

DRAFT BRAY MUNICIPAL DISTRICT  
LOCAL AREA PLAN 2018 - 2024

**PROPOSED  
MATERIAL ALTERATIONS  
TO THE LAP**



WICKLOW COUNTY COUNCIL

February 2018



## PROPOSED MATERIAL ALTERATIONS TO THE DRAFT 'BRAY MUNICIPAL DISTRICT LOCAL AREA PLAN 2018-2024'

Notice is hereby given pursuant to Section 20 of the Planning and Development Act 2000 (as amended) that Wicklow County Council, being the planning authority for the area, propose to **amend** the draft Local Area Plan (LAP) for **Bray Municipal District**. The proposed amendments would, if made, be a material alteration of the draft LAP.

This LAP will, when adopted, replace the existing Bray Town Development Plan 2011-2017, Bray Environs Local Area Plan 2009 and plans for Enniskerry and Kilmacanogue included in the Wicklow County Development Plan 2016-2022. The new LAP should be read in conjunction with the County Wicklow Development Plan 2016 – 2022. The 'Bray Municipal District LAP 2018-2024' consists of a written statement indicating the land use objectives in detail as may be required by the planning authority for the proper planning and sustainable development of the area, maps and appendices.

The Proposed Amendments are accompanied by the following Addendums:

- Environmental Report which provides information on the likely significant effects on the environment of implementing the proposed amendments, prepared in accordance with the Planning and Development (SEA -Strategic Environmental Assessment) Regulations 2004 (as amended),
- Appropriate Assessment Screening Report which provides an evaluation of the impacts, if any, of the proposed amendments on any Natura 2000 site either alone or in combination with other projects or plans, with respect to the site's structure and function and its conservation objectives, prepared in accordance with Article 6 of the Habitats Directive (92/43/EEC), and
- Strategic Flood Risk Assessment Report which provides a flood risk assessment of the proposed zoning amendments, carried out in accordance with 'Planning System and Flood Risk Management: Guidelines for planning authorities' (DoEHLG/OPW, 2009).

### DISPLAY OF PROPOSED ALTERATIONS

The 'Draft Bray Municipal District LAP 2018-2024' and the proposed material alterations to the LAP (and associated SEA, AA and SFRA addendums) are available to view at the following locations, during their normal opening hours, from **Friday 09 February 2018 to Friday 09 March 2018** (5.00pm) inclusive:

- Wicklow County Council, County Buildings, Station Road, Wicklow Town.
- Bray Municipal District Office, Bray Civic Centre, Main Street, Bray
- Public libraries at Eglinton Road, Bray and Boghall Road, Bray and Enniskerry Village
- The Council's website: <http://www.wicklow.ie/bray-municipal-district-local-area-plan-2018>

Copies of the draft LAP and proposed material alterations are available to download from the website. Hard copies and CDs of the draft LAP and proposed amendments will be available to purchase, on request, at the Planning Counter, County Buildings, Wicklow Town.

### MAKING A SUBMISSION ON THE PROPOSED ALTERATIONS

Written submissions or observations with respect **ONLY to the proposed material alterations** to the draft LAP and the associated reports are hereby invited from the public and interested bodies. Children, or groups or associations representing the interests of children, are entitled to make submissions or observations. Submissions or observations made on or before 5.00pm **09 March 2018** (will be taken into consideration before the making of the Local Area Plan.

Submissions on the alterations may be made in one of the following ways:

- 1. Write to:** Administrative Officer, Planning Section, Wicklow County Council, Station Road, Wicklow Town, A67 FW96.
- 2. Email to:** [planreview@wicklowcoco.ie](mailto:planreview@wicklowcoco.ie)

### NOTES

- YOU ARE STRONGLY ADVISED TO MAKE YOUR SUBMISSION AS EARLY AS POSSIBLE.
- All submissions are to be clearly marked with '**Bray LAP**' and with the proposed alteration number.
- 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.
- The planning process is an open and public one, therefore all submissions/observations are a matter of public record and will be available for public viewing, they may also be placed on the County Council's website. Please include your name and contact details on a separate sheet to the content of your submission.
- Please make your submission by one medium only, i.e. hard copy or e-mail. Only emailed submissions will be acknowledged. Receipt of any hard copy submission can be acknowledged by ringing the planning office on (0404) 20148.
- All submissions with respect to the proposed material alterations will form a part of the statutory Chief Executive's report to be presented to the elected members of Wicklow County Council. The Chief Executive's assessment of submissions will be provided in Chief Executive's Report, which will be published after the County Council meeting where the report is considered.
- 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.*

### Background

In accordance with Section 20(3) of the Planning and Development Act 2000 (as amended), Wicklow County Council is proposing to materially alter the Draft Bray Municipal District Local Area Plan (LAP) 2018-2024.

Following the consideration of the Chief Executive's Report on submission or observation on the Draft Bray Municipal District LAP 2018-2024 at the full County Council meetings of the 15 January 2018 and 22 January 2018, the elected members decided to alter the draft LAP. The proposed alterations are material alterations to the draft LAP.

### Display of Proposed Material Alterations

Written submissions/observations with respect to ONLY the Proposed Material Alterations and associated environmental reports may be made in writing, during the period **Friday 09 February 2018 to Friday 09 March 2018** (5.00pm), in one of the following ways:

1. Write to: Administrative Officer, Planning Section, Wicklow County Council, Station Road, Wicklow Town
2. Email to: [planreview@wicklowcoco.ie](mailto:planreview@wicklowcoco.ie)

All submissions are to be clearly marked with 'Bray MD LAP' and with the proposed alteration number.

All written submissions/ observations that relate to the Proposed Material Alterations and which are made to the planning authority within the stated period shall be taken into consideration before the making of any material alteration. Note however, that submissions/observations on issues that do not relate to the proposed material alterations will not be considered at this stage in the plan making process.

### Next Stage

Following the ending of the display period on **09 March 2018** a Chief Executive's Report on the submissions received with respect to the proposed material alterations will be prepared. This report will summarise the issues raised in the submissions and will contain the opinion of the Chief Executive in relation to these issues and recommendations including any changes to the proposed material alteration as is considered appropriate. This report will be considered by the members of Wicklow County Council.

The LAP shall be made or amended as appropriate by the planning authority by resolution no later than a period of 6 weeks after the report has been furnished to all the members of the authority with all, some or none of the material alterations as published. It is open to the members to make further modifications to any of the material alterations. A further modification to the material alteration—

- (i) may be made where it is minor in nature and therefore not likely to have significant effects on the environment or adversely affect the integrity of a European site,
- (ii) shall not be made where it refers to—
  - (I) an increase in the area of land zoned for any purpose, or
  - (II) an addition to or deletion from the record of protected structures.

When performing their functions under this subsection, the elected members shall be restricted to considering the proper planning and sustainable development of the area, the statutory obligations of any local authority in the area and any relevant policies or objectives for the time being of the Government or of any Minister of the Government.

It is expected that the final plan will be made by the Council in Quarter 2 of 2018.

## **Strategic Environmental Assessment and Appropriate Assessment**

In accordance with the relevant legislative requirements, the proposed material alterations are accompanied by the following environmental reports:

- Addendum to the Strategic Environmental Assessment Environmental Report
- Addendum to the Appropriate Assessment Screening Report.
- Addendum to Strategic Flood Risk Assessment.

The proposed material alterations should be considered in conjunction with these addendums.

### Format of the Proposed Material Alterations

Proposed material alterations to the written statement of the Draft LAP are indicated as follows: new text in **red**, deleted text in ~~blue strikethrough~~. The proposed amendments are ordered in the sequence of the LAP and should be read in conjunction with the Draft LAP.

## CHAPTER 1 INTRODUCTION

No alterations

## CHAPTER 2 OVERALL VISION & DEVELOPMENT STRATEGY

### PROPOSED MATERIAL ALTERATION No. 1

#### 2.2 FACTORS INFLUENCING THE STRATEGY

##### 2.2.1 Role and function of settlements in the Bray MD

#### KILMACANOGUE

Kilmacanogue is identified as 'Rural Town' (Level 6) in the County settlement hierarchy. Level 6 towns are strong rural towns, with a good range of infrastructural services. These towns are differentiated in this plan from 'small growth towns' having regard to their more rural character and the rural nature of their catchments. Such rural centres are considered to contain the potential to consolidate rural development needs and support the maintenance of essential rural social and community infrastructure such as schools, shops, public houses, post offices and local sporting organisations.

These settlements should aim to attract local investment, mainly in 'product' intensive industries with some 'people' intensive industries particularly within centres. There may be scope for these settlements to capitalize on opportunities to provide tourism infrastructure and to tap into developments based on rural pursuits within the rural area.

These settlements are suited to accommodating a significant element of urban generated housing demand, with necessary controls in place to ensure that local demand can also be met. As set out in the Sustainable Rural Housing Guidelines (which are relevant to settlements under 1,500 in size, such as these towns), the NSS suggest that in stronger rural areas the small town and village structure has much potential in accommodating additional housing development catering for persons working in larger cities and towns, but desiring a rural lifestyle.

In these settlements it is essential that growth is supported while also strictly controlled so that development is undertaken in a manner that is respectful to the character of these towns and the environmental sensitivities of the rural area. It is of utmost importance to ensure that the design of development is appropriate to the rural setting within which these towns are situated.

#### KILMURRAY

Kilmurray, **an unstructured 'hamlet' of c. 30 houses south of the main core of Kilmacanogue, is** was previously identified as 'Rural Cluster' (Level 9) in the County settlement hierarchy. ~~Level 9 'rural clusters' are 'unstructured' settlements considered suitable for very limited new rural development, with the main purpose of the designation being to direct rural generated housing into clusters rather than the open countryside. Due to its proximity to Kilmacanogue, it's functional and community links to Kilmacanogue which is the main service centre for sports, schools~~

etc for Kilmurray, and the shortage of housing land in Kilmacanogue to meet Core Strategy housing targets, this plan expands the boundary of Kilmacanogue to include the former cluster and the intervening land.

The key purpose of this expanded area is to facilitate low to medium density housing as allowed by the 'tertiary zone' designation, as well as some employment on existing employment lands (designated 'secondary zone').

## 2.2.2 Physical context

### Kilmacanogue

The town of Kilmacanogue is located at the junction of the R755 to Roundwood and the N11, 5km south of Bray town centre. Kilmacanogue is located equidistant between the Little Sugar Loaf to the east and the Great Sugar Loaf to the west, in the north eastern foothills of the Wicklow Mountains. The town itself is named after St. Mochonog who was an early Irish saint with strong associations with Glendalough. The location of the town at the foothills of the Great Sugar Loaf Mountain makes it a popular destination for recreational users.

The town of Kilmacanogue is spread out, with no real definition in terms of a town core and over the years the N11 has come to dominate the town. The properties on the east side of the N11, which includes some residential and employment properties and a service station, have become somewhat cut-off from the majority of services, which are located on the west side of the N11. The pedestrian link bridge over the N11 and the vehicular flyover are important links to connect the two sides of the town.

Existing services in the primary lands on the west side of the N11 comprise a post office, service station, public house, church, two crèches and primary school. The 'Avoca Handweavers' outlet and the business park to the north of the settlement are a popular destination for tourists, locals and those travelling on the N11. While these facilities are all in close proximity and together would form the basis for a town 'core', the dominance of the N11 and associated roundabouts / slip roads has hindered the development and improvement of this core area and has impacted on town 'identity'.

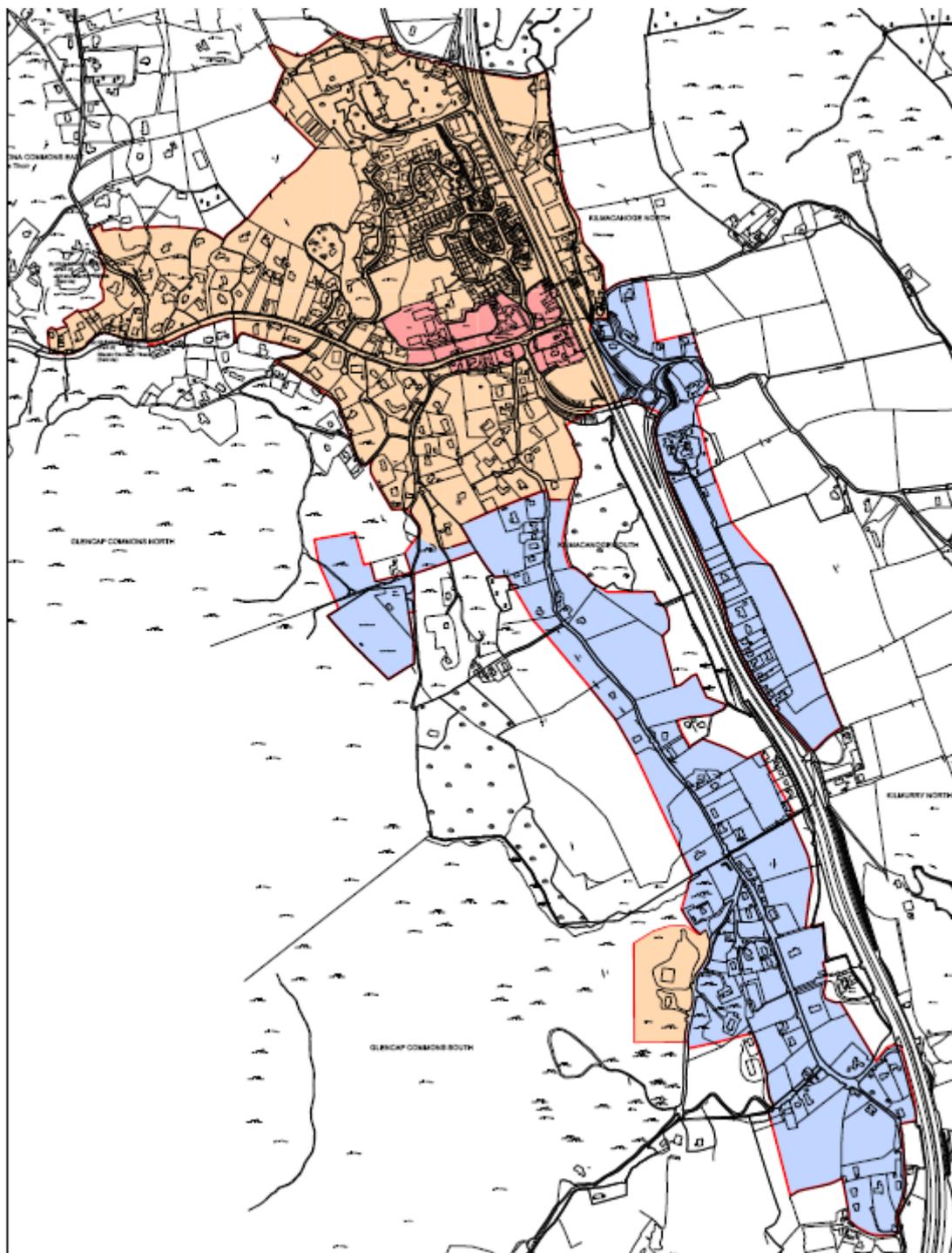
In light of these factors the key aim of this plan is to consolidate the town; to encourage the development commercial and community development in the core, particularly that which can contribute towards creating a more defined 'town centre' and town streetscape; and to allow for the development of housing on infill, rather than out of centre, sites.

### Kilmurray

~~Kilmurray is an 'unstructured' cluster of rural housing at the south end of the 'Quill Road' south of Kilmacanogue. Such settlements considered suitable for very limited new rural development, with the main purpose of the designation being to direct rural generated housing into clusters rather than the open countryside. The cluster boundary generally reflects the existing developed area, and the development strategy is generally to fill in gaps between existing houses, rather than to expand the extent of the cluster.~~



Change to: Kilmacanogue Settlement Plan



## PROPOSED MATERIAL ALTERATION No. 2

### 2.2.3 Population and Housing

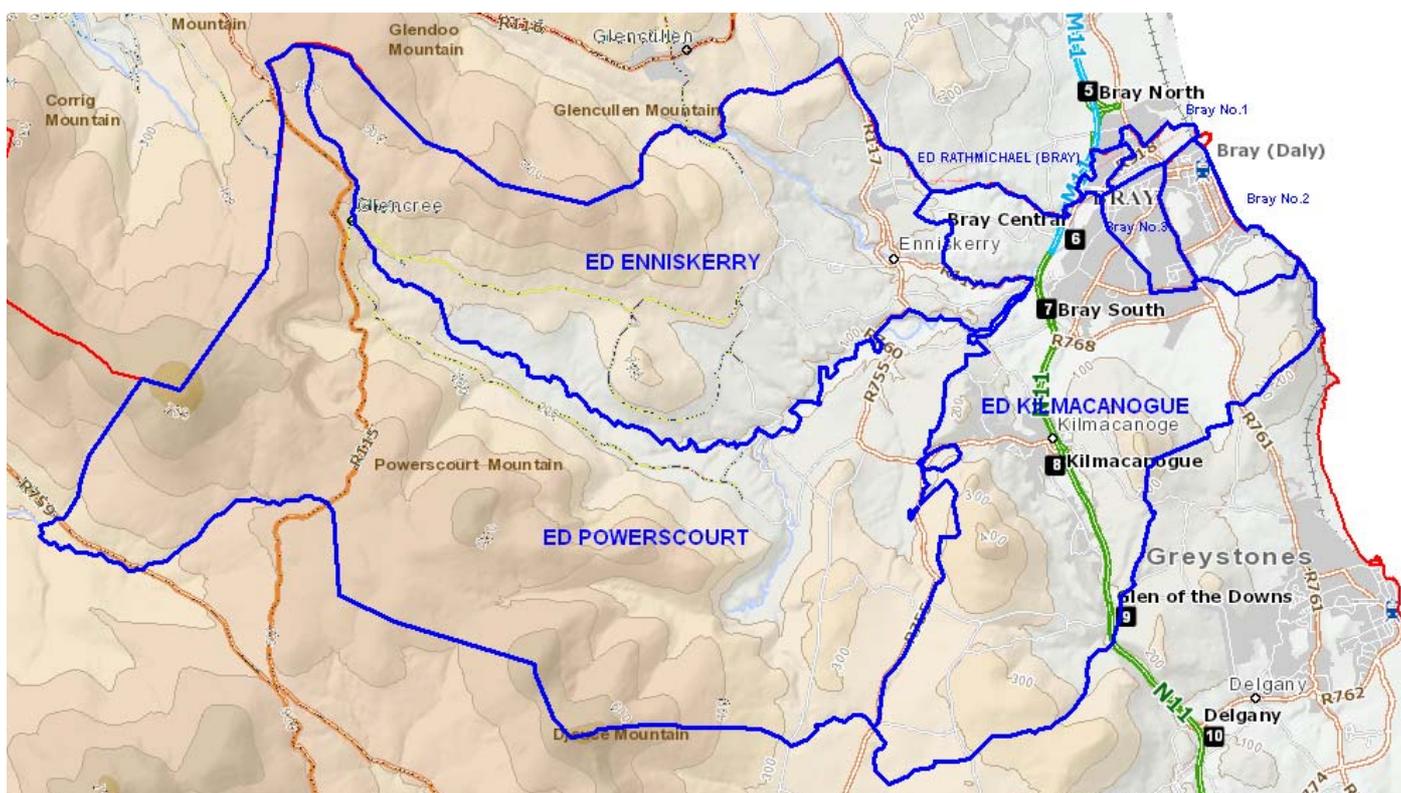
The population of the Bray MD in 2016 was 35,530 persons, showing a slight increase of 3.5% from the 2011 population (34,335). This Municipal District is made up 7 'electoral divisions' and the population is broken down as follows:

**Table 2.1 Population of Bray MD and associated Electoral Divisions 2006, 2011 and 2016**

	2006	2011	2016	2016 Housing Stock
<b>Bray No. 1</b>	1700	1746	1845	837
<b>Bray No. 2</b>	6305	6192	6410	2622
<b>Bray No. 3</b>	6557	6424	6481	2659
<b>Rathmichael (Bray)</b>	2431	2380	2418	850
<b>Kilmacanogue</b>	13772	14043	14694	5031
<b>Enniskerry</b>	2696	2765	2894	990
<b>Powerscourt</b>	773	785	788	301
<b>Total</b>	<b>34,234</b>	<b>34,335</b>	<b>35,530</b>	<b>13,290</b>

Source: CSO

**Map 2.1 Bray MD Electoral Divisions**



As well as providing data at the MD and ED geographical unit, the CSO also provides the result expressed in units such as 'legal towns', 'towns and their suburbs / environs' and 'small areas'.

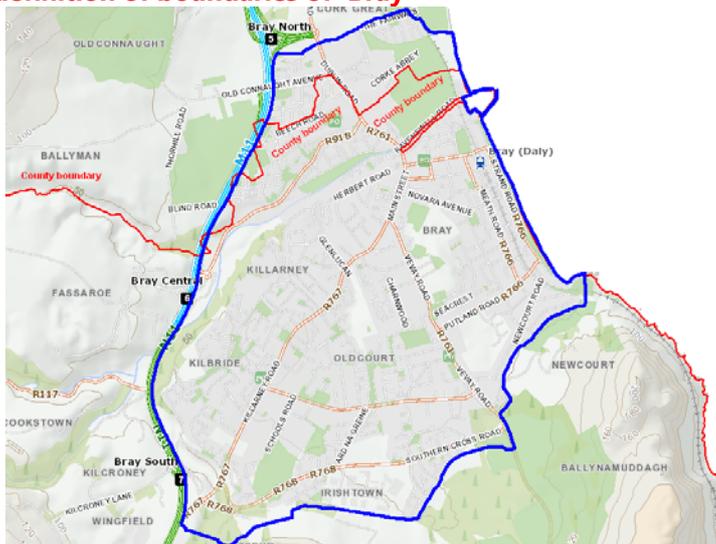
## Town data

### Bray

**Table 2.2 Population of Bray 'town', 2006, 2011 and 2016**

	2006	2011	2016 <sup>1</sup>
<b>Bray (legal town)</b>	27,041	26,852	-
<b>Bray &amp; suburbs / environs (in Wicklow)</b>	28,814	28,592	
<b>Bray &amp; suburbs / environs (Wicklow + DLR)</b>	31,901	31,872	
<b>Bray (new 2016 boundary defined)</b>			32,600

**Map 2.2 2016 CSO definition of boundaries of 'Bray'**

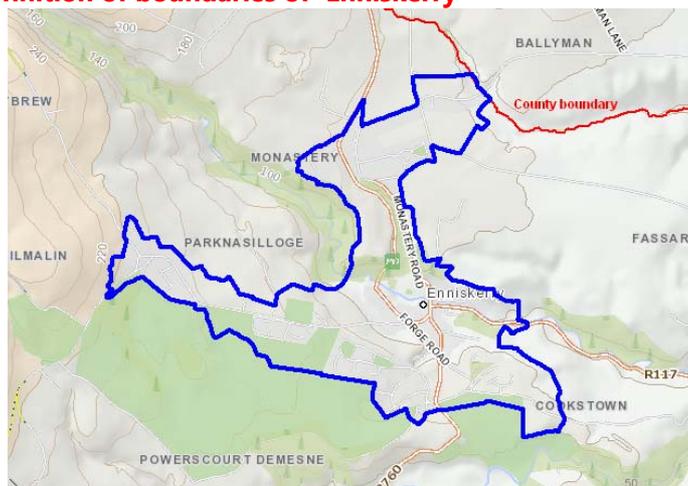


### Enniskerry

**Table 2.3 Population of Enniskerry 'town', 2006, 2011 and 2016**

	2006	2011	2016
<b>Enniskerry town<sup>2</sup></b>	1881	1811	1889

**Map 2.3 2016 CSO definition of boundaries of 'Enniskerry'**



<sup>1</sup> With regard to the 2016 figure, the CSO states the following: '80 legal towns were abolished under the Local Government Reform Act 2014. Census towns which previously combined legal towns and their environs have been newly defined using the standard census town criteria (with the 100 metres proximity rule). For some towns the impact of this has been to lose area and population, compared with previous computations'.

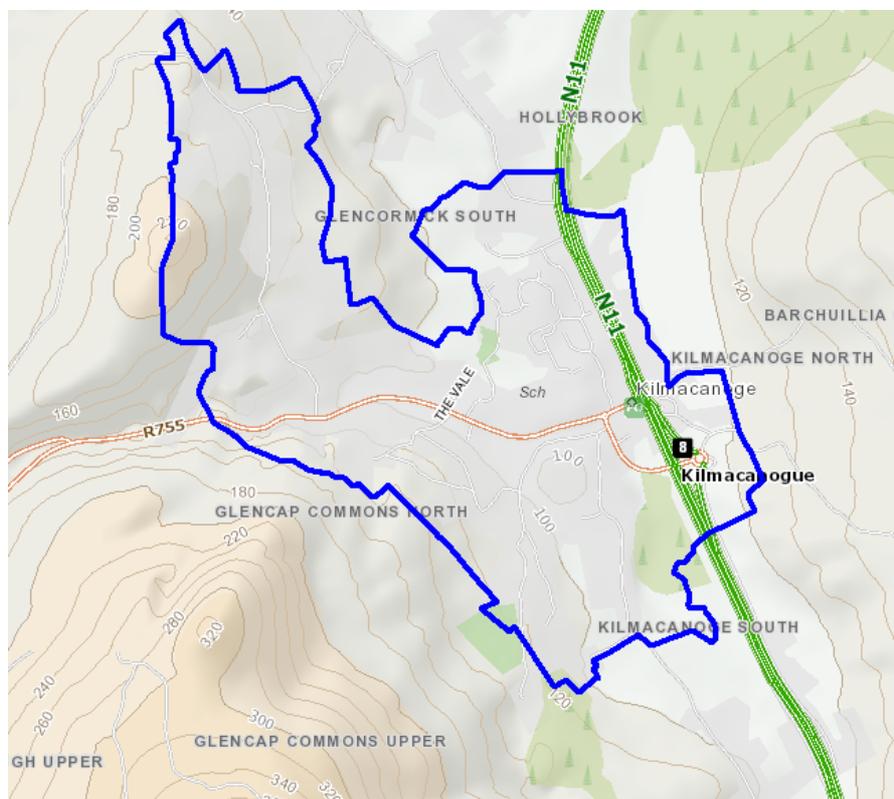
<sup>2</sup> 'Town' as defined by the CSO

## Kilmacanogue

**Table 2.4 Population of Kilmacanogue 'town', 2006, 2011 and 2016**

	2006	2011	2016
<b>Kilmacanogue town<sup>3</sup></b>	839	1028	1042

**Map 2.4 2016 CSO definition of boundaries of 'Kilmacanogue'**



### Estimates of 2016 population, based on plan boundaries

Each ED is broken into a number of smaller units, called 'small areas'. It is not considered necessary to display this level of detail in this plan, but the data provided by the 'SAPS' are essential for estimations of current population in each of these settlements, as none of the ED or 'town' boundaries and associated population data aligns with the town boundaries used in this LAP.

Using the ED and SAPS data (taking a 'best fit' approach<sup>4</sup>), and cross referencing it with the GeoDirectory, the estimated 2016 populations of each settlement in the plan area is:

**Table 2.5 2016 Population and Housing Stock in Bray MD area, by settlement**

	Bray	Enniskerry	Kilmacanogue <sup>5</sup>	Rural Area
<b>2016 population</b>	29,624	1,889	934	3,230
<b>2016 Housing Stock</b>	11,225	640	374	1,051

Source: Forward Planning Unit, WCC

<sup>3</sup> 'Town' as defined by the CSO

<sup>4</sup> That is, using that set of SAPS that most closely match each settlement boundary in this plan

<sup>5</sup> Extended Kilmacanogue boundary including Kilmurray as per Proposed Material Alteration No. 1

## Population & Housing growth targets

The 2022, 2025 and 2028 population targets for the settlements in the Bray MD are provided in the Core Strategy of the County Development Plan – the County Development Plan does not provide a target for the overall MD or for rural areas.

**Table 2.6 Population Targets for settlements in Bray MD – 2022, 2025 and 2028**

Settlement	2022	2025	2028
<b>Bray</b>	36, 237	38,119	40,000
<b>Enniskerry</b>	2,302	2,401	2,500
<b>Kilmacanogue</b>	1,012	1,038	1,065

Source: Wicklow County Development Plan 2016

As set out in the Wicklow County Development Plan, it is never possible to manage growth in any particular settlement to come in at an exact population figure at a set time, which is 2028 for the purposes of the County Development Plan. As development in 3 of the 6 growth towns, representing towards 35% of the projected County growth, is reliant on the cooperation and financing of Transport Infrastructure Ireland (formerly National Roads Authority and the Railway Procurement Agency), as is the case in Bray, or Irish Water (as is the case in Arklow and Blessington), it is not possible to make accurate predictions. The town population allocations set out above have thus incorporated 'compensatory headroom' of 15% to accommodate this uncertainty and to ensure that there will be sufficient capacity in other settlements if some growth towns are unable to deliver the necessary infrastructure to service their projected populations.

While this plan will have a duration of 6 years initially, ~~up to 2023~~, the provisions of the Planning Act allow in certain circumstances for the duration of local area plans to be extended to 10 years ~~i.e. up to 2027~~. It is considered likely that between ~~2017 2018~~ and 2022 (date of the next County Development Plan) that the population targets for the County and this MD will be revised in light of the findings of Census 2016 and the provisions of the new National Planning Framework (NPF)<sup>6</sup> and the Regional Spatial and Economic Strategy (RSES). In this uncertain context, it is considered appropriate at this stage that the plan shall put in place a structure to meet the short term 6 year target only, with ~~2 years~~ ~~1 year~~ 'headroom'. "Headroom" or "market factor" which is 'extra' land that is zoned over and above the minimum amount needed to accommodate the 2023 population target. Headroom is provided so as to allow for greater location choice and deal with any land supply inflexibility which may arise. Therefore the population and housing unit targets for 2025 are utilised in this plan.

~~The population and housing unit figures used in the 2016 County Development Plan are derived from the 2011 Census, as the full results of the 2016 Census were not available at the time of the making of the County Development Plan. As the Census 'town boundaries' do not always necessarily match our plan boundaries, the Census figures have been amended where required, using additional data sources such as the CSO 'Small Area Population Statistics' and the An Post GeoDirectory. The housing stock requirement is based on these population targets, a decreasing numbers of occupants of each house and built in assumptions about the level of vacancy / second homes<sup>7</sup>.~~

**Table 2.7 Housing Stock growth target up to 2025 in Bray MD area, by settlement**

	Bray	Enniskerry	Kilmacanogue	Rural Area
<b>2016 population</b>	29,624	1,889	934	3,230
<b>2016 Housing Stock</b>	11,225	640	374	1,051
<b>2025 Housing target</b>	17,651	1,112	481	-
<b>Growth</b>	6,426	472	107	-

This plan includes details regarding the capacity of zoned lands for housing. The estimated potential number of additional units indicated for each piece of land is indicative only. The actual amount of units that may be permitted on a site will be determined having regarded to all normal planning considerations, such as access, site services, topography, flooding, heritage issues etc. However, in accordance with Objective HD5 of the County Development

<sup>6</sup> The draft NPF was published during the writing of this report

<sup>7</sup> For more information, see Wicklow County Development Plan, Chapter 2

Plan, in order to make best use of land resources and services, unless there are cogent reasons to the contrary, new residential development shall be expected to aim for the highest density indicated for the lands.

Settlement	Population 2011	Housing Stock 2011	Population 2025	Housing Stock 2025	Housing-stock growth required
Bray	29,339	11,518	38,119	17,651	+6,133
Enniskerry	1,940	642	2,401	1,112	+470
Kilmacanogue	799	277	923	428	+151
Kilmurray		28			+6 <sup>8</sup>

Proposed Material Alteration No. 2 above necessitates the following consequential changes:

Change consequent No. 2(a)

### Chapter 3

Table 3.3 Kilmacanogue

LOCATION/DESCRIPTION	ZONING	POTENTIAL NO. OF UNITS
Primary Zone	PDA	20
Secondary Zone	SDA	<del>105</del> 60
Tertiary Zone	TDA	<del>25</del> 30
<b>TOTAL</b>		<del>150</del> 110

<sup>8</sup> In accordance with Chapter 3 of the Wicklow County Development Plan, indicative growth target for such 'rural clusters' during the six year lifecycle of County Development Plan is in the order of 4 units.

**PROPOSED MATERIAL ALTERATION No. 3**

**Table 3.2 Enniskerry**

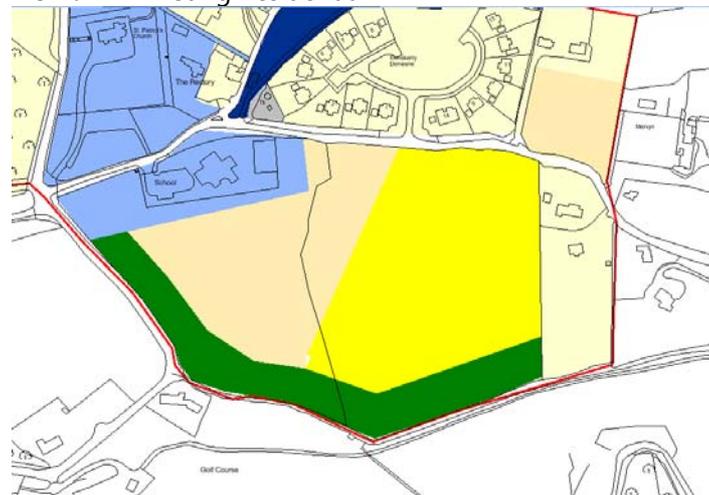
LOCATION/DESCRIPTION	ZONING	POTENTIAL NO. OF UNITS	PROPOSED MATERIAL ALTERATION
Lands at Monastery Grove	R20	72	(see associated land use map change below)
Lands at Cookstown	R10	8	
Action Area 1 - Lands at Parknasilloge	R20	156	
SLO 1 - Lands at Ballyman	R Special	12 max	
Action Area 2 - Lands at Kilgarron	R Special	28	
Action Area 3 - Lands at Cookstown	R20	105	
Lands at Powerscourt	R20	44	
<b>Lands at Cookstown (east of AA3)</b>	<b>R Special</b>	<b>5</b>	<b>No. 3</b>
Infill on other TC / RE lands		45	
<b>TOTAL</b>		<b>470-475</b>	

**Enniskerry Specific Housing Objectives**

**RXX** To allow for a maximum of 5 new dwelling units on the lands zoned R-Special on the Cookstown Road (east of AA3), to accommodate the family of the existing dwelling unit on the lands.

**PROPOSED MATERIAL ALTERATION No. 3** (associated map change)

**From:** RE Existing Residential



**To:** R Special



No alterations

## **PROPOSED MATERIAL ALTERATION No. 4**

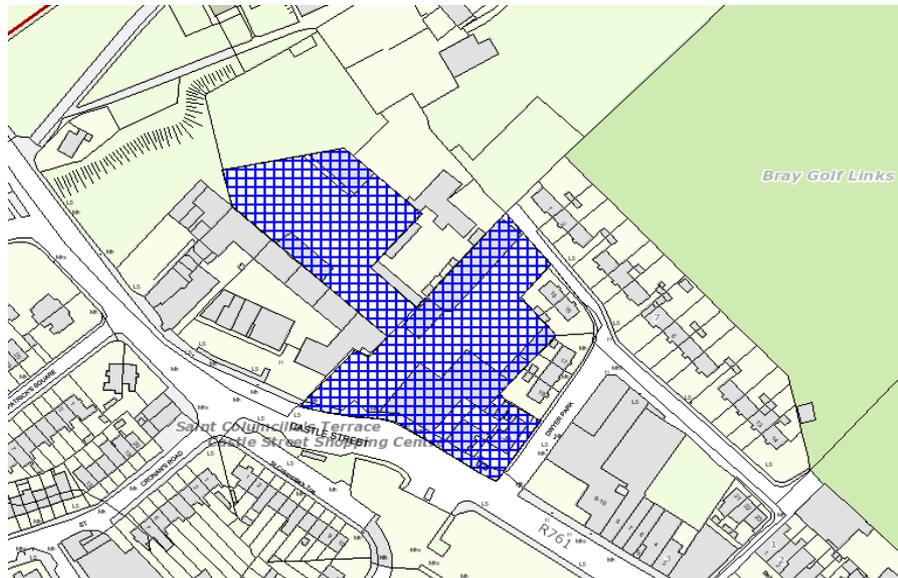
### **5.3 Bray Town Centre Specific Objectives**

- BT2** To promote and support the development of significant new retail, retail services, commercial and cultural / community floorspace in Bray ~~town-centre~~, at the following locations:
- the 'Florentine Centre'(see Objectives for 'Opportunity Sites' to follow)
  - Former Bray golf club lands (see Objectives for SLO 3)
- BT3** Generally, a ~~maximum~~ height of ~~3 storeys above ground level~~ **4 storeys (including ground floor)** will be considered appropriate in **the** Bray 'town centre' **zone**, irrespective of adjoining property heights. However, the Council may permit heights above this, where the specific context of the site and the design of the building allow it (for example where additional storeys are set back from street frontage).

## PROPOSED MATERIAL ALTERATION No. 5

### 5.5 Bray Opportunity Sites

#### OP2 Former Heiton Buckley's, Dublin Road



These 'town centre' zoned lands measure c. 0.6ha (including all existing buildings thereon) and have road frontage onto Castle Street and Dwyer Park. At the time of the crafting of this plan, the existing buildings and associated yards were vacant. The site is suitable for a high intensity mixed commercial and residential development.

#### Objectives OP2

- To provide for a mixed use development including commercial, retail, residential, community and cultural uses;
- **Active commercial, community or cultural uses will generally be required at ground and street levels, with residential use above, other than (a) along the Dwyer Park frontage and (b) on the truncated northernmost sector of the site.**
- A high density development, that makes the best use of this serviced urban land will be expected, **with a plot ratio of not less than 2**, in a 3-4 storey development;
- The design (including height) of any development shall pay particular regard to the height of immediately adjoining (mostly 2-storey) residences and in general heights shall not exceed 3-storeys along Dwyer Park;
- Any development on the lands shall include street frontage directly onto Castle Street, ideally with limited set back across the frontage of the site; (other than that required for adequate pedestrian / cyclist usage); any set back in excess of 5m from the road kerb will require to be justified based on specific design criteria and in any event buildings shall not be set back any further than 15m from the kerb.
- Those parts of any proposed development that adjoin existing streets shall provide for an active street frontage **that addresses and connects with the public domain; in particular, where residential use is the ground floor use, front doors and façade shall active commercial use shall be expected at ground floor, opening onto the street.**

## PROPOSED MATERIAL ALTERATION No. 6

### OP3 Former Everest Centre, Dublin Road



These 'town centre' zoned lands measure c. 0.16ha and have road frontage onto Castle Street, close to the Dargle Road junction. At the time of the crafting of this plan, the site was vacant, all former buildings having been demolished. This is an important site, forming the northern bookend to the Castle Street commercial area and being located immediately adjoining the likely main route into the golf course development to the east. The site is suitable for a high intensity mixed commercial and residential development.

#### Objectives OP3

- To provide for a mixed use development including commercial, retail, residential, community and cultural uses;
- A high density development, that makes the best use of this serviced urban land will be expected, with a **high** plot ratio ~~of not less than 2 in a 3-4 storey development;~~
- Any development on the lands shall include full street frontage across the majority of the site onto Castle Street, ideally with limited set back across the frontage of the site; (other than that required for adequate pedestrian / cyclist usage); any set back in excess of 5m from the road kerb will require to be justified based on specific design criteria and in any event buildings shall not be set back any further than 15m from the kerb.
- Those parts of any proposed development that adjoin Castle Street shall provide for an active street frontage; in particular, active commercial use shall be expected at ground floor, opening onto the street.

## **PROPOSED MATERIAL ALTERATION No. 7**

The provision of an adequate community infrastructure is critical to facilitate and sustain the growth of the Bray Municipal District County over the lifetime of the plan and beyond. The community development and infrastructure strategies, objectives and standards set out in the Wicklow County Development Plan will apply directly in the Bray MD. In particular, the County Development Plan addresses:

- **The role of land use planning in community development; link between land use planning and the Local Economic & Community Plan (LECP)**
- **Community Facilities Hierarchy Model**
- **Education and Development**
- **Health, Care and Development**
- **Childcare and Preschool**
- **Community Centres**
- **Culture & the Arts, including libraries and places of worship and burial**
- **Open space, Leisure and Recreation, including sports, children’s play, facilities for teenagers and young adults**

It is not considered necessary to re-state the majority of the objectives for these areas in this plan; however, a priority concern in the Bray MD is the provision of adequate Open space, Sport and Play facilities **and schools (particularly in areas designated for significant growth)**, and therefore this issue is addressed to follow.

### **6.2 Education**

The Bray MD is generally well provided with educational facilities, there being a total of 15 primary schools, 7 secondary schools<sup>9</sup> and one institute of third level education in the district

#### **Primary Schools**

<b>School name</b>	<b>Zoning</b>	<b>Area (Ha)</b>
St. Philomena’s / Ravenswell <sup>10</sup>	R-HD	3
St. Peter’s	CE	0.6
St. Patrick’s	CE	2.2
St. Cronan’s	CE	1.4
Gaelscoil Ui Cheadaigh Bre	CE	0.2
New Court	CE	2.4
St. Andrew’s	CE	
Scoil Chualann	CE	0.6
St. Fergal’s	CE	2.3
Bray School Project	CE	0.9
Marino School	CE	0.75
St. Mary’s & St. Gerard’s	CE	0.6
Powerscourt	CE	0.8
St. Patricks (Curtlestown)	Rural	0.3
St. Mochonog’s	PZ	1.1

<sup>9</sup> Plus 2 additional secondary schools very close by in Co. Dublin – St.Brendan’s/Woodbrook and St. Gerard’s.

<sup>10</sup> This school is relocating to a newly build campus on the old Bray golf course. The land may become viable for an alternative residential use thereafter and therefore has been zoned ‘Residential – High Density’

## Secondary Schools

School name	Zoning	Area (Ha)
Presentation College	CE	7.5
Loreto	CE	5.4
Colaiste Raithin	TC	Due to relocate 2017 to new school on former Bray GC
St. Killian's	CE	3.4
North Wicklow Educate Together	R-HD	Temporary location on former grounds of Pres
New Court	CE	Shared with St. Andrew's
Marino School		

## Third Level Education

School name	Zoning	Area (Ha)
Bray Institute of Further Education	CE	4.7 - Former St. Thomas's Community College
Bray Institute of Further Education	TC	Town campus

## Additional lands zoned / identified for school expansion / new schools

School name	Zoning	Area (Ha)
St. Philomena's + Colaiste Raithin	MU	5 - Former Bray GC
AA2 Enniskerry	CE	1.4
Surrounding Powerscourt NS	CE	0.7
Fassaroe neighbourhood centre	CE	5
Fassaroe south / west	R-HD	1.6

## Education Objectives

- ED1** To facilitate the provision of schools by zoning suitable lands capable of meeting the demands of the projected populations.
- ED2** Where lands are zoned for educational use, to facilitate the development of facilities that provide for linkages between schools types. For example, particular encouragement will be given to primary and secondary school campuses, the linking of pre-school services with primary schools and the linking of secondary schools with vocational training facilities.
- ED3** Where lands are zoned for employment use, to facilitate the development of employment training facilities (privately and/or publicly funded).
- ED4** Where practicable, education, community, recreational and open space facilities shall be clustered. However schools shall continue to make provision for their own recreational facilities as appropriate
- ED5** To facilitate and promote the use of education facilities after school hours / weekends for other community and non-school purposes, where possible.
- ED6** To facilitate and promote the continuation and expansion of rural/village primary schools.

## PROPOSED MATERIAL ALTERATION No. 8

### 6.1 Open Space & Play Objectives

**CD5** In existing residential areas, the areas of open space permitted, designated or dedicated solely to the use of the residents will normally be zoned 'RE' as they form an intrinsic part of the overall residential development. ~~Non-community uses on such lands will not normally be permitted.~~ The Council will not normally permit development that will result in a loss of public or private playing fields, parks, children's play spaces, residential amenity open space or land zoned for recreational or open space purposes. The Council will not normally permit development that would result in a loss of open space within the Municipal District.

## PROPOSED MATERIAL ALTERATION No. 9

### 7.4 The Dargle River

Bray is located on the River Dargle, which is an important natural amenity. As the river has a strong visual relationship with the built environment of the town, it forms an attractive setting that is rich in flora and fauna. Unfortunately, the recreational amenity and development potential of the riverbank has not yet been fully exploited and it remains an under-utilised resource. The Council aims to facilitate the appropriate development of the area so that the full potential of the area can be utilised to the benefit of the town's economic, recreational and natural environment.

The Dargle River is also an important environmental and recreational amenity to the wider municipal district, providing opportunities for walking and fishing, as well as a partial link between Bray, Enniskerry and Powerscourt Estate.

**Along the River Dargle**, the following objectives shall apply:

- To promote the use of the Dargle riverbank, between Bray Harbour and 'La Vallee' as a leisure and natural amenity area, through the development of a Dargle River Walk along the south bank of the river, **in agreement with affected landowners**.
- To reserve lands along the river bank of not less than 10m free of all development;
- To appropriately manage and control development along the Herbert Road so that existing or potential access points to the Dargle are not impeded; in addition, any development in the vicinity of the meeting of the Swan River with the Dargle shall make provision for direct access between the two river banks and pedestrian access from Herbert Road.
- To resist development that would prevent or unduly restrict the long term development of a complete green route along the Dargle from Bray to Powerscourt

## PROPOSED MATERIAL ALTERATION No. 10

### 8.1 Roads & transportation

While the overarching rationale for the production of a development plan is to guide land-use, the integration of good land use planning with transportation is a key that can unlock significant improvements in the quality of life, in ways that are tangible to many in the District, who have long identified car dependency and commuting as being a major drawback to living in the area. Reducing the need to travel long distances by private car, and increasing the use of sustainable and healthy alternatives, can bring multiple benefits to both our environment and communities.

The Council will continue to provide for all components of the transportation system which are within its own remit and will encourage and facilitate the development of those other elements provided by external agencies, such as the National Transport Authority (NTA) and Transport Infrastructure Ireland (TII, made up of the former NRA and RPA). In addition the strategy and objectives of this plan are required to be consistent with the transport strategy of the NTA.

It is therefore the strategy of this plan to craft land use policies to produce settlements of such form and layout that facilitates and encourages sustainable forms of movement and transport, prioritising walking, cycling and ~~bus transport~~ public transport. In this regard, the Council is particularly guided by the strategies and objectives of the transport authorities, namely the National Transport ~~Agency~~ Authority and Transport Infrastructure Ireland. At the time of the publication of this draft plan, a number of transport studies had been completed or were in train that directly affect the Bray MD area, in particular:

- NTA Greater Dublin Area Transport Strategy 2016-2025
- TII M11/N11 Corridor Study (April 2017)
- ~~Local Transport Plan for~~ Bray & Environs Local Transport Study (NTA, in progress)

In particular, this plan has been crafted with the following goals in mind:

- To promote development that facilitates the delivery of improved local transport links within towns (such as feeder buses to train stations), between towns and in rural areas;
- To promote development that delivers improvements to public transport services, in particular the upgrading of the Dublin – Rosslare train line, improved DART Services, bringing the LUAS or other mass transit to Bray and Fassaroe and the development of improved bus services;
- To allow for the improvement or provision of new walking and cycling facilities throughout the District;
- To facilitate the improvement of the existing road network, ~~to remove bottlenecks and increase free flow;~~ to maximise the number of people who can move within the Municipal District and between the Municipal District and other centres of population and activity;
- To improve east – west linkages in the District particularly by walking, cycling and public transport; and
- To improve facilities for pedestrians and access for people with special mobility needs.

## PROPOSED MATERIAL ALTERATION No. 11

### 8.1.2 Public Transport

Wicklow County Council recognises the progress made in the national public transport network over the past number of years, while acknowledging that deficiencies still exist within the Bray Municipal District and the wider County.

The key to getting people out of their cars and into public transport is to have a reliable, convenient, frequent and fast service available, that brings people to the places they want to go, and in the case of the Bray MD this will primarily mean into (1) Bray town centre, to the transport hub at Bray train station and the main employment zones in Bray that are outside the town centre, such as along the Southern Cross Road and (2) Dublin, namely Dublin city centre, Sandyford and the M50 ring (~~pending the rebalancing of employment and retail opportunities into Wicklow~~).

While Wicklow County Council is not itself a public transport provider, and cannot force providers to deliver services in any particular area, development plans can put in place the necessary policy framework to encourage and facilitate the improvement of public transport.

#### Public Transport Objectives

**PT2** ~~To support the NTA in the crafting of a Local Transport Plan for the Bray area and to facilitate the implementation of measures contained therein.~~ To support and facilitate the implementation of measures to improve overall accessibility, public transport and walking / cycling opportunities within the Municipal District and between the Municipal District and other centres of population and activity identified in the Bray and Environs Local Transport Study, currently being undertaken by the NTA, Wicklow County Council and TII.

**PT7** To promote the delivery of improved and new bus services both in and out of the District but also within the District by:

- facilitating the needs of existing or new bus providers with regard to bus stops and garaging facilities (although unnecessary duplication of bus stops on the same routes / roads will not be permitted);
- **facilitating the provision of bus priority where a requirement for such is identified by the NTA;**
- requiring the developers of large-scale new employment and residential developments in Bray that are distant (more than 2km) from train / LUAS stations to fund / provide feeder bus services until public bus services have been extended to that location.

## PROPOSED MATERIAL ALTERATION No. 12

### 8.1.3 Cycling and Walking

There are a number of factors that will influence whether one will walk or cycle to a destination (rather than taking the car), including distance, weather, safety, topography, bicycle parking facilities and the availability of car parking at the destination. A land-use plan cannot influence many of these factors, but through the implementation of the following objectives, it is intended that facilities will be significantly improved, thereby promoting these forms of transport.

#### Cycling and Walking Objectives

- CW1** To improve existing or provide new foot and cycleways on existing public roads, as funding allows, and to facilitate the development of a cycling and walking amenity routes throughout the District **in accordance with the NTA's "Permeability Best Practice Guide"** including foot and cycleways off road (e.g. through open spaces, along established rights-of-way etc), in order to achieve the most direct route to the principal destination (be that town centre, schools, community facilities or transport nodes), while ensuring that personal safety, particularly at night time, is of the utmost priority.
- CW2** To require all new regional and local roads to include foot and cycleways, except in cases where shared road space is provided<sup>11</sup>.
- CW3** To continue to cooperate with the NTA in the implementation of the Greater Dublin Area Cycling Network Plan
- CW4** To ensure that cycle infrastructure provided in the Bray MD is delivered in a manner consistent with the National Cycle Manual

---

<sup>11</sup> Streets where real and perceived barriers to movement within and between modes of transport are removed to promote improved interaction between users in a safe and traffic calmed environment.

## PROPOSED MATERIAL ALTERATION No. 13

### 8.1.4 Public Roads

#### Objectives for regional and local roads

- To maintain / upgrade and provide new regional and local routes as may be necessary, in accordance with the Principles of Road Development as set out in Section 5.8.3 of the Transport Strategy with overall objective to:
  - Develop orbital roads around town centres accompanied by and facilitating enhanced public transport, cycling and pedestrian facilities in the relevant centre
  - Develop appropriate road links to service development areas
  - Enhance pedestrian and cycle safety through the provision of safer road junctions, improved pedestrian crossing facilities and the incorporation of appropriate cycle measures including signalised crossings where necessary;
  - Address localised traffic delay locations, in cases where the primary reason for intervention is to address safety or public transport issues at such locations;
  - Implement various junction improvements and local reconfigurations on the regional and local road network.

**Regional Roads:** Regional roads play a key role in the future development of the District, by linking the principal towns and villages to each other, serving local traffic and providing access to the national road network within the County.

**Local Roads:** Local roads provide the principal circulation networks through the District, meeting the needs of local journeys and providing connections to higher order routes. The 'Design Manual for Urban Roads and Street's (March 2013) set out the following street hierarchy and functions for roads within urban areas:

**Arterial Routes:** These are the major routes via which major centres/nodes are connected. They may also include orbital or cross metropolitan routes within cities and larger towns.

**Link Roads:** These provide the links to *Arterial* streets, or between *Centres, Neighbourhoods, and/or Suburbs*.

**Local Roads:** These are the streets that provide access within communities and to *Arterial* and *Link roads*.

Rural local roads serve an important function providing access to rural properties and agricultural lands within the countryside while also providing linkages to regional and local collector roads.

## PROPOSED MATERIAL ALTERATION No. 14

### 9.1 Architectural Heritage

**Record of Protected Structures:** A 'protected structure' is any structure or specified part of a structure, which is included in the RPS. The purpose of the RPS is to protect structures, or parts of structures, which form part of the architectural heritage and which are of special architectural, historical, archaeological, artistic, cultural, scientific, social or technical interest. Every development plan shall include a record of protected structures, and shall include in that record every structure which is, in the opinion of the planning authority, of such interest within its functional area.

The placing of a structure on the RPS seeks to ensure that the character and interest of the structure is maintained and any changes or alterations to it are carried out in such a way as to retain and enhance that character and interest. The inclusion of a structure in the RPS confers certain responsibilities upon the owner of the structure and requires that planning permission be sought for any changes or alterations to the structure. The definition of a 'structure' or 'a specified part of a structure' for the purpose of the RPS includes "the interior of the structure; the land lying within the curtilage of the structure; any other structures lying within the curtilage of that structure and their interiors; and all fixtures and features which form part of the interior or exterior of the structure". From the date of notification of an intention to include a structure in the RPS, the owner has a duty to protect that structure from endangerment. The Council may, on receipt of a written request from the owner or occupier of a protected structure, issue a declaration under Section 57 of the Planning and Development Act 2000 (as amended), outlining certain works it considers would not materially affect the character and interest of the protected structure and which are, therefore, exempted from the requirement for planning permission. Any works that would materially affect the character and interest of a structure require planning permission. In general works to a protected structure should comply with the **statutory** guidelines as set out in the 'Architectural Heritage Protection Guidelines for Planning Authorities' (2004, 2011) ~~from the Department.~~

**AH5** To maintain and protect the nationally significant demesne settings of the Powerscourt Estate and Kilruddery House, and to require all development proposals within or directly adjoining these demesnes to fully evaluate and address any impacts of the setting and character ~~of the demesne.~~

## PROPOSED MATERIAL ALTERATION No. 15

### 9.3 Green Infrastructure & Recreational Use of Natural Resources

#### Green Infrastructure Objectives

- GI4** To promote the preservation of trees, groups of trees or woodlands in particular native tree species, and those trees associated with demesne planting, **where considered to be viable, safe and in line with sound arboricultural management**, in the interest of amenity or the environmental, as set out in the Heritage Schedules of this plan.
- GI5** To promote the development of a series of major open spaces and recreational areas linked by green corridors where feasible (See map GI1), in the Bray MD area as follows:
- along the south bank of River Dargle from Bray Harbour, as far as Rehills (SLO-2) **in agreement with affected landowners**;
  - on the former Bray golf course lands / Ravenswell Road, linked to harbour and north beach to the east and the People's Park to the west ;
  - From Bray Head, down to the Esplanade, and up through Bray Harbour, to the north beach;
  - On the Kilruddery estate as part of SLO-1 linking along the Swan River, through the OS to the west of Hollybrook Park; from the Bray SCR, through lands zoned for employment use onto the Boghall Road; continuing through new and proposed residential areas onto Herbert Road and onto the River Dargle; in particular, (a) any new development at or in the vicinity of Oldcourt House shall make provision for the continuation of the green corridor between Giltspur Brook and Rycroft; (b) any infill development along Herbert road adjacent to the green corridor shall make provision for green link between Herbert Road and the Dargle corridor.
  - In the new development zone of Fassaroe west of the N11, linking river valleys to the north and south of the action area ;
  - A linked area from Enniskerry GAA, through the open space in Action Area 2, connecting to Knocksink Wood / Glencullen River, through the Bogmeadow recreational area, and onto the Cookstown River.

The exact route for these developments is not yet known so detailed ecological assessment for impacts on important ecological features, including general ecological impact assessment and specifically Appropriate Assessment, is best carried out when these routes are designed. The detailed design of these schemes will need to take into account the relevant ecological features in proximity to the proposed routes and the potential for impacts arising from the routes will need to be taken into account including both construction and operational phases.

## PROPOSED MATERIAL ALTERATION No. 16

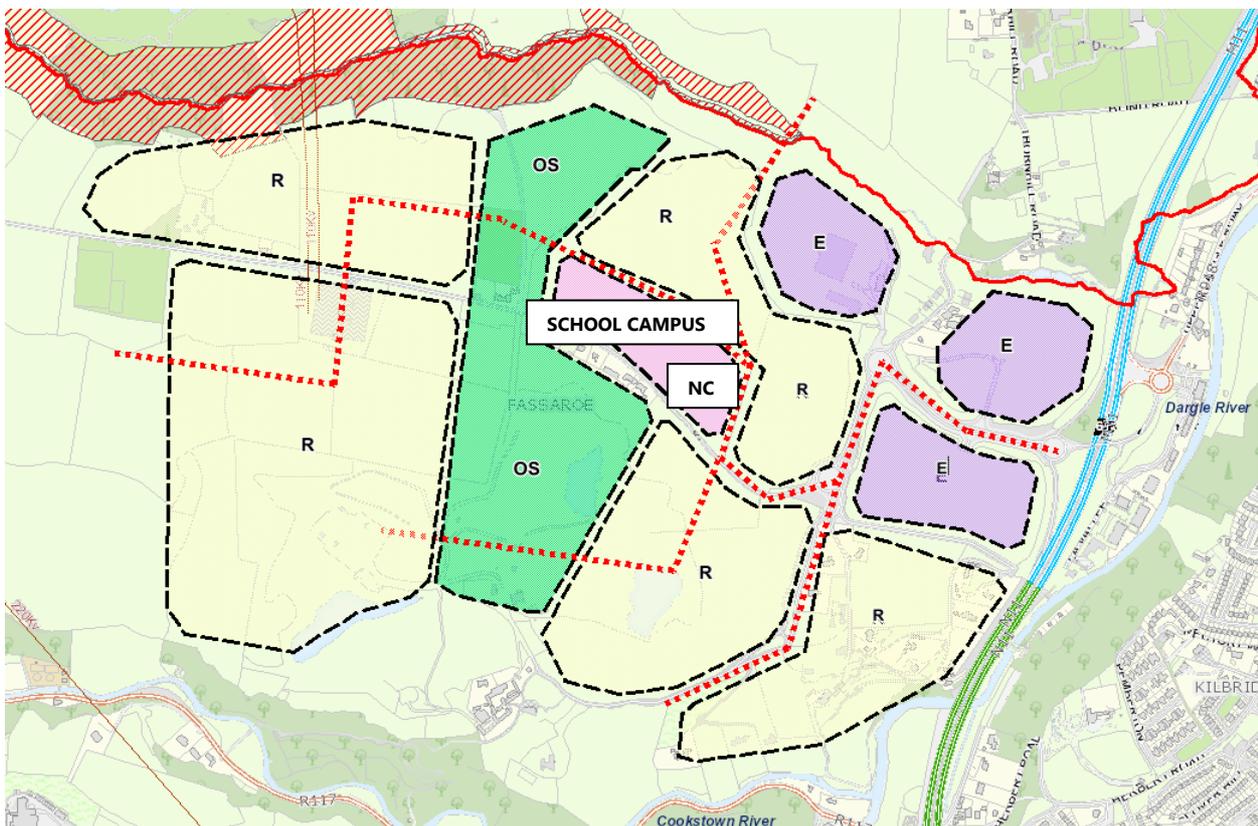
### Action Area Plan 1: Fassaroe

Fassaroe is identified as the location of major development in Bray; the growth of the settlement in accordance with regional plan targets is contingent on the delivery of the major residential and community services development at this location, there being no other suitable lands in the environs of Bray for such large scale development.

While a large part of the lands that are the subject of this action area were zoned in previous plans, and on foot of such zonings, a masterplan produced and agreed, that masterplan is now moot as the development requirements and expectation for this lands has been revised in light of changed circumstances and additional research.

The 'concept plan' for Fassaroe is set out on the sketch to follow, the land use zones shown on Land Use Map No. 2 reflect this layout. Key parameters that have lead to this concept include:

- Existence of a Natura 2000 site along the northern boundary (Ballyman Glen SAC); development will be suitable set back from this site and lands reserved for passive open uses;
- The necessity of a link road through the area from Bray directly to Enniskerry; the provision of such a road could provide an alternative link to Enniskerry, allow for adjustment to the existing main access road to Enniskerry from the N11, the R117;
- While plans for LUAS extension to Bray have undergone a number of revisions, the plan should retain the possibility of LUAS extension to and stabling in Fassaroe;
- The area will require a new, central 'village centre' which will provide for both the retail and services needs of the resident population but will also include a school campus;
- The need for a significant new open space facility to serve both the future residents of the area and the wider area; significant parts of the area were formerly used for aggregate extraction and for land filling and such areas are considered optimal for such use.



The Action Area Plan and development that will arise therefore shall comply with the following objectives:

1. Development shall be carried out in phases in the following manner

~~Phase 1—Generally to the east of the major open space shown on the concept plan above; any proposed development to the west shall only occur in tandem with significant development to the east of the OS;~~

~~Shall include the ‘village centre’ and at a minimum the reservation of a site for a school campus, the scale of which reservation shall be agreed with the Department of Education and Skills~~

~~Three more easterly blocks of ‘new residential’ development~~

~~The agreement of the design of the major open space and a delivery programme for same with all relevant stakeholders~~

~~Phase 2—Generally to the west of the major open space shown on the sketch~~

~~No residential development may commence until the delivery programme for the major open space is well underway and will be completed by the time housing units are ready for occupation~~

Phase 1	<ul style="list-style-type: none"> <li>○ Road link from N11 to Ballyman Road</li> <li>○ Passive park (minimum of 8ha)</li> <li>○ Active Open Space / Sports Zone (minimum of 14 ha)</li> <li>○ Site identified and reserved for school campus</li> <li>○ Neighbourhood Centre</li> <li>○ 1,500 residential units</li> </ul>
Phase 2	<ul style="list-style-type: none"> <li>○ 1,500 residential units</li> </ul>
Phase 3	<ul style="list-style-type: none"> <li>○ Identification and reservation of site for additional primary school</li> <li>○ Remainder of residential units</li> </ul>

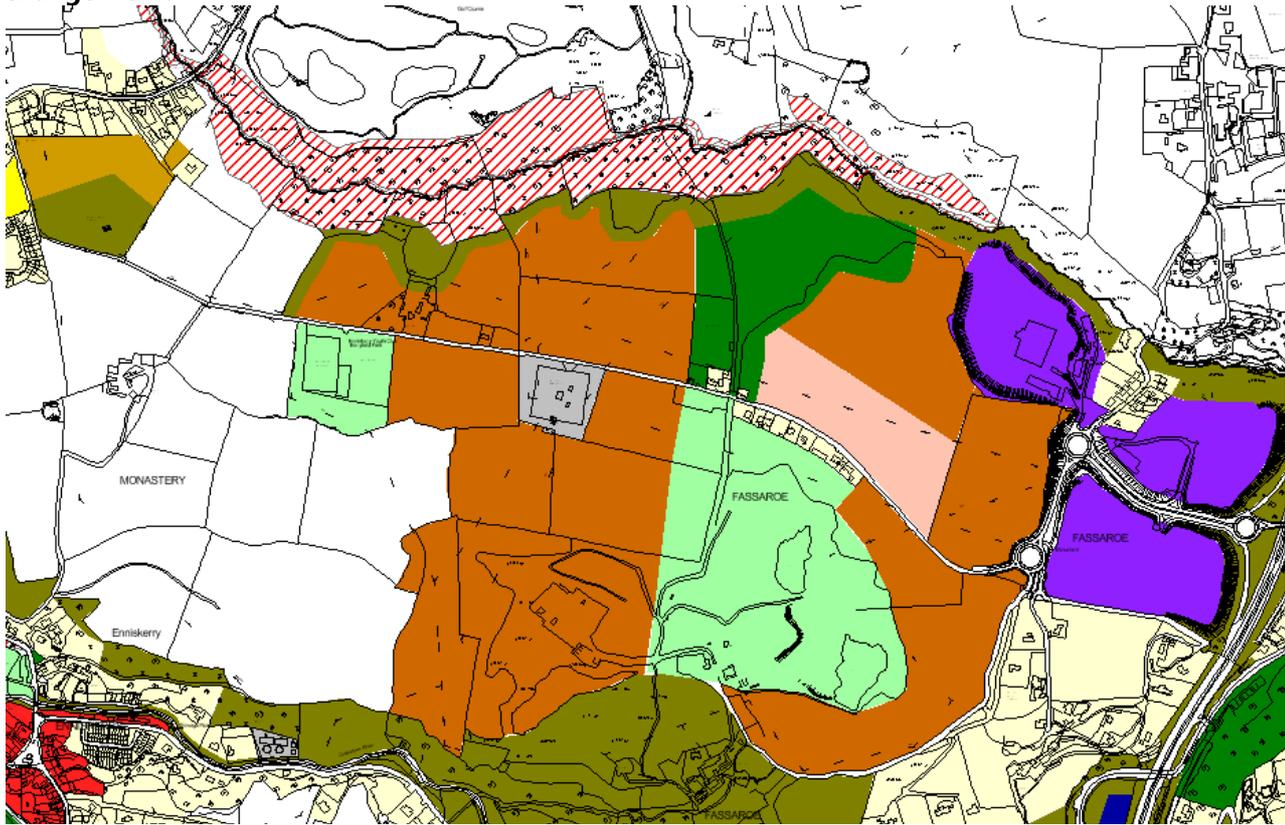
2. The development of this area shall include the provision of an access road from the N11 to Ballyman Road; the scale of such a route shall reflect its primary function as a service road for a new neighbourhood, rather than that of a ‘by-pass’; the design and location of this route shall not affect the functionality of the major open space as a single park and an innovative design solution where park crossing is necessary will be required;
3. Provision shall be made for a north – south link route from the new distributor road to cross Ballyman Glen and continue in County Dublin and link up with old Conna Avenue. The nature and function of this link i.e. the type of traffic it will carry (vehicles / pedestrian / cyclist / light rail) shall be determined at application stage, following consultation with the transport agencies and the neighbouring local authority.
4. The development of this area shall make provision for LUAS or other mass transit public transport services, and any necessary infrastructure such as depots / stabling.
5. All new development shall be accompanied by appropriate transport services, the format and scale of which shall be in accordance with the Bray and Environs Local Transport Plan (to be carried out by the NTA in collaboration with Wicklow County Council and Transport Infrastructure Ireland). Developers shall be responsible for the provision and funding of the required transport services until such a time as public services are extended to the area.
6. The scale of the **village neighbourhood** centre shall be in accordance with the retail floorspace objectives of the County Retail Strategy; as well as shopping this centre shall include a range of retail and commercial services as well as community facilities, in order to create a vibrant heart of this new community; all uses shall be serviced by wide pedestrian streets and squares (to allow for outdoor uses), and while the new distributor road through the site should provide access to the village centre, neither the road nor significant car parking areas shall dominate the centre or be located directly along the frontage of buildings. **The area to be dedicated to retail, retail services, commercial / community use shall not be expected to exceed 1ha;**

residential development will be expected to be interspersed through this area, particularly on upper floors, of the order of 75 units. Single storey supermarkets will not be permitted; retail uses shall be integrated into a larger overall mixed use development.

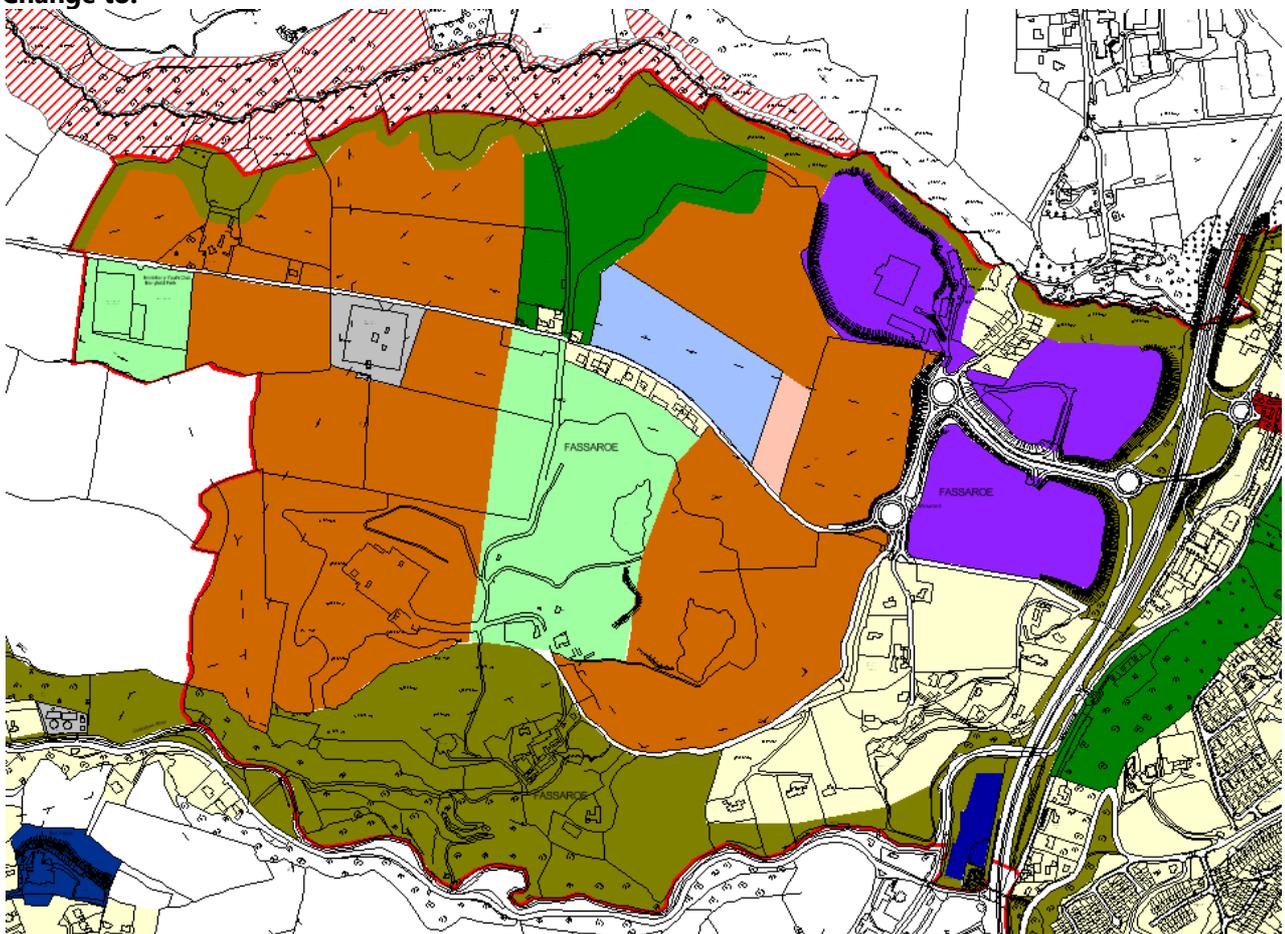
7. Lands immediately west of the ~~in the~~ designated 'village neighbourhood centre' shall be reserved for the future development of a multi school campus; in the event that further schools are required, these shall be located ~~to the west of the major open space~~ at an appropriate location on residentially zoned land.
8. The 'village neighbourhood centre' zone and major park shall be accessible to all areas by high quality, direct and safe pedestrian and cycle routes;
9. Lands of not less than ~~20ha~~ 22ha shall be laid out and dedicated to parks and active / sports uses (this corresponds to land use zones OS1 and AOS, but not OS2). Lands identified as OS2 generally comprise open, undeveloped lands encompassing flood plains, buffer zones along watercourses, rivers and Natura 2000 sites, steep banks, green breaks between built up areas, green corridors and areas of natural biodiversity. These lands are generally not considered suitable for new development, including for park use, and shall not be included in the required 20ha major open space.
10. All development proposals within the Fassaroe Action Area shall take cognisance of the requirement to maintain the rate, quality and general areas where groundwater recharge occurs in order to maintain or enhance the recharge supplying the groundwater-dependent habitats of Ballyman Glen SAC. This shall be through the review of existing hydrogeological assessment(s) and the carrying out of new hydrogeological assessment to inform the development of ~~achieved by the use of~~ an appropriate SuDS system(s) ~~developed~~ throughout any development site and taking into account the cumulative in-combination impact of other development.
11. Private Open Space for houses at Fassaroe shall not be subject to the standard requirements set out in the County Development Plan. However, private open space will be provided as follows:
  - For 1 or 2 bedroom houses a minimum of 50 sqm
  - 3 bedroom houses to have a minimum of 60 sqm
  - 4 bedroom (or more) houses to have a minimum of 75 sqm.

**PROPOSED MATERIAL ALTERATION No. 16** (associated map change)

**Change from:**



**Change to:**



**Proposed Material Alteration No. 16 above necessitates the following consequential changes:**

**Change consequent 16 (a)**

Alteration to Table 3.1 in Chapter 3 will be required on foot of this proposed Material Alteration (see p42 to follow)

## PROPOSED MATERIAL ALTERATION No. 17

### Action Area Plan 2: Parknasilloge

This action area plan is located west of Enniskerry town centre and immediately north of Kilgarron housing development, in the townland of Parknasilloge. This action area measures c. 13.5ha. This action area shall be developed as a residential, open space, employment and community zone in accordance with the following criteria:

- A minimum area of 2ha shall be reserved as Active Open Space (this is the size of the area currently occupied by Enniskerry GAA). In the event of the relocation of the GAA to an alternative location, this quantum of AOS shall, as a minimum, be maintained within the overall action area. Any alternative AOS shall be maintained available for general public use, shall be suitably sized to allow for organised sporting activities i.e. pitches, courts etc and shall be so located within the action area so as to be easily accessible by the wider community. (Any proposals to redevelop the existing GAA grounds will only be considered when the Planning Authority has been satisfied that suitable alternative lands have been secured for this sporting facility).
- A minimum of 1.2ha shall be reserved for education use.
- A minimum of 0.4ha shall be provided for a community uses, including a community centre of not less than 500sqm and an equipped playground of not less than 400sqm.
- A minimum of 1ha shall be provided for employment uses. Generally, this shall comprise office/studio/surgery type development of the highest architectural quality and layout. A minimum of 0.4ha of this area shall however be reserved for local service and incubator businesses.
- The car park associated with the employment area shall be so located and designed to facilitate tourist use during non-business hours and shall at all times remain available and open for this use
- A maximum of 156 residential units may be provided on the remainder of the site (8.8ha).
- The development shall be delivered in phases such that adequate education, community and employment facilities are provided for each phase; in particular, the school site shall be provided in Phase 1 accompanied by no more than 50% of the residential development and the employment facilities shall be provided no later than Phase 2 accompanied by no more than an additional 75% of the residential units.
- A maximum of two vehicular access points onto Local Primary Road L1010 (Enniskerry – Glenree) shall be permitted.
- To achieve a sense of place and allow for visual diversity any residential application should provide for a number of identifiable and distinct housing estates (not exceed 60 units), each containing different house designs within an overall unified theme.
- Full geotechnical and archaeological assessment of the lands shall be undertaken prior to any development taking place.
- Development proposals within the Parknasilloge Action Area shall take cognisance of the requirement to maintain the rate, quality and general areas where groundwater recharge occurs in order to maintain or enhance the recharge supplying the groundwater-dependent habitats of Knocksink Wood SAC. This shall be achieved through the review of existing hydrogeological assessment(s) and the carrying out of new hydrogeological assessment as necessary to inform the development of ~~by the use of~~ an appropriate SuDS system(s) ~~developed~~ throughout any development site and taking into account the cumulative in-combination impact of other development.

## PROPOSED MATERIAL ALTERATION No. 18

### Specific Local Objective SLO 1: Kilruddery

Kilruddery House and grounds are considered an important asset to the town and Bray, providing important cultural, recreational and tourism services to the area. It is an objective to support the ongoing protection of the house and gardens and their development as a visitor attraction, and to facilitate the growth of this business into other related areas, such as tourist accommodation, tourism retail, visitor centre etc.

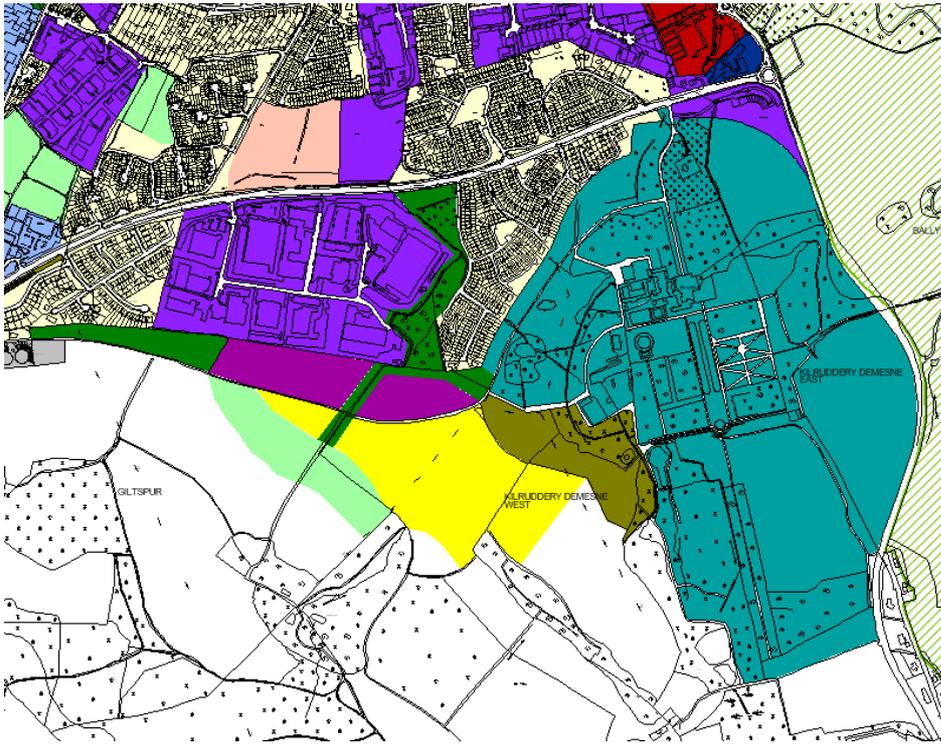
In the previous development plan, some lands surrounding the house and gardens were zoned for tourism use, with the majority given 'greenbelt' designation, while lands to the west / north-west of the house were zoned for housing and open space. In light of changed circumstances, including a new County Development Plan and associated Core Strategy, the previous strategy for this area has been reviewed.

The development of these lands shall comply with the following objectives:

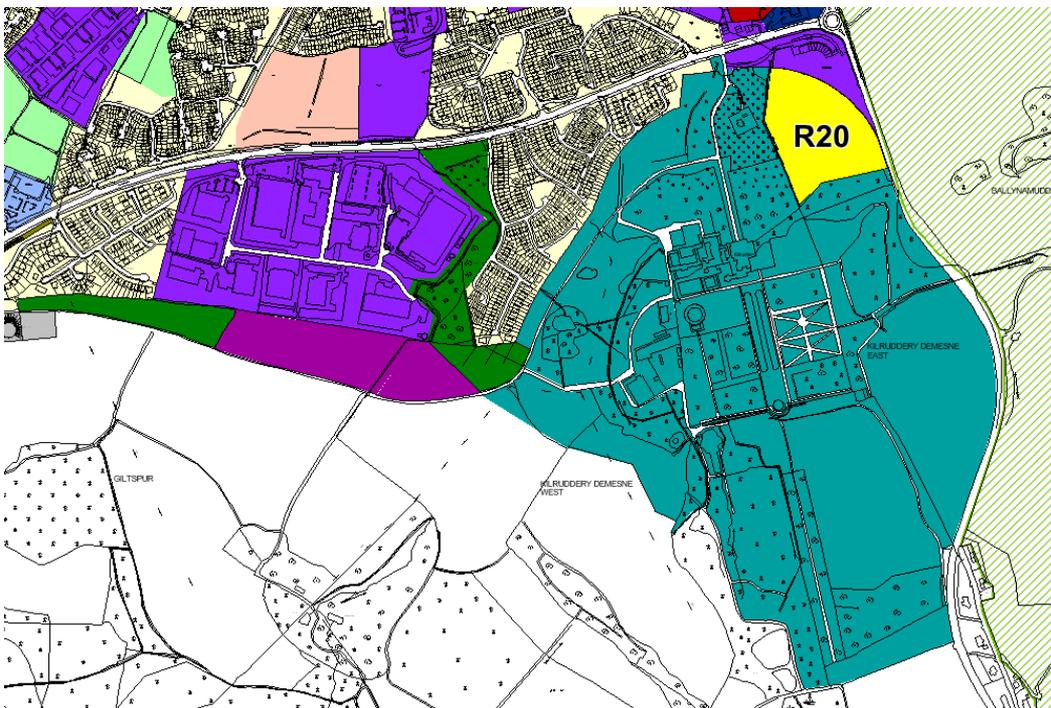
- The lands immediately surrounding the house and garden are zoned in this plan '**Kilruddery Demesne Conservation and Tourism Zone**' and this mixed use type zoning extends to the entire house and gardens, not just a limited area to the north. Notwithstanding this change in zoning, the priority in this area remains the protection and conservation of this valuable heritage asset. The types of uses that will be considered in this area will not be prescribed but rather any development that is considered to enhance the conservation and tourism offer of the area will be considered open for consideration. Only those projects which show a direct link to enhancement of the estate and its visitor product will be considered for permission.
- Former Kilruddery Demesne lands have in the past been released to the market and developed for a variety of essential uses such as for housing, employment and recreation. It is considered that such development has been successful in delivering much needed housing and employment to Bray, and did not unacceptably damage the historical and cultural setting of the main house and gardens. In this regard, given the extreme shortfall of suitable housing land in Bray and the high demand for housing in the area, and taking into account the Core Strategy of the Wicklow County Development Plan and the findings of the environmental sensitivity mapping carried out for the Strategic Environmental Assessment of this plan, it is considered that there is additional land at Kilruddery that may be suitable for new housing ~~and active uses~~. Therefore this plan designates ~~12ha~~ **4.3ha** of land for new housing (at a density of 20/ha).
- ~~▪ A key element of the revised concept is the delivery of a significant area of public open space of not less than 4ha, which shall be laid out as playing pitches, courts, playgrounds etc which shall be linked by a linear park to an existing area of wooded open space along the Bray SCR adjacent to Hollybrook Park, generally following the route of the stream. No housing may commence until such a time of the design, implementation plan and future management structure of this space has been agreed in writing with the Planning Authority. An additional area of 'buffer' open space shall be maintained in a natural condition between any housing development and Kilruddery House.~~
- In order to facilitate commercial uses which may not be strictly linked to the tourism product on these lands, land is designated for general 'employment' use, generally to be accessed via the Bray Business Park adjoining to the north. The density, design and height of buildings in this area shall be particularly managed so as to ensure minimal visual impact on the area.
- Vehicular access to the **new** housing ~~area and open space elements~~ shall be via the existing Kilruddery entrance; additional pedestrian and cycling routes shall however be provided where opportunities arise ~~e.g. via Giltspur Lane to the west and Hollybrook Park.~~
- ~~The location of such uses are shown indicatively on the concept plan to follow, which is reflected in the zoning objectives but may be amended in light of best fit that arises on the lands. However,~~ **With respect to both the employment lands to the west of Kilruddery House and the housing lands to the northeast of the house,** no structure may be built above the 70m contour line and the ridge height of no structure shall exceed 78m.

**PROPOSED MATERIAL ALTERATION No. 18 associated map change**

**From:**



**To:**



## **Proposed Material Alteration No. 18 above necessitates the following consequential changes:**

### **Change consequent 18 (a)**

Alteration to Table 3.1 in Chapter 3 will be required on foot of this proposed Material Alteration (see p42 to follow)

### **Change consequent 18 (b)**

## **Chapter 7**

### **Section 7.5 Kilruddery House & Gardens**

Kilruddery House & Gardens are a major tourism and recreation asset to the wider Bray area, and draw significant number of visitors to both the house, gardens and regular markets but also to events such as concerts, endurance races and adventure / sport activities. It is the objective of the Council to:

- Support and facilitate appropriate use of the estate for tourism and recreation purposes, mindful of the impacts that can arise from sporadic intensive use, in particular impacts on neighbouring residences and traffic flows in the area;
- Allow for some additional development of the estate in order to support the ongoing viability of the estate;
- ~~To require further development of the estate to make provision for significant public open spaces and sports grounds, linking to surrounding areas and to the Bray SCR.~~

~~(for further detailed objectives, see SLO 1)~~

## PROPOSED MATERIAL ALTERATION No. 19

### Specific Local Objective SLO 3: Former Golf Club Course

This MU zoned area measures c. 17ha. It is an objective that this land be developed as a mixed commercial, residential, education / community facilities and open space zone. While only c. 5ha has been developed to date (schools / sports zone) there is an extant permission on the remainder valid until 2020 and as substantial works have been carried out an application may be made for this permission to be extended for a further 5 years to 2025. In the event that this permission is not taken up, any new / revised proposals shall comply with the following requirements:

- The lands shall be developed as an extension to the existing town centre and shall involve the creation of a number of new streets and squares, where pedestrians and non-motorised forms of transport have priority, where buildings front directly onto streets and squares with active, attractive ground floor frontage;
- The design, finishes etc of all buildings shall draw reference and inspiration from the existing traditional town centre and the development shall flow from 'old' to 'new' without jarring distortions of scale, format or design;
- Excellent linkages shall be provided from the site to surrounding areas; multiple access points for both vehicles and cyclists / pedestrians shall be developed and in particular, the development shall include linkages through the site between the Dublin Road and Bray seafront / the DART station and public walking route along the river;
- Car parking shall generally be located under or within buildings; not more than 20% of the total overall parking provision required for the entire MU area may be located on open surface locations
- The residential element shall generally be delivered in a high density format **with the target provision of and shall achieve the delivery of not less than** 1,000 units in a variety of unit sizes and formats;
- Retail development shall be integrated into the development in a manner that flows from the existing retail core of the town and brings vitality and vibrancy to the streets and squares of the new development. Retail floor space (including retail services such as restaurants, hairdressers etc) of not less than 20,000sqm (of which a minimum of 10,000sqm shall be comparison floorspace) will be required;
- Non retail commercial floor space, such as offices, professionals services etc of not less than 5,000sqm shall be integrated into the development at both ground and above retail levels;
- The existing schools / sports zone shall be retained; excellent access shall be retained to the schools and associated sports facilities and such access shall avoid the need to bring traffic through new residential areas or town shopping streets;
- Not less than 2ha shall be developed as **a public park open space**;
- Any application shall include a detailed phasing programme that ensures the timely delivery of all elements of the SLO. In order to 'kick start' the development, a first phase of housing, being those units that are not integrated into the mixed use retail / commercial element, in conjunction with the public park, may be developed as a 'Phase 1' of the overall development, strictly on the basis of the remaining housing being delivered in tandem with the retail / commercial element.

## PROPOSED MATERIAL ALTERATION No. 20

### Specific Local Objective SLO 4: Former Dell site, Vevay Road – Boghall Road

This site was formerly occupied by computer company Dell and has been vacant for some years. The site is occupied by a large manufacturing building and surrounding grounds and car parking, measuring c. 3.75 ha. While there is a demand for additional housing in Bray, it is not considered appropriate that any and every vacant employment site should be considered for solely residential redevelopment as it is not sustainable to only deliver significant new housing at the expense of employment opportunities.

Given that this site is surrounded by both residential and employment uses, it is considered that a mixed, high intensity employment and residential scheme would be suitable on these lands, in accordance with the following criteria:

- The development shall be delivered a high density format and in particular, shall have a plot ratio of not less than 1:1. Development of up to 4 storeys may be considered **on the western and southern parts of the site, with heights on the northern and eastern parts of the site being more consistent with and respecting the existing amenity of existing residential areas surrounding the site;**
- The employment element shall be in a ~~modern office~~ **high employment intensity** format and low density manufacturing / warehousing will not be considered; on the basis of achievement of a 1:1 plot ratio, a total employment floor space yield of at least 20,000sqm is desired;
- **A nursing home and / or health care facility will be considered subject to such use not comprising more than 50% of the employment floorspace requirement on site and being delivered in conjunction with the remaining employment elements;**
- Not more than 40% of total floor space shall be devoted to residential use; depending on the range of unit sizes and formats, at least 150 units is desired (c. 15,000sqm)
- Any planning application shall include a detailed phasing programme that ensures the timely delivery of all elements of the SLO. In order to 'kick start' the development, a first phase of housing, comprising not more than 50% of the total housing programme, may be developed as a 'Phase 1' of the overall development, strictly on the basis of the remaining housing being delivered in tandem with the employment element.

## PROPOSED MATERIAL ALTERATION No. 21

### Specific Local Objective SLO 5: Bray Gateway & Transportation Hub (GTH zone)

It is objective of this plan that the area designated as GTH at Bray railway station shall be identified and prioritised as the principal transport hub for the County, with a range of transport services, of various modes, being available and emanating from here to all parts of the District and the wider east coast of the County, **in accordance with a strategy that shall be developed by WCC and the NTA and that shall facilitate and support the recommendation of the NTA's 'Bus Connects' programme<sup>12</sup>.**

In addition, it is the objective that the area surrounding the station shall be developed as a 'gateway' to the town with clear linkages to Bray Town Centre and the Seafront. The area is considered suitable for higher density mixed use development including retail, commercial, office, residential and civic use.

The Council will favour attractive developments incorporating uses that give rise to increased footfall, including, inter alia shops, restaurants, cultural and recreation related developments.

---

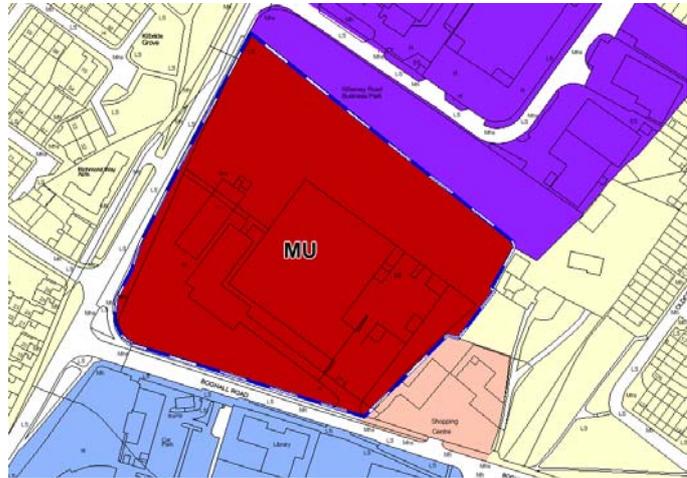
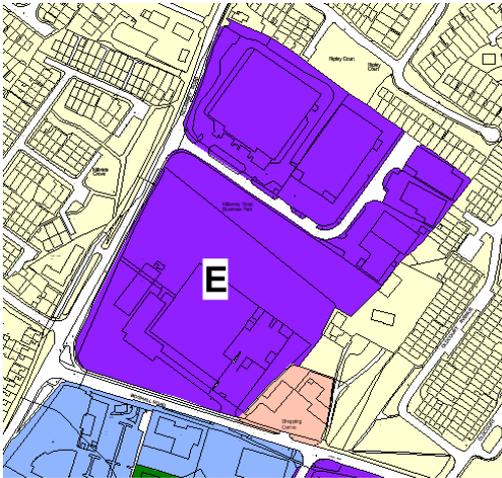
<sup>12</sup> BusConnects is a plan to fundamentally transform Dublin's bus system, so that journeys by bus will be fast, reliable, punctual, convenient and affordable. It will enable more people to travel by bus than ever before, and allow bus commuting to become a viable and attractive choice for employees, students, shoppers and visitors.

## PROPOSED MATERIAL ALTERATION No. 22

### Add new Specific Local Objective SLO – 9 (AO Smith Site, Bray)

**From:** E1 Employment

**To: SLO 9 – Zoning: MU Mixed Use**



This SLO (measuring c. 3.2ha) is located at the junction of Boghall Road and Killarney Road and is zoned for mixed use. This is considered an important development site that has lain vacant for many years and is in need of regeneration. Given that this site is surrounded by both residential and employment uses, it is considered that a mixed, high intensity employment and residential scheme would be suitable on these lands, in accordance with the following criteria:

- The development shall be delivered a high density format and in particular, shall have a plot ratio of not less than 1:1. Development of up to 4 storeys may be considered;
- The employment element shall be in high employment intensity format and low density manufacturing / warehousing / retail will not be considered; on the basis of achievement of a 1:1 plot ratio, a total employment floor space yield of at least 18,000sqm is desired;
- Use of part of the required employment floor space may be considered for supermarket / discount retail use, subject to satisfying all relevant retail objectives of this plan, the County Retail Strategy and the Retail Planning Guidelines. Stand-alone single or 2-storey, low density retail buildings will not be considered suitable on these lands; any retail use shall be integrated into a larger 3-4 storey structure which provides for other commercial or residential uses overhead;
- Not more than 40% of total floor space shall be devoted to residential use; depending on the range of unit sizes and formats, at least 120 units is desired (c. 10,000sqm - 12,000sqm);
- Any planning application shall include a detailed phasing programme that ensures the timely delivery of all elements of the SLO. In order to 'kick start' the development, a first phase of housing, comprising not more than 50% of the total housing programme, may be developed as a 'Phase 1' of the overall development, strictly on the basis of the remaining housing being delivered in tandem with the employment element.

### Changes Consequent:

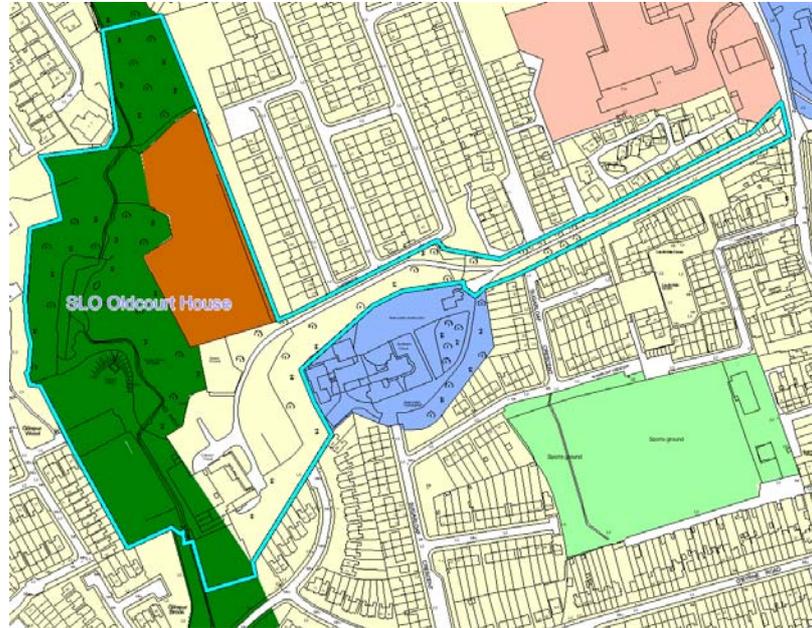
Alteration to Table 3.1 in Chapter 3 will be required on foot of this proposed Material Alteration (see p42 to follow)

## PROPOSED MATERIAL ALTERATION No. 23

### Add new: **Specific Local Objective SLO 10 Oldcourt House**

**From:** R20 new residential  
1.5 ha in 2 blocks

**To: SLO 10**  
**Zoning:** OS1 Open Space  
R-HD Residential – High Density (1.14ha)



This site is occupied by Oldcourt House and its grounds, a protected structure. The Swan River passes through the lands and there are protected mature trees located along the river valley, as well as the ruins of Oldcourt Castle itself on the eastern bank. These lands are enclosed by 20<sup>th</sup> century housing estates on all sides, with Sunbeam House residential property to the immediate east, sharing the same access road from the Vevay Road. It is considered that some of these lands are suitable for new residential development, given the pattern of development in the vicinity and the proximity to all town services. However, any such development shall be contingent on the provision of public open space along the river, allowing for full connectivity to the existing open spaces to the north and south of the site.

These lands shall be developed in accordance with the following criteria:

- Access to the residential element shall be via the Vevay Road, and no through routes to Charnwood or Giltspur Wood shall be permitted;
- Significant improvement to the entrance at Vevay Road shall be provided that enhance safety and sightlines in the area and should this require alterations to the existing gate posts and gate piers, these shall be reconstructed on site, using the original materials, in a sympathetic manner;
- No development may commence on the residential element until plans, including layout, boundary treatment, delivery schedule, management structure etc for the public open space along the Swan River have been agreed.

### Changes Consequent:

Alteration to Table 3.1 in Chapter 3 will be required on foot of this proposed Material Alteration (see p42 to follow)

## PROPOSED MATERIAL ALTERATION No. 24

### Add new: Specific Local Objective SLO 11      Bray Southern Cross – Neighbourhood Centre

This SLO is located on Bray Southern Cross Road (SCR), with the 'Deerpark' road bounding the site to the west. The site is surrounded by existing housing areas to the west and north, by zoned employment land to the east and by the SCR to the south. The area measures c. 4 ha. This SLO is designated for the development of a new neighbourhood hub to serve the Bray SCR area, and provides an opportunity for both retail and community services as well as the development of new vehicular and pedestrian routes from the SCR to Boghall Road.

The development of the entire site shall be carried out as a single comprehensive development, and in particular, no residential development may occur unless it is accompanied by the 'neighbourhood centre' and open spaces and other community elements as are required by the objectives set out to follow. The development shall be of the highest design quality; the neighbourhood centre building(s) shall form a distinctive and attractive presence along the SCR; high quality urban realm and functional green spaces shall be provided, as well as pedestrian and cycling links to surrounding lands and public roads.

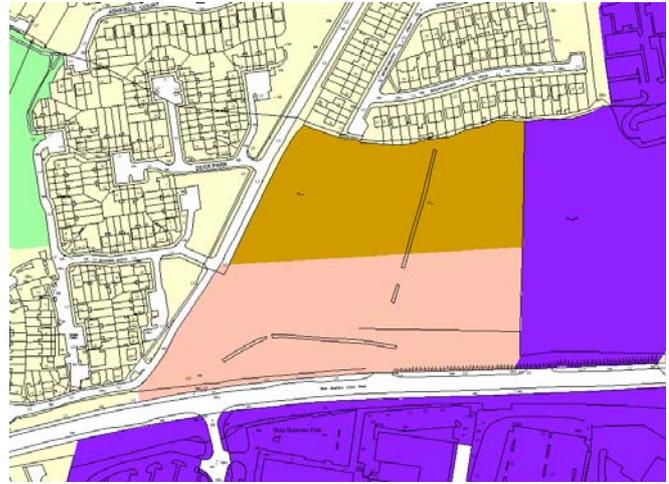
- The neighbourhood centre shall include a supermarket and not less than 5 smaller retail units, as well as provision for other non retail / commercial / professional up to a total floor area of 2,500sqm (GFA) for the supermarket and of the order of 500sqm (GFA) for the smaller units / non retail uses;
- The development shall include the provision of community / health / public services / wellbeing floor space of the order of 500sqm;
- Residential development, on the northern part of the site that is zoned R-Special, a higher density format of 40/ha shall be considered only where it is part of an overall project involving the completion of the neighbourhood centre in advance of any residential units;
- Vehicular access to the site shall be from Bray SCR;
- The development shall make provision for a car free green route from the south-eastern corner of the site adjoining the SCR, through to the Deerpark road at the north western corner of the lands.



**Zoning change:**

**From:** NC Neighbourhood Centre

**To:** NC and R Special



**Changes Consequent:**

Alteration to Table 3.1 in Chapter 3 will be required on foot of this proposed Material Alteration (see p42 to follow)

**Changes Consequent:**

Table 3.1 in Chapter 3 will require alteration on foot of Proposed Material Alterations 16, 18, 22, 23 and 24.

**Table 3.1 Bray & Environs (p23)**

LOCATION/DESCRIPTION	AREA (HA)	ZONING	POTENTIAL NO. OF UNITS	PROPOSED MATERIAL ALTERATION
Former Buckley Heitons, Dublin Road	0.6	TC	120	Each alteration associated with this table is set out in the document in numerical order.
Bray Head Hotel, Bray seafront	0.3	SF	30	
Former Dawson's, Bray seafront	0.42	SF	110	
Former Bray Golf Club	9.92	MU	1,000	
Bray Harbour	1.4	MU	**13	
Rehills – The Slang	3	R-HD	100	
Brook House	1.2	R-HD	60	
Presentation College	2.2	R-HD	75	
Oldcourt House	<del>1.5</del> 1.14	<del>R20</del> R-HD	<del>30</del> 32	
Ravenswell	2.97	R-HD	150	
FCA	2.03	R-HD	100	<b>No. 23</b>
Dell	3.75	MU	150	
Kilruddery	<del>12</del> 4.3	R20	<del>240</del> 86	
Fassaroe	13.89	RE	20	<b>No. 18</b>
Fassaroe	<del>73.28</del> 78.78	R-HD	<del>3,670</del> 3,945	
Fassaroe	1	NC	75	
AO Smith	3.2	MU	120	<b>No. 16</b>
SLO 10 Bray Southern Cross NC	2	R Special	80	<b>No. 22</b>
Infill on other TC / RE lands			200	<b>No. 24</b>
<b>TOTAL</b>			<del>6,130</del> <b>6,453</b>	

<sup>13</sup> \*\*These lands shall be subject to a masterplan that may or may not include residential development; the land bank is limited and is partly 'made land' and until further study is completed, it is not clear if significant residential development would be viable.

**PROPOSED MATERIAL ALTERATION No. 25**

**CHAPTER 11 ZONING AND LAND USE**

The plan land use map indicates the boundary of the local area plan. All lands located outside of a ‘settlement boundary’ and marked in red are considered to be within the ‘rural area’. Within these areas planning applications shall be assessed having regard to the objectives and standards for the rural area, as set out in Volume 1 of the Wicklow County Development Plan.

The purpose of land use zoning objectives is to indicate the Council’s intentions for land uses in the district.

Land use zoning objectives and the associated vision for each zone are as follows:

<b>ZONING</b>	<b>OBJECTIVE</b>	<b>DESCRIPTION</b>
<b>RE: Existing Residential</b>	To protect, provide and improve residential amenities of existing residential areas	To provide for house improvements, alterations and extensions and appropriate infill residential development in accordance with principles of good design and protection of existing residential amenity. In existing residential areas, the areas of open space permitted, designated or dedicated solely to the use of the residents will normally be zoned ‘RE’ as they form an intrinsic part of the overall residential development; however new housing or other non-community related uses will not normally be permitted.
<b>R-HD: New Residential – High Density</b>	To protect, provide and improve residential amenities in a high density format.	To facilitate for the provision of high quality, high density new residential developments with excellent layout and design, well linked to the town centre and community facilities. To provide an appropriate mix of house sizes, types and tenures in order to meet household needs and to promote balanced communities.
<b>R20: New residential</b>	To protect, provide and improve residential amenities at a density up to 20 units/ha.	To facilitate for the provision of high quality new residential developments at appropriate densities with excellent layout and design, well linked to the town centre and community facilities. To provide an appropriate mix of house sizes, types and tenures in order to meet household needs and to promote balanced communities.
<b>R15: New residential Low Density</b>	To protect, provide and improve residential amenities at a lower density not exceeding 15 units/ha.	To facilitate for the provision of high quality new residential environments with excellent layout and design, reflecting the low-medium density character of the surrounding area.
<b>R10: New residential Rural Fringe</b>	To protect, provide and improve residential amenities at a lower density not exceeding 10 units/ha.	
<b>R Special: Special Residential</b>	To protect, provide and improve residential amenities in a format and a density specified in the relevant plan.	To facilitate for the provision of high quality new residential environments with excellent layout and design, reflecting the density and character of the surrounding area.
<b>TC: Town Centre</b>	To provide for the development and improvement of appropriate town centre uses including retail, commercial, office and civic	To develop and consolidate the existing town centres to improve vibrancy and vitality with the densification of appropriate commercial and residential developments ensuring a mix of commercial, recreational, civic, cultural, leisure, residential uses, and urban streets, while delivering a quality urban environment which will enhance the quality of life of resident, visitor and workers alike.

ZONING	OBJECTIVE	DESCRIPTION
	use, and to provide for 'Living Over the Shop' residential accommodation, or other ancillary residential accommodation.	The zone will strengthen retail provision in accordance with the County Retail Strategy, emphasise town centre conservation, ensure priority for public transport where applicable, pedestrians and cyclists while minimising the impact of private car based traffic and enhance and develop the existing centres' fabric.
<b>NC: Neighbourhood Centre</b>	To protect, provide for, and improve a mix of neighbourhood centre services and facilities, which provide for the day-to-day needs of the local community.	To provide for small scale mixed use commercial / community / retail developments that serve only an immediate catchment or planned new areas of significant residential expansion. <b>Locations:</b> Boghall Road / Ballywaltrim, Vevay, Dargle Road, Dublin Road / Little Bray, Albert Road & walk, Southern Cross Road, Fassaroe.
<b>LSS – Local Shops &amp; Services</b>	To provide for small scale local neighbourhood shops and services	To facilitate the limited development of small scale local neighbourhood shops and retail services and other local service uses that meet only the retail or service needs of residents in the immediate catchment and are not of such a scale or type that would detract or draw trade from lands designated town centre.
<b>E1: Employment</b>	To provide for the development of enterprise and employment	To facilitate the further development and improvement of existing employment areas and to facilitate opportunities for the development of new high quality employment and enterprise developments in a good quality physical environment.
<b>E3: Retail Warehousing</b>	To provide for enterprise and employment development in the form of retail warehousing development.	To facilitate the sale of bulky goods within high quality settings and highly accessible locations, with an emphasis on exemplar sustainable design and aesthetic quality
<b>E-Special: Employment</b>	To provide for the development of enterprise and employment at Kilruddery	To provide for enterprise and employment development on the grounds of Kilruddery estate that is not strictly related to the tourism product of the estate, but is compatible with the objectives of the KD zone adjacent (see Bray Specific Local Objective SLO-1 for Kilruddery)
<b>FI: Film Industry</b>	To provide for film/TV production related development	To provide for the development of and expansion of the existing studios at Ardmore; development of these lands shall be strictly limited to facilities for the production of film, TV, animation etc including any directly associated spin offs such as visitor facilities; however, residential development or other non film related commercial activities are not to be permitted.
<b>CE: Community &amp; Education</b>	To provide for civic, community and educational facilities	To facilitate the development of necessary community, health, religious, educational, social and civic infrastructure.
<b>AOS: Active Open Space</b>	To protect and enhance existing and provide for new active open space	To facilitate the further development and improvement of existing active open spaces, formal exercise areas, sports grounds, playing pitches, courts and other games areas and to facilitate opportunities for the development of new high quality active recreational areas.
<b>OS1: Open Space</b>	To protect and enhance existing and provide for recreational open space	To facilitate the further development and improvement of existing parks and casual play areas, to facilitate opportunities for the development of new high quality amenity open areas and to restrict developments / activities (such as the use or development of such lands for formal sports grounds for organisations that are not available for a broad range of the public) that would reduce the opportunities for use by the wider public.
<b>OS2: Open Space</b>	To protect and enhance existing open, undeveloped lands	To protect, enhance and manage existing open, undeveloped lands that comprise flood plains, buffer zones along watercourses and rivers, steep banks, green breaks between built up areas, green

ZONING	OBJECTIVE	DESCRIPTION
		corridors and areas of natural biodiversity.
<b>PU: Public Utility</b>	To maintain lands providing services infrastructure	To allow for lands to be designated for public utilities such as waste water treatment plants, large ESB sub-stations, gasworks etc
<b>MU: Mixed Use</b>	To provide for mixed use development	The nature of the mixed use development envisaged for any particular site is set out in the text of the plan.
<b>SF: Bray Seafront</b>	To provide for the development and improvement of appropriate seafront uses	To protect and enhance the character of the seafront area and to provide for mixed-use development including appropriate tourism, retail, leisure, civic and residential uses. The Seafront area shall be promoted as the primary tourist, recreational and leisure centre of Bray.
<b>GTH: Bray Gateway &amp; Transport Hub</b>	To provide for the development and improvement of appropriate gateway and transport hub uses	To provide for the development and improvement of public transportation infrastructure. The area shall be developed as a gateway to the town with clear linkages to the Town Centre and the Seafront. The area is considered suitable for higher density mixed use development including retail, commercial, office, residential and civic use.
<b>T: Tourism</b>	To provide for tourism related development	To provide for the sustainable development of tourism related structures, uses and infrastructure. To provide for the development of tourism facilities including accommodation of an excellent sustainable design and aesthetic quality. Tourism related office, civic and cultural and commercial development will be facilitated.
<b>KD: Kilruddery Demesne Conservation &amp; Tourism Zone</b>	To protect and enhance the distinctive historical character, setting and amenity value of Kilruddery Demesne and provide for appropriate and sympathetic conservation, amenity, tourism and community uses that enhance awareness, appreciation and accessibility of the area and to resist development that would detract from its integrity and setting.	To provide for the development and improvement of Kilruddery Demesne in a manner sensitive to its long term protection and conservation; to allow for a mix of conservation, amenity, tourism and community uses strictly on the basis that such uses can be shown to enhance the estate, its amenity value and its visitor product.
<b>Kilmacanogue Only<sup>14</sup></b>		
<b>PZ</b>	Primary Zone	To create a consolidated and vibrant mixed use settlement centre that is the focal point for the delivery of the retail, commercial, community and activity needs of the local population and its hinterland, and to promote this area for tourist uses and for residential use, with an animated and high quality streetscape, whilst ensuring the protection of the special character and heritage of this area.
<b>SZ</b>	Secondary Zone	To provide for the sustainable development of a mix of uses including residential, employment, community and recreational uses that provide for the needs of the existing settlement and that allows for the future growth of the settlement.
<b>TZ</b>	Tertiary Zone	To protect and provide for agriculture and amenity in a manner that protects the physical and visual amenity of the area and demarcates the urban and rural boundary.

<sup>14</sup> See 'Introduction to Level 6 Settlement Plans', Volume 2 of the County Development Plan

The box below gives typical appropriate uses for each zone type. The planning authority shall determine each proposal on its merits, and shall only permit the development of uses that enhance, complement, are ancillary to, or neutral to the zoning objective. Uses that are materially inconsistent with and detrimental to the zoning objective shall not be permitted.

Uses generally appropriate for **residential** zoned areas include houses, apartments, residential open space, education, community facilities, retirement homes, nursing homes, childcare, health centres, guest house, bed and breakfast, places of public worship, home based economic activity, utility installations and ancillary development and other residential uses in accordance with the County Development Plan.

Uses generally appropriate for **town and village centres** include retail, retail services, health, restaurants, public house, public buildings, hotels, guest houses, nursing / care homes, parking, residential development, commercial, office, tourism and recreational uses, community, including provision for religious use, utility installations and ancillary developments for town centre uses in accordance with the County Development Plan .

Uses generally appropriate for **neighbourhood centre** include retail, retail services, health, restaurants, public house, public buildings, hotels, guest houses, nursing / care homes, parking, residential development, commercial, office, tourism and recreational uses, community, including provision for religious use, utility installations and ancillary developments for neighbourhood centre uses in accordance with the County Development Plan.

Uses generally appropriate for **employment** zoned land include general and light industry, office uses, enterprise units, appropriate warehousing, petrol filling stations (as deemed appropriate), public transport depots, open space, community facilities, utility installations and ancillary developments for employment and industry uses in accordance with the County Development Plan .

Uses generally appropriate for **retail warehousing** zoned areas includes Car Park, Cash and Carry Outlet, Garden Centre, Motor Sales Outlet, Public Services, Retail Warehouse, Wholesale Outlet and ancillary development and other appropriate employment uses in accordance with the County Development Plan.

Uses generally appropriate for **community and educational** zoned land include community, educational and institutional uses include burial grounds, places of worship, schools, training facilities, community hall, nursing homes, health related developments, sports and recreational facilities, utility installations and ancillary developments for community, educational and institutional uses in accordance with the CDP.

Uses appropriate for **active open space** zoned land are sport and active recreational uses including infrastructure and buildings associated with same.

Uses appropriate for **open space (OS1)** zoned land are formal / informal landscaped parks with off-road walking / cycling paths, as well as playgrounds, skate parks, Mixed Use Games Areas and outdoor gyms.

Uses appropriate for **open space (OS2)** zoned land are uses that protect and enhance the function of these areas as flood plains, buffer zones along watercourses and rivers, green breaks between built up areas, green corridors and areas of natural biodiversity. As these open lands are not identified or deemed necessary for development for recreational purposes, other uses that are deemed compatible with proper planning and sustainable development may be open for consideration where they do not undermine the purpose of this zoning.

Uses generally appropriate for **public utility** zoned land are for the provision of necessary infrastructure and services such as water and waste water treatment plants, large ESB sub-stations, gasworks.

Uses generally appropriate for **tourism** zoned land are tourism accommodation and tourism / recreational uses such as Bed & Breakfast, cultural uses, holiday homes, hotels, recreational facilities.

Uses generally appropriate for the **Kilruddery Demesne Conservation and Tourism Zone** are visitor / tourism attractions, tourist accommodation, cultural / sporting / recreational uses and events, recreational and community facilities.

Uses generally appropriate for the **Film Industry Zone** are facilities for the production of film, TV, animation etc including any directly associated spin offs such as visitor facilities; however, residential development or other non film related commercial activities are not to be permitted.

Uses generally appropriate for any **mixed use** area will be specified in the plan.

Many uses exist where they do not conform to the designated zoning objective. When extensions to, or improvements of premises accommodating such uses are proposed, each shall be considered on its merits and permission may be granted where the development does not adversely affect the amenities of properties in the vicinity and does not prejudice the proper planning and development of the area.

Whilst the land-use zoning will give an indication of the acceptability or otherwise of particular uses in particular areas, proposed development will also be assessed in terms of compatibility with the development control guidelines and standards outlined in the Wicklow County Development Plan and this plan. Factors such as density, height, massing, traffic generation, public health regulations, design criteria, visual amenity, availability of services and potential nuisance by way of noise, odour and air pollution are also of importance in establishing whether or not a development proposal conforms to the proper planning and sustainable development of an area.

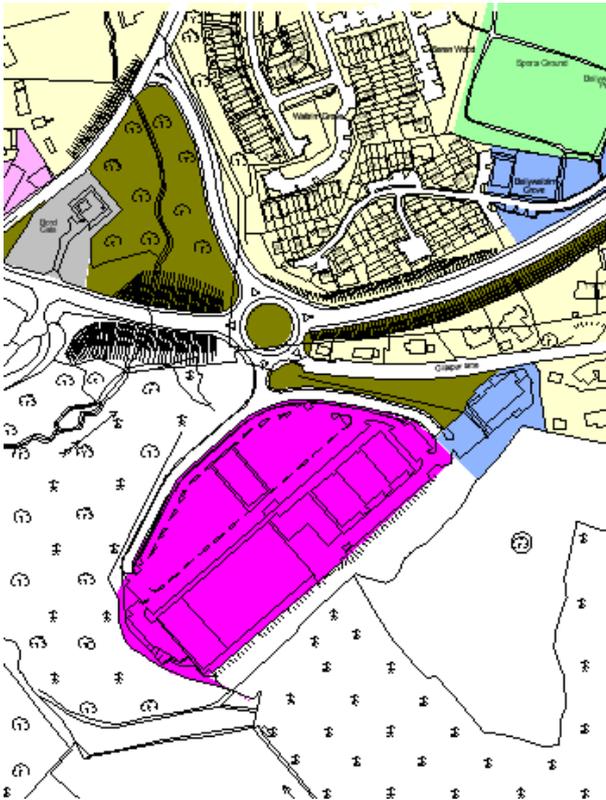
## PROPOSED MATERIAL ALTERATION No. 26

### Map No. 2

**Change from:** E3 Retail Warehousing



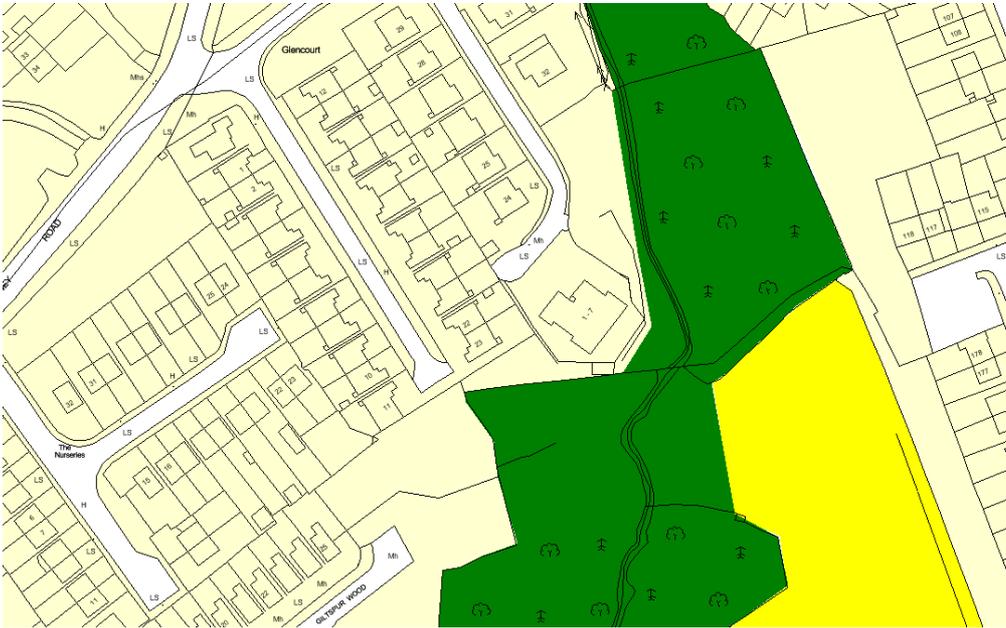
**Change to:** Remove zoning as shown below; amend boundary so that lands are outside the Bray settlement boundary



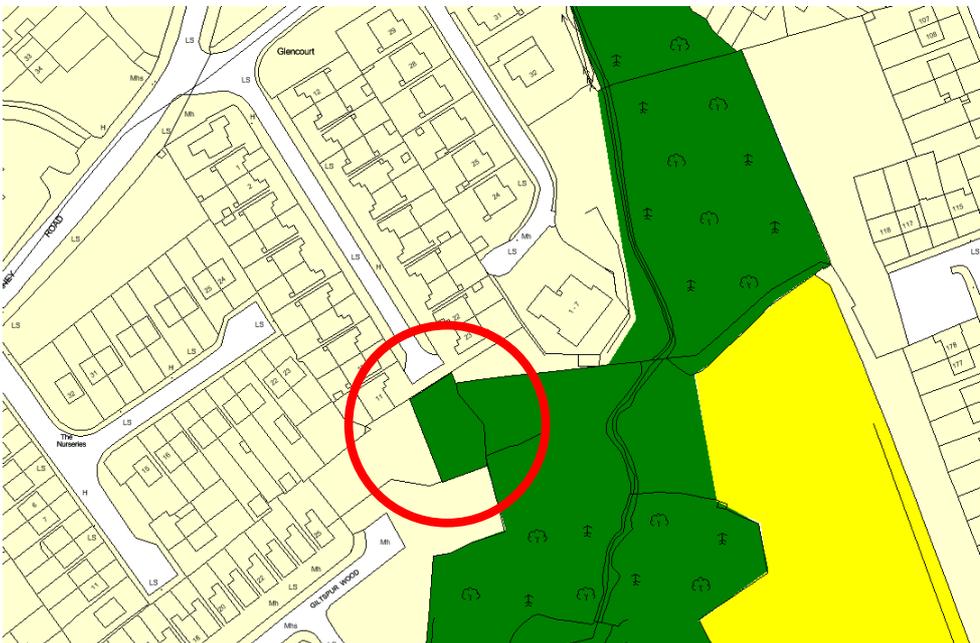
# PROPOSED MATERIAL ALTERATION No. 27

## Map No. 2

Change from: RE Existing Residential



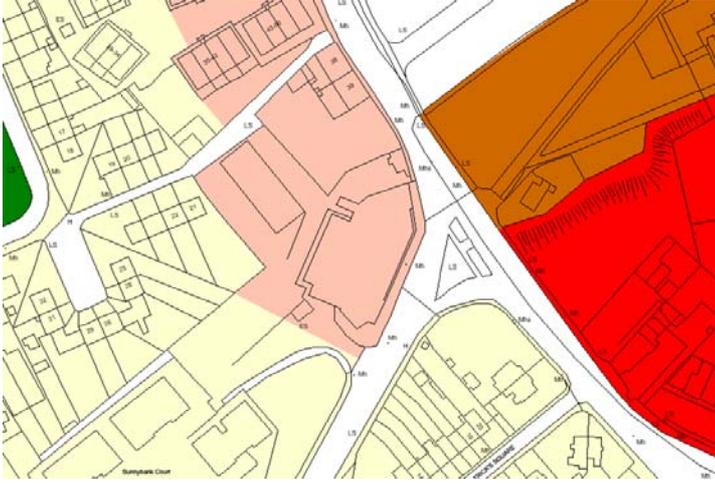
Change to: OS1 Open Space



# PROPOSED MATERIAL ALTERATION No. 28

## Map 2

**Change from:** RE existing Residential



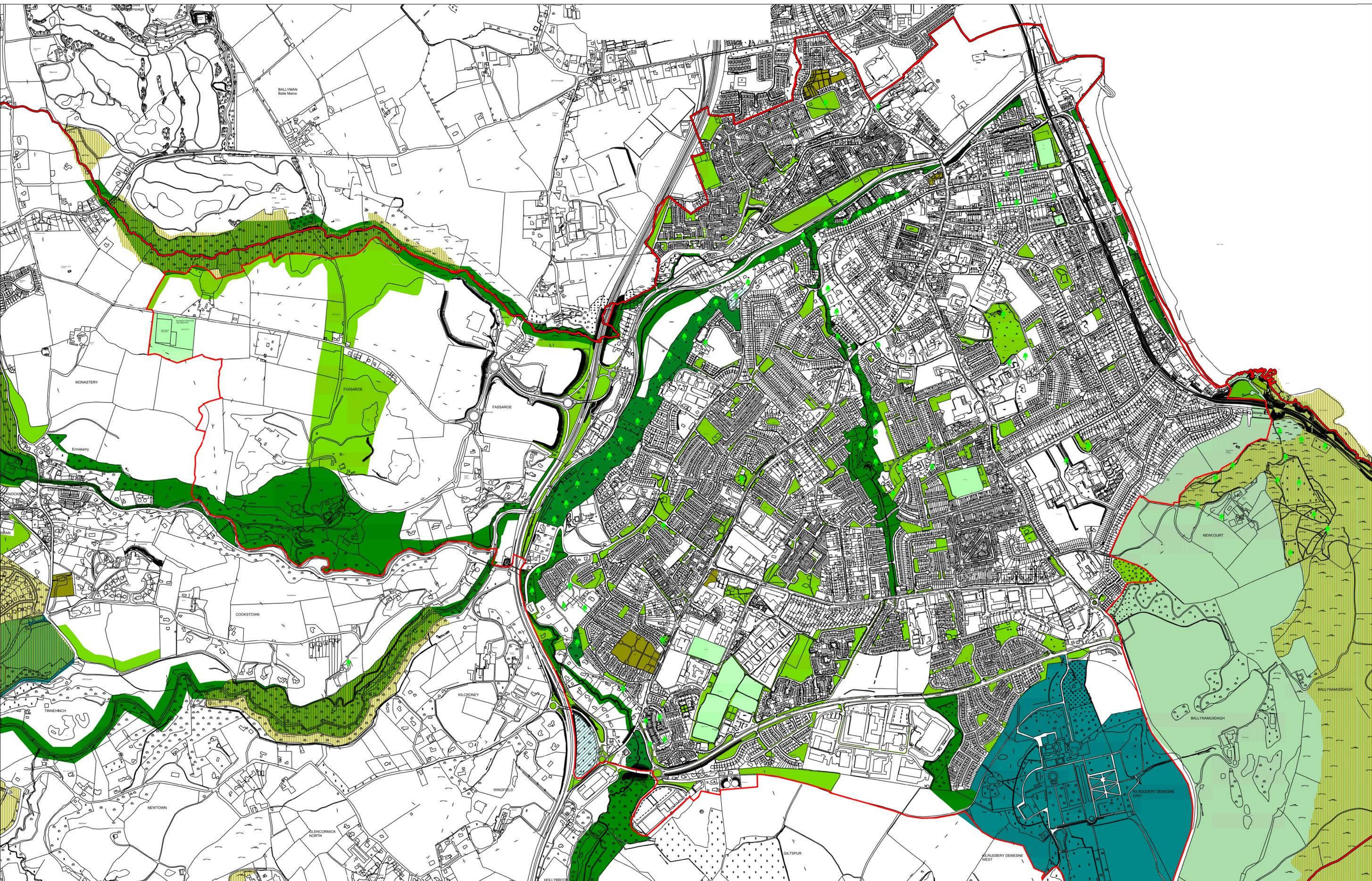
**Change to:** NC Neighbourhood Centre



## **PROPOSED MATERIAL ALTERATION No. 29**

### **Map No. GI1**

Omit lands which are not publically owned or not open to the public from the 'open space and parks' code on the GI Map.



WICKLOW COUNTY DEVELOPMENT PLAN 2016-2022  
**Bray Municipal District  
 Local Area Plan  
 2018**  
**DRAFT**  
 Title: Green Infrastructure  
 Map No. G11

- |                             |                          |                  |
|-----------------------------|--------------------------|------------------|
| Municipal District Boundary | Green Corridors          | SAC, SPA, pNHA's |
| Settlement Boundary         | Open Space and Parks     |                  |
|                             | Demense Estates          |                  |
|                             | Forrestry and Trees      |                  |
|                             | Sports Grounds           |                  |
|                             | Graveyards               |                  |
|                             | Tree Preservation Orders |                  |
|                             | Bray Head SAO            |                  |

Wicklow County Council  
 Planning Department  
 Maps are not to scale  
 Ordnance Survey Ireland. All rights reserved.  
 Licence Number 2018/35/SC/MAN/Wicklow County Council

# PROPOSED MATERIAL ALTERATION No. 30

## APPENDIX D

### INFRASTRUCTURE DELIVERY SCHEDULE AND IMPLEMENTATION

#### 1. INTRODUCTION

This appendix of the Local Area Plan deals with the infrastructure delivery schedule and sequential development phasing programme linked with necessary investment in infrastructure for the growth settlements of 'Bray and Environs' and Enniskerry<sup>15</sup>. The sequential development of the settlements, alongside the phased delivery of the necessary infrastructure including open space, waste water, drainage, educational and recreational amenities and local service provision, is key to the sustainable development of the settlements of Bray and Enniskerry. It is critical that the Local Area Plan ensures, in so far as is feasible, that development within the Local Area Plan progresses in an ordered way which avoids 'leapfrogging' to peripheral areas that are geographically isolated from the existing settlement and infrastructural provision.

In order to ensure the successful delivery of the objectives of this plan, Wicklow County Council takes a positive proactive approach in active land management in order to expedite the delivery of new homes as part of the new residential neighbourhoods planned within the Local Area Plan. Wicklow County Council liaises with all relevant authorities in a collaborative process to resolve any potential blockages to deliver residential development in particular. Further to this any sites in 'Bray and Environs' and Enniskerry in need of development or renewal within the Bray Town Centre (TC), Bray Seafront (SF), Bray Gateway & Transport Hub (GTH), Bray Mixed Use (MU) and both Bray and Enniskerry Residential zones will be examined in order to determine if there are sites where the Vacant Site Levy should be applied.

There are a number of stakeholders involved in the delivery of all the infrastructure projects. All projects are dependent on funding. There are also numerous other matters that need to fall in line in order for each infrastructure project to be delivered, like land acquisition, securing the appropriate planning approval, etc.

#### 2. STAKEHOLDERS

There are a number of stakeholders involved in the delivery of all the infrastructure projects. The delivery of all the strategic infrastructure, water supply, wastewater treatment, transportation and schools are managed by key state agencies.

##### 2.1 Irish Water - Sanitary Services

The provision of an adequate supply of water and wastewater treatment facilities is critical to facilitate and sustain the growth of the plan area. The delivery, integration and implementation of water and wastewater projects and infrastructural improvements are now the responsibility of Irish Water. Wicklow County Council work closely with Irish Water to ensure that the County Development Plan and the LAP continue to align with both national, regional and local planning policy and that the provision of water/wastewater services will not be a limiting factor in terms of targeted growth.

##### **Water Supply**

The plan area is served by a number of public water supplies, including the Bray Direct Public Supply, which serves a population of approximately 5,000; the Bray Reservoir Public Supply, which serves a population of approximately 25,000; the Enniskerry Public Supply which serves a population of approximately 3,000 and the Kilmacanogue Public Supply which serves a population of approximately 1,000. The source of all of these water supplies is the Vartry Reservoir.

---

<sup>15</sup> This appendix does not address infrastructure delivery in the smaller settlements of Kilmacanogue and Kilmurray as (a) significant growth is not targeted for these locations and (b) major new infrastructure is not required in these locations to facilitate the levels of growth targeted.

### **Wastewater Treatment**

With regards to wastewater, the majority of the plan area (including the settlements of Bray and Kilmacanogue) is served by the Shanganagh-Bray wastewater treatment plant, which opened in January 2013. This treatment plant has a design capacity of 186,000 population equivalent, and is thus far operating with no capacity issues. Enniskerry is served by another wastewater treatment plant located at Cookstown on the Bray Road. This plant has a design capacity of 6,000 population equivalent and accepts imported sludge from other locations which absorbs much of its capacity.

## **2.2 Roads & Transport Infrastructure**

### **National Transport Authority (NTA)**

The NTA is the transport authority for the Greater Dublin Area (GDA) with the function of the integration of transport and land use planning in the GDA in particular, public transport and traffic management needs in the eastern region of the country. Specific functions in the GDA are (a) undertaking strategic planning of transport; (b) investing in all public transport infrastructure and (c) developing the effective management of traffic and transport demand.

The M11 / N11 motorway/dual carriageway is to the west of Bray town, to the east of Enniskerry and runs through Kilmacanogue. The DART / rail line serves Bray with the train station to the east of the Town Centre. There is a quality bus service in Bray with a limited Dublin Bus service to Enniskerry and Kilmacanogue and the 133 Bus Éireann bus serving Kilmacanogue.

### **Greater Dublin Transport Strategy 2016 -2035**

The plan area is located within the metropolitan region of the GDA and the transport infrastructure was analysed by the NTA as part of the Greater Dublin Transport Strategy 2016 -2035.

The most dominant trip pattern within the plan area is car mode (70%) with public transport a lesser mode (11%). Outside of the M50 there are significant capacity constraints on providing for further growth on the strategic road network. On the rail network, services south of Bray operate on a single line. Congestion on the N/M11 route is increasing, particularly between the Kilmacanogue and Fassaroe junctions, and around the M50/M11 merge, during peak periods. Capacity on this route will need to be protected through appropriate demand management, in order to safeguard its strategic function. As such, the NTA's Strategy will seek to achieve an appropriate balance with the competing demands of strategic movement of high economic value and more locally based commuter traffic; north of Bray, there is considerable scope to increase line capacity on the DART. This, along with other, bus-based options will be required to accommodate the bulk of the anticipated growth in demand within the plan area; and the existing LUAS green line could deliver a limited increase in line capacity. Currently, the line is operating close to its maximum theoretical capacity during the peak demand periods.

### **Bray & Environs Local Transport Study**

Running contemporaneously with the preparation of the Bray MD LAP, the NTA in conjunction with Wicklow County Council, Dún Laoghaire Rathdown County Council and Transport Infrastructure Ireland (TII) is undertaking a 'Transport Study' for Bray and Environs. The transport study is intended to align with the Transport Strategy for the Greater Dublin Area and identify the appropriate transport solutions for the area which will allow development to occur in line with the objectives of the Regional Planning Guidelines. It would also take full account of Transport Infrastructure Ireland M11/N11 Corridor Study.

The core objective is to undertake a transport study for the Study Area which will facilitate the land use objectives of Wicklow County Council and Dún Laoghaire-Rathdown County Council, and to provide a long-term strategic planning framework for the development of transport infrastructure and services in the Study Area.

This study assumes that the NTA Transport Strategy and the TII Corridor Study form the basis for transport investment in the Study Area up to 2035. The first objective of the study is therefore not to revisit these policy documents, but by

way of carrying out further, more detailed analysis focussed on the Bray and Environs area, to determine additional measures which may be required to serve the transport demand, as well as bring greater local detail to the strategic measures set out in the Transport Strategy. The second objective of the study is to set out the transport implications, in terms of mode share, journey times etc. of the land use patterns envisaged by the two local authorities for the Study Area.

Wicklow County Council is committed to supporting and facilitating the implementation of measures identified in the study and managing / phasing development based on the delivery schedule of necessary improvements. In the event that the identification of measures occurs post adoption of the LAP (or post the stage at which changes can be made to the LAP and this appendix), Wicklow County Council is committed to updating / amending the LAP including this appendix if found necessary.

### **Transport Infrastructure Ireland (TII)**

The TII has recently completed the M11/N11 Corridor Study – Needs Assessment Report (2017). The function of this report is to assess the future needs of the M11/N11 National Road corridor between Junction 4 (M50/M11) and Junction 14 (Coyne’s Cross) against a backdrop of its role as part of the Trans-European Transport Network of roads. The report also considers the needs of the regional and local road network required to support and complement the M11/N11 corridor and the safe daily operation of the M11/N11 corridor in relation to incidents. The key objectives of the study are to:

1. Identify the improvements required to:
  - Bring the section of the corridor (M11/N11 mainline and junctions) up to the appropriate standard;
  - Develop the regional and local road network to support local access and complement the corridor strategy, including the closure of all direct accesses;
  - Ensure the safe daily operation of the M11/N11 mainline and junctions in the event of the occurrence of incidents.
2. Identify a phased implementation of the improvements such that operational benefits on the corridor can be realised at an early stage without compromising the long term strategy.

Wicklow County Council is committed to supporting and facilitating the implementation of measures to improve the M/N11 and associated junctions that emerge from this study.

### **2.3 Department of Education and Skills – school provision**

The Department of Education is the main stakeholder with responsibility for the provision of schools by modernising / extending existing schools and providing new schools. Wicklow County Council will work closely with the Department of Education and Skills (DoEd) and individual developers to secure the co-ordinated delivery of essential school provision.

### **2.4 Local level stakeholders**

More local level infrastructure is to be provided within the key development parcels including crèche provision, neighbourhood centre facilities, pocket parks, cycle and pedestrian routes, civic spaces and public realm improvements. In most circumstances the developer of the land is a key local level stakeholder; however there are numerous local level stakeholders many of whom are state agencies.

### **2.5 Wicklow County Council**

Wicklow County Council as the local authority responsible for the plan area has both a plan management and project delivery role in the timely and co-ordinated delivery of all strategic and local infrastructure. As the planning authority, the Council is responsible for the plan management of the implementation of the objectives of the Local Area Plan and all the others sections of the council; Community, Cultural and Social Development section; Transportation, Water and

Environmental Services section, Housing and Corporate Estate section and Economic Development and Enterprise section have roles in the project delivery of certain infrastructure solely or in conjunction with other bodies.

### 3. FUNDING SOURCES

The LAP identifies a range of strategic and local infrastructure necessary to facilitate development in the Plan Area. The delivery of all infrastructure is funding dependant. The key funding sources for the delivery of infrastructure are:

<u>Developer</u>	The developer of the land / infrastructure provides the funding to deliver the infrastructure or provides the infrastructure themselves.
<u>State</u>	LIHAF funding, Smarter Travel funding, Irish Water (IW), Transport Infrastructure Ireland (TII), National Transport Authority (NTA), OPW, Department of Education, LEADER/SICAP funding, other government departments, etc
<u>Wicklow County Council</u>	WCC Development contribution schemes, WCC Capital Works Programme, etc.

### 4. INFRASTRUCTURE DELIVERY SCHEDULE

This section sets out the key infrastructure necessary, in a staged delivery schedule, in order to achieve the timely delivery of the objectives of this plan. This section focuses on the key road, recreational, community and educational infrastructure. It is acknowledged that there is a broad range of infrastructure necessary in order to enhance the services to the homes, businesses and schools of 'Bray and Environs' and Enniskerry.

The development and continued delivery of telecommunications and energy has not been incorporated into this schedule as it is addressed under the County Development Plan and Wicklow County Council continues to liaise and work with the necessary telecommunications and energy providers of such infrastructure to continue to enhance these services.

The continued development of Bray Harbour as a key recreational infrastructure asset has not been incorporated into this schedule as it is addressed under the objectives of the County Development Plan and this Local Area Plan. The management of the harbour is a function of Wicklow County Council.

The lifetime of the Local Area Plan is six years. The delivery schedule is divided in to the following four phases as well as an on-going stage with delivery throughout the plan lifetime and beyond:

<u>Immediate term</u>	Year 1 and Year 2
<u>Short term</u>	Year 3 to Year 5
<u>Medium term</u>	Year 5 to Year 10
<u>Long term</u>	10 years plus
<u>On - going</u>	Throughout the plan lifetime and beyond

This schedule is a living programme. It will be reviewed at regular intervals to assess how the implementation is progressing, available resources and as new sources of funding and/or providers emerge.

## Implementation & Infrastructure Delivery Schedule Table

Infrastructure	Delivery Schedule	Funding
<b>TRANSPORT</b>		
Implement measures identified in 'Bray and Environs Local Transport Study'	On-going	Developer, State, WCC
Park and ride facilities	Short term	Developer, State, WCC
Improvement to bus links to Bray train station	Immediate term – Short term	State
Mass transit/LUAS to Bray town centre, Bray train station and Fassaroe	Short term– Medium term	State
Improvements to mainline train and DART services	Medium term	State
Improve the capacity of the N11 / M11 - Implement the objectives of the 'Transport Infrastructure Ireland M11/N11 Corridor Study 2017'	Short term – Medium term	State
Improved and new bus services both in and out of the District and also within the District	Short term – Medium term	State
Provision of alternative road links between Bray / the N11 and Enniskerry (an access road from the N11 to Ballyman Road)	Short term – Medium term	Developer, State
North – south link route from the new distributor road to cross Ballyman Glen and continue in County Dublin and link up with old Conna Avenue	Medium term	Developer, State, WCC
General Road Improvements	On-going	Developer, State, WCC
General Footpath Improvements	On-going	Developer, State, WCC
General Cycle Improvements	On-going	Developer, State, WCC
General Car parking Improvements	On-going	Developer, State, WCC

Infrastructure	Delivery Schedule	Funding
<b>WATER AND WASTE WATER</b>		
General water supply network upgrade and extension.	On-going	State (IW)
General wastewater treatment network upgrade and extension.	On-going	State (IW)
General - Replace the combined surface water system with a separate network to the waste water.	On-going	State (IW), WCC
Dargle River Flood Defence Scheme	Immediate term	State (OPW), WCC

Infrastructure	Delivery Schedule	Funding
<b>SOCIAL</b>		
Active Open Space at Fassaroe	Medium term	Levies / Developer
Public Open Space / Park at Fassaroe	Short term	Levies / Developer
Public Open Space / Park at Cookstown, Enniskerry	Medium term	Developer
Public Open Space / Parks at Former Golf Club lands, Bray	Short term	Developer
Crèche/ Childcare facilities	Short - Medium term	Developer

Community facilities (Audit required <sup>16</sup> )	Short - Medium term	Developer
Community Centre at Parknasilloge, Enniskerry	Short – Medium term	Levies / Developer
Schools at Fassaroe	Short – Medium term	State (DoEd)
School site at Parknasilloge, Enniskerry	Short – Medium term	State (DoEd)

## 5. FASSAROE

The most significant development targeted for the Bray MD is the delivery of a major new housing, employment and open space zone at Fassaroe, west of the N11. Significant investment in infrastructure will be required to realise the development potential of this area, and ensure the delivery of significant new housing and transport networks for the north Wicklow area.

In accordance with the provisions of the LAP, this area shall be developed in accordance with the following key delivery and phasing criteria:

1. Development shall be carried out in phases in the following manner

Phase 1	<ul style="list-style-type: none"> <li>o Road link from N11 to Ballyman Road</li> <li>o Passive park (8ha)</li> <li>o Site identified and reserved for school campus</li> <li>o Neighbourhood Centre</li> <li>o 1,500 residential units</li> </ul>
Phase 2	<ul style="list-style-type: none"> <li>o 1,500 residential units</li> </ul>
Phase 3	<ul style="list-style-type: none"> <li>o Identification and reservation of site for additional primary school</li> <li>o Remainder of residential units</li> </ul>

2. The development of this area shall include the provision of an access road from the N11 to Ballyman Road; the scale of such a route shall reflect its primary function as a service road for a new neighbourhood, rather than that of a 'by-pass'; the design and location of this route shall not affect the functionality of the major open space as a single park and an innovative design solution where park crossing is necessary will be required.
3. Provision shall be made for a north – south link route from the new distributor road to cross Ballyman Glen and continue in County Dublin and link up with old Conna Avenue. The nature and function of this link i.e. the type of traffic it will carry (vehicles / pedestrian / cyclist / light rail) shall be determined at application stage, following consultation with the transport agencies and the neighbouring local authority.
4. The development of this area shall make provision for LUAS or other mass transit public transport services, and any necessary infrastructure such as depots / stabling.
5. All new development shall be accompanied by appropriate transport services, the format and scale of which shall be in accordance with the Bray and Environs Local Transport Study (to be carried out by the NTA in collaboration with Wicklow County Council and Transport Infrastructure Ireland). Developers shall be responsible for the provision and funding of the required transport services until such a time as public services are extended to the area.

<sup>16</sup> Where specified by the Planning Authority, new significant residential or mixed use development (This is determined to be any proposed development in: (a) settlement levels 1 to 4 of 150+ residential units, (b) settlement level 5 of 75+ residential units and (c) settlement level 6 of 30+ residential units.) proposals, may be required to provide a social and community facility/facilities as part of the proposed development or the developer may be required to carry out a social infrastructure audit, to determine if social and community facilities in the area are sufficient to provide for the needs of the future residents. Where deficiencies are identified, proposals will be required to either rectify the deficiency, or suitably restrict or phase the development in accordance with the capacity of existing or planned services.

6. Lands immediately west of the designated 'neighbourhood centre' shall be reserved for the future development of a multi school campus; in the event that further schools are required, these shall be located to the west of the major open space on residentially zoned land.
7. Lands of not less than 22ha shall be laid out and dedicated to parks and active / sports uses (this corresponds to land use zones OS1 and AOS, but not OS2). Lands identified as OS2 generally comprise open, undeveloped lands encompassing flood plains, buffer zones along watercourses, rivers and Natura 2000 sites, steep banks, green breaks between built up areas, green corridors and areas of natural biodiversity. These lands are generally not considered suitable for new development, including for park use, and shall not be included in the required 20ha major open space.

## **6. PHASING**

It is an objective of the Council that development is undertaken in an orderly and sustainable manner. The development of zoned land should generally be phased in accordance with the sequential approach:

- Development should extend outwards from the town centre with undeveloped land closest to the centre and public transport routes (if available) being given preference, i.e. 'leapfrogging' to peripheral areas should be avoided where feasible;
- A strong emphasis should be placed on encouraging infill opportunities and better use of underutilised lands;
- Areas to be developed should be contiguous to existing developed areas; and
- The development of Action Area Plans and Specific Local Objectives should be phased in accordance with the stated objectives of the Action Area / SLO where phasing has been specified.

## **7. IMPLEMENTATION, MONITORING & REVIEW**

Wicklow County Council is committed to taking a proactive approach to progress the delivery of the Plan. The LAP will have effect for a period of six-years from the date of adoption, unless otherwise extended, amended or revoked, as per the Planning and Development Act 2000 (as amended). Prior to the fifth year from adoption, the Planning Department will carry out a review of the LAP to inform whether the Plan should be extended (for a maximum of another five years) or revoked. The findings of the review will be presented to the Elected Members for their consideration.