision
	Sports & recreation	Newtownmountkennedy GAA Newtown United FC Newtown Juniors FC Newtownmountkennedy Community Centre Swift Kick Martial Arts Academy
Enterprise	Economic assets	No
Connectivity	Public transport	Bus 184 Up to 34 daily arrivals / departing to/ from Bray Bus 133- Up to 22 daily arrivals / departing to/ from Dublin Airport
	Internal trip rates	317/1495 (21%)
	Mode share	Active 10% PT 17% Car 61%
Natural capital	Sensitive sites	Vulnerable Aquifer
	Resource management	Gas Pipeline N11
	Water quality	River: Newtownmountkennedy Q Value Status: Good WFD Risk: Not at Risk WFD River Status: Poor
	Flood risk	Areas are subject to localised flooding
Infrastructure	Wastewater treatment	Spare capacity available (via connection to Greystones WWTP)
	Water supply	Storage issues arising
	LIHAF funding	None
Other relevant information		
<p>Submissions made by residents to County Development Plan review process highlighted the following:</p> <ul style="list-style-type: none"> - Settlement is not self-sustaining; relies on other areas for employment, services and facilities, - Local clubs do not have capacity for new residents – no youth club, scouts den, library, or play facilities, - No public transport links to Kilcoole - Vacancy in town centre - Town centre car parking utilised for long term parking for those accessing public transport - Lack of large sports campus 		
Evaluation		
Newtownmountkennedy is on track to experience one of the highest growth rates since 2016 of any town in County Wicklow – when all commenced development now underway is completed, the growth rate is likely to reach 70%.		

Having regard to level of growth already experienced / in train and the current deficiencies in the following infrastructure and facilities, Newtownmountkennedy is not determined to be positioned to accommodate significant further additional housing growth during the plan period, and focus should be on consolidation and investment in the town centre, in social / community infrastructure and transport infrastructure / accessibility, in particular:

- the significant shortfall in sports, recreation and communities facilities to service the existing and new population,
- the lack of a secondary school in Newtownmountkennedy, requiring students to commute to a variety of surrounding towns for second level education,
- the inadequacies in public transport services, as well as lack of opportunities to use active modes of transport within the town and to surrounding towns (such as Kilcoole, where secondary school facilities are located) having regard to inadequacies in footpaths and no designated cycleways
- poor economic activity and vitality in the town centre, which is suffering decline and significant vacancy (*highest number of vacant sites of any town in Wicklow).

Recommendation

Designation as ‘self sustaining town’

4.8 Rathdrum

Rathdrum		
Domain	Indicator	Measurement
Scale	Population	1,663
	10-year growth rate	18%
	Growth rate since 2016	12% (83 units)
	Extant permission	216 units (of which commenced 113)
	NPF / RSES designation	Town
	Large town as defined by NPF	No
Function	Functional Urban Area	Dublin
	Commuter trips to Dublin	140/ 728–19 %
	Geographical hierarchy	Core Region
	Retail hierarchy	Level 3
	Local jobs	465
	Jobs V resident workers	0.823
Human capital	Higher Education Institutions	No
	Educational attainment	No formal / primary 22%; tech/apprentice/cert 14%; 3 rd level 22%
	School provision	3 X primary (current enrolment 392) 1 X secondary (current enrolment 535)
Healthy placemaking	Healthcare	St. Coleman's Hospital & Residential Care Centre
	Pobal HP Deprivation Index	Rathdrum ED Marginally Below Average (Score = -5.29)
	URDF / RRDF funding	2020 RRDF Funding application - no decision
	Sports & recreation	Avondale GAA Club (Rathdrum) Rathdrum Gymnastics Club Rathdrum Rifle and Pistol Club Rathdrum Rugby Club Parnell Athletics Club
Enterprise	Economic assets	No
Connectivity	Public transport	Bus 133: Up to 2 daily arrivals / departing to/ from Wicklow town Train: Up to 5 daily arrival/ departing to from Dublin
	Internal trip rates	344/728 (47%)
	Mode share	Active 23% PT 6% Car 59%
Natural capital	Sensitive sites	Rathdrum ACA Vale of Clara (Rathdrum Wood) NHA, SAC
	Resource management	QY/13 – Dolorite (Balleese Wood – Dan Morrissey)
	Water quality	River: Avonmore. Q Value Status: Good WFD Risk: Not at Risk WFD River Status: Moderate
	Flood risk	Yes
Infrastructure	Wastewater treatment	Rathdrum WWTP : capacity available
	Water supply	Limited : 100-150 addition dwellings
	LIHAF funding	No
Other relevant information		
<p>Submissions made to County Development Plan review process highlighted the following:</p> <ul style="list-style-type: none"> - Poor public realm of town centre, particularly Market Square, town centre vacancy, - Poor traffic management in town centre - Primary and secondary schools at maximum capacity, 		
Evaluation		
<p>Rathdrum experienced higher than regional average growth in the period 2006-2016 and continues to grow significantly. The built units since 2016 plus those under construction would result in a growth rate of 30%; including the extant permissions, the growth rate may increase to 45%.</p>		
<p>While Rathdrum has a reasonably healthy jobs ratio, exceeding 80%, the town is classed as ‘below average’ in terms of deprivation, has a significantly lower rate of educational attainment than the regional average, limited water supply and there are concerns that the schools</p>		

are reaching capacity. Although the town is relatively well served by public transport the modal share is well below the regional average for public transport. There are a high number of vacant sites / buildings in the town centre. The town would benefit from investment in regeneration and increasing economic activity in the town centre.

Rathdrum is therefore not determined to be positioned to accommodate *significant* housing growth during the plan period, and focus should be on consolidation and investment in town centre regeneration, public realm improvements, transport infrastructure and accessibility, and education / training.

Recommendation

Designation as ‘self sustaining town’.

APPENDIX 2

TEXT OF PUBLIC ADVERTISEMENT



WICKLOW COUNTY COUNCIL
COMHAIRLE CHONTAE CHILL MHANTÁIN

WICKLOW COUNTY DEVELOPMENT PLAN 2021-2027

Notice is hereby given in accordance with Part II Section 11 (1) of the Planning and Development Act 2000 (as amended) that Wicklow County Council intends to review the Wicklow County Development Plan 2016-2022 and prepare a new County Development Plan for its functional area for the period 2021-2027.

In compliance with the Strategic Environmental Assessment Directive (2001/42/EC) and in accordance with Article 13B of the Planning and Development (Strategic Environmental Assessment) Regulations 2004 (S.I. No. 436 of 2004) (as amended), the Planning Authority proposes to carry out a Strategic Environmental Assessment (SEA) as part of the review of the existing Development Plan and preparation of a new Development Plan. For this purpose, the Planning Authority will prepare an Environmental Report of the likely significant effects on the environment of implementing the new Plan and the provisions of Articles 13C to 13J of Regulations shall apply.

Pursuant to the requirements of Article 6 of the Habitats Directive (92/43/EEC), a Stage One Appropriate Assessment Screening of the proposed new plan shall be carried out as part of the overall process and a Stage Two Appropriate Assessment shall subsequently be carried out, if required.

Public Consultation

Submissions or observations regarding the review of the existing plan and the preparation of a new County Development Plan are hereby invited from the public and interested bodies. Submissions may be made during the period from Wednesday 6th November 2019 to Friday 10th January 2020. Children, or groups or associations representing the interests of children, are entitled to make submissions or observations.

While a review of the detailed policies, objectives (including zoning provisions) and development standards contained in the plan shall occur as part of the plan making process, this stage of the plan review process is ‘STRATEGIC’ in nature, in that it is for the purposes of developing:

- the objectives and policies to deliver an overall strategy for the proper planning and sustainable development of the County
- the ‘Core Strategy’ of the plan

and in this regard the Planning Authority shall take account of the statutory obligations of the local authority and any relevant policies or objectives for the time being of the Government or of any Minister of the Government.

Therefore submissions or observations may be made regarding the overall strategy for the proper planning and sustainable development of the County. Requests or proposals for zoning of particular land for any purpose shall not be considered at this stage and should not be made.

To assist this process, the Council have a webpage dedicated to the review of the County Development Plan and have prepared an ‘Issues Paper’ which identifies the kind of planning issues that the next County Development Plan will address. A copy of this document can be obtained from the Wicklow County Council website www.wicklow.ie and hard copies are also available at the following locations from Wednesday 06 November 2019 during normal opening hours:

- **Arklow** Arklow Municipal District Office, Castle Park, Arklow Town
- **Blessington** Blessington Civic Offices, Blessington Business Park, Blessington
- **Bray** Bray Municipal District Office, Civic Offices, Main Street, Bray
- **Greystones** Greystones Municipal District Office, Mill Road, Greystones
- **Wicklow Town** Wicklow County Council, County Buildings, Station Road, Wicklow Town
- **All Wicklow public libraries**

Public information days, when staff from the Development Plan team will be available to answer questions and to assist in making a submission will be held at the following locations:

- **Greystones** Greystones Municipal District Office, Mill Road, Greystones
<Wednesday 13th November 2019 4pm – 7.30pm>
- **Baltinglass** Baltinglass Library, Weaver’s Square, Baltinglass
<Thursday 14th November 2019 4pm – 7.30pm>
- **Bray** Bray Municipal District Office, Civic Offices, Main Street, Bray
<Wednesday 20th November 2019 4pm – 7.30pm>
- **Wicklow** County Buildings, Wicklow County Council, Station Road, Wicklow Town
<Thursday 21st November 2019 4pm – 7.30pm>
- **Arklow** Arklow Municipal District Office, Castle Park, Arklow Town
<Wednesday 27th November 2019 4pm – 7.30pm>
- **Blessington** Blessington Library, New Town Centre, Blessington
<Thursday 28th November 2019 4pm – 7.30pm>
- **Tinahely** Tinahely Courthouse Arts Centre
<Wednesday 4th December 2019 4pm – 7.30pm>

Submissions may be made in one of the following ways:

1. Write to: Administrative Officer, Forward Planning, Wicklow County Council, Station Road, Wicklow Town
2. Email to: planreview@wicklowcoco.ie
3. Online: Make a submission via the online consultation portal on www.wicklow.ie

NOTE

- **YOU ARE STRONGLY ADVISED TO MAKE YOUR SUBMISSION AS EARLY AS POSSIBLE.**
- All submissions are to be clearly marked with ‘**Wicklow County Development Plan**’.
- All submissions should include your name and a contact address, a map (where appropriate) and, where relevant, details of any organisation, community group or company etc., which you represent.
- Please make your submission by one medium only, i.e. hard copy / e-mail / website.
- All submissions will form a part of the statutory Chief Executive’s report to be presented to the elected members of Wicklow County Council.
- Please be advised that all submissions received will be published online in accordance with the requirements of the Planning Act. You should ensure that no vexatious, libellous or confidential information, including confidential information relating to a third party (in respect of which the third party has not, expressly, or impliedly in the circumstances, consented to its disclosure) is included in your submission. The Planning Authority reserves the right to redact any submission or part thereof that does not comply with this requirement. Please be advised that the name of the person(s)/group(s) who made the submission will be published, but personal data will be redacted.
- LATE SUBMISSIONS WILL NOT BE ACCEPTED.

Wicklow County Council is committed to Access For All. All of the above documents are available in alternative format on request. Please contact Wicklow County Council on 0404-20100 should you have any specific access requirements.

APPENDIX 3

LIST OF SUBMISSIONS

Group A - Prescribed Bodies

No.	Organisation	Agent / Representative
A1	Gas Networks Ireland	Donncha Ó Sullivan
A2	Health and Safety Authority	Tara Horigan
A3	Geological Survey Ireland, Dept of Communications, Climate Action and Environment	Amrine Dubois Gafar
A4	Libraries Development Unit, Dept Rural and Community Development	Margaret Doran
A5	Transport Infrastructure Ireland	Michael McCormack
A6	Fáilte Ireland	Shane Dineen
A7	Eastern and Midland Regional Assembly	Jim Conway
A8	Health Service Executive	Joanna Troughton, Lisa Maguire
A9	Environmental Protection Agency	David Galvin
A10	Office of Public Works	Karen Donovan
A11	Planning Department, Dún Laoghaire - Rathdown County Council	Louise McGauran
A12	Irish Water	Niamh McDonald
A13	An Taisce	Phoebe Duvall
A14	Office of the Planning Regulator	Gary Ryan
A15	National Transport Authority	Michael MacAree
A16	Department of Culture, Heritage & the Gaeltacht	Simon Dolan
A17	Eirgrid	Tomás Bradley

Group B – Elected Representatives

No.	Name		
B1	Cllr	Miriam	Murphy
B2	Cllr	Steven	Matthews
B3	Cllr	Pat	Kennedy
B4	Cllr	Edward	Timmins
B5	Cllr	Peir	Leonard
B6	Cllr	Jennifer	Whitmore
B7	Deputy	Andrew	Doyle
B8	Cllr	Sylvester	Bourke

Group C – General – Groups and Organisations

No.	Group / Organisation	Agent / Representative
C1	Ashford Development Association Ltd	Matthew Weiss
C2	County Wicklow Public Participation Network	
C3	Birdwatch Ireland	Oonagh Duggan
C4	Irish Wind Energy Association	Denis Devane
C5	Glencormac Community Group	
C6	Beresford Terrace Residents	Nancy Quinn
C7	West Wicklow Environmental Network	Helen Lawless
C8	Avoca Tidy Towns & Community Courthouse CLG	Bernie Ivers
C9	Bray Tidy Towns	Mary Hargaden
C10	Baltinglass & District Forum	Mai Quaid
C11	Newtownmountkennedy Community Forum	
C12	Community Pool for West Wicklow	Deirdre McCormack
C13	The Labour Party Ross Connolly Branch	Ruth Prenderville
C14	Dunlavin and District Forum	Aisling Grace
C15	Blessington Allotments Campaign	Dónal McCormack
C16	Keep Ireland Open	Roger Garland
C17	Wicklow Planning Alliance	Juldy Osbourne
C18	Blessington Town Team	Garvan Hickey
C19	Delgany Community Council	Zoe Woodward
C20	Roundwood & District Community Council	Claire Chambers
C21	Common Ground Co Housing	Anne Davis
C22	Arklow & District Chamber of Commerce	Conor McCarthy
C23	Bray Head Residents Association	Clare O'Connor
C24	Common Ground Co Housing	Hayley Farrell
C25	Arklow United Football Club	David McBride
C26	Arklow United Football Club	Peter Clare
C27	Wicklow Uplands Council	Brian Dunne
C28	Blessington and District Forum	Jason Mulhall
C29	East Coast Regional Drugs & Alcohol Task Force, HSE	Meave Shanley

Group D – General – Individuals

D1	Jimmy	Murray	
D2	Jenny	McCarthy	
D3	Karen	Cowan	
D4	Anna	Deveney	
D5	Jane	Jackson	
D6	Fintan	Clarke	
D7	James	Scott	
D8	Liz	Tiernan	
D9	Mícheál	O' Tuathail	
D10	Fergus	Kinsella	
D11	Anne	O' Leary	
D12	Keith	Scanlon	
D13	Eleanor	O' Farrell	
D14	Igor Dr.	Cusack	
D15	Yasmin	Fortune	
D16	Gabriella	Kirby	
D17	Ann	Scanlon	
D18	Patricia	Ryan	
D19	Tina	Roche	
D20	Kathleen	Snell	
D21	Carl	Strickland	
D22	John	Shorten	
D23	Tricia	Cusack	
D24	Aoife	Gregg	
D25	Edel	Byrne	
D26	Tessa	Stewart	
D27	Veronica	O'Reilly	
D28	Noreen	Keville	
D29	Ann	Teehan	
D30	Vera	Walsh	
D31	Leddy Family		
D32	Isobel	Connolly	
D33	Cressida	Lynch	
D34	Alison	Ryan	
D35	Sinead	Wallace	
D36	Nancy	Quinn	
D37	Dinny & Bernie	Ivers	
D38	Adam	Calihman	
D39	Eileen	Wetherall	
D40	Shane	Stokes	
D41	Deirdre	Burke	
D42	Kevin & Eleanor	Lee	
D43	Rosa	Murray	
D44	Marie	Demirsay	
D45	Nicola	Kenny	

D46	Elizabeth	Battye	
D47	Laili	de Buitlear	
D48	Art	Ó'Laoghaire	
D49	Billy	Timmins	
D50	Mick	Mulligan	
D51	Disability Federation of Ireland		Laura O'Callaghan
D52	Paul	Stanton	John Spain Associates
D53	Konrad & Katherine	Jay	
D54	Thomas	Cullen	Sean O Reilly Dean Design
D55	Wilson Family		Ken McAvoy
D56	Michael	Hayden	
D57	Robert	Neill	
D58	Claire	Mullarney	
D59	Liam	Kenna	
D60	Simon	Murphy	
D61	Annette	Vaucanson Kelly	
D62	Craig	Bishop	
D63	Justin	Ivory	
D64	William	Quinn	
D65	Edel	Corcoran (Scanlon)	
D66	Richard & Stephen	Mulcahy & Tracey	
D67	Colum	O'Brion	
D68	Sophia	Meeres	
D69	Lorna	Kelly	
D70	John	Kinsella	McAuley Rice Architects
D71	Hudson	Aisling	
D72	MacArtain	Sarah	
D73	Hudson	Aisling	
D74	Murray	Charlotte	
D75	Stokes	Aine	
D76	Kimpton Vale Ltd		John Spain Associates
D77	Sylvester	Bourke	
D78	Helen	Howes	
D79	Ciara	King	
D80	Mary	Kinsella	Dean Design
D81	Eve	O'Brien	
D82	Justin	Tallon	
D83	Karen	Kennedy	
D84	Elizabeth	Battye	
D85	John & Bernadette	Glynn	
D86	Orlagh	Evans	
D87	Nyhan	Con	
D88	Michael	Higgins	
D89	Anita	Tuesley	
D90	Innogy Renewables Ireland Ltd		Peter LeFroy
D91	Richard	Swaine	
D92	Coillte		Sinead O Malley

D93	Lorraine	Ni Fhlannagain	
D94	Scoil na Coroine Mhuire Ashford		Conan Daye
D95	KRA Visionary Project Partners		Zofia Howell
D96	Cosgrave Property Group		RPS
D97	Henry	Fleming	
D98	Judy	Osborne	
D99	SSE (Scottish and Southern Energy plc)		Karen O'Reilly
D100	Richmond Homes		John Spain Associates
D101	Cairn Homes		Emma Flanagan
D102	Plan 8 Architects		Bernard Burke