

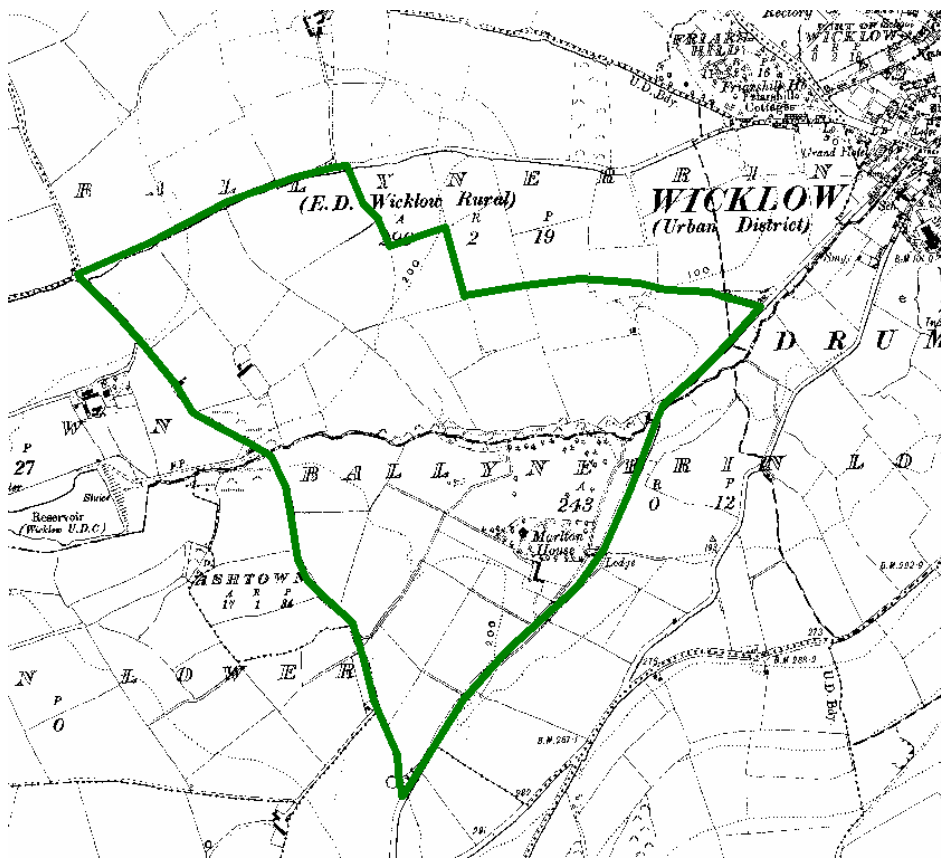


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Forward Planning

Action Area 6 LOCAL AREA PLAN 2006–2012



Lands located in the Ballynerrin,
Ballynerrin Lower and Marlton area of
Wicklow Town Environs.

May 2006



Table of Contents

1.	Introduction	01
1.1	Background	
1.2	Strategic Environmental Assessment of Plans	
1.3	Local Area Plan Timeframe	
1.4	Plan Goals	
2.	Development Strategy, Policy and Objectives	05
2.1.1	Strategic Policy	
2.1.2	Population and Settlement Strategy	
2.1.3	National Spatial Strategy 2002	
2.1.4	Regional Planning Guidelines 2004	
2.1.5	Wicklow County Development Plan 2004 – 2010	
2.1.6	Wicklow Town Environs Local Area Plan 2001	
2.1.7	Wicklow Town Development Plan 2002	
2.1.8	Development Policies	
2.1.9	Population Projections Population Projections Chart	
2.2	Wicklow Port Access and Town Relief Road	08
2.2.1	Scheme Objectives	
2.2.2	Development Policies	
2.3	Transportation	10
2.3.1	Introduction	
2.3.2	Guiding Principles	
2.3.3	Policies	
2.3.4	Land Use Proposals	
2.3.5	Accessibility	
2.3.6	Permeability	
2.3.7	Connectivity	
2.4	Urban Design	15
2.4.1	Objectives of Urban Design	
2.4.2	Site Analysis	
2.4.3	Urban Design Strategy	
2.4.4	Policies	
2.4.5	Objectives	
2.5	Retail	23
2.5.1	Strategic Context	
2.5.2	The Marlton Lands	
2.5.3	Retail Policies	
2.5.4	Objectives	
2.6	Housing	
2.6.1	Residential Zoned Land	26
2.6.2	Density	
2.6.3	Residential Development in the Development Centre	

2.6.4	Policies	
2.6.5	Objectives	
2.7	Community	29
2.7.1	Community Facilities	
2.7.1.1	Objectives	
2.7.2	Open Space	
2.7.2.1	Objectives	
2.7.3	Education	
2.7.3.1	Objectives	
2.8	Heritage	31
2.8.1	Natural Environment	
2.8.1.1	Objectives	
2.8.2	Cultural Heritage	
2.8.2.1	Objectives	
2.9	Water Supply	32
2.10	Sewerage	32
2.11	Surface Water Drainage	32
2.12	Flooding	32
2.13	Electrical Supply	33
3.	Zoning	34
3.1	Land Use Zoning Objectives	
4.	Likely Significant Effects on the Environment	40
4.1	Limitation of Impacts	
4.2	Impact on the Environment	
4.3	Human Beings	
4.4	Natural Environment	
4.5	Soil	
4.6	Water	
4.7	Air	
4.8	Landscape	
4.9	Material Assets	
4.10	Cultural Heritage	
4.11	Traffic Impacts	

Appendix

Action Area Six Development Criteria Wicklow Environs Local Area Plan 2001
Extract

Land Use Framework Map

1. INTRODUCTION

1.1 Background

The Marlton, Action Area 6, has been identified in the Wicklow Environs Local Area Plan 2001 along with 8 other Action Areas. The Environs Plan proposes a separate Local Area Plan for this area. These action areas have been identified by the Council to allow for the sustainable, phased and managed development of the environs area.

Within the Development Plan hierarchy, this Action Area 6 Local Area Plan is a subset of the County Development Plan, 2004 and the Wicklow Town Environs Local Area Plan 2001 that includes the town of Rathnew. The main policies and objectives for the Marlton area will follow the County and Environs Plans with this Local Area Plan providing the necessary specific policies and objectives for the development of the Action Area 6, Marlton area.

This will ensure that all unnecessary repetition of the County Development Plan and Wicklow Environs Local Area Plan strategies, policy, objectives and development control standards shall be avoided. The Plan shall however reinforce those elements of the Plans that are key to and of particular importance to the Action Area 6 LAP lands. This will also ensure that the Marlton Area can develop to its potential while also continuing to develop in accordance with the provisions of the Town and Environs Plan as well as the County Plan.

Section 19 of the Planning and Development Act 2000 provides that a Local Area Plan may be prepared in respect of any area which a Planning Authority considers suitable; and in particular for areas which require economic, physical and social renewal, and for areas likely to be the subject of large-scale development within the lifetime of a Development Plan. This Draft Local Area Plan will be prepared in accordance with the requirements of the Planning and Development Act, 2000 and the Planning and Development (Amendment) Act, 2002.

The Planning and Development Act, 2000, as amended, sets out the matters that must be included in a Local Area Plan. Consideration can only be given to matters that relate to the proper planning and sustainable development of the area. In summary, the statutory requirements are that the Local Area Plan must be consistent with:

- the objectives of the development plan and shall consist of a written statement and a plan or plans indicating the objectives in such detail as may be determined by the planning authority for the proper planning and sustainable development of the area to which it applies, including detail on community facilities and amenities and on standards for the design of developments and structures.

At the meeting of the County Council on the 8th May 2006, Action Area Six Local Area Plan was deemed to be made in accordance with the provisions of the Planning and Development Act, 2000 (as amended).

1.2 Strategic Environmental Assessment of Plans (SEA)

Implementation of the SEA Directive (2001/42/EC) – Assessment of the Effects of Certain Plans and Programmes on the Environment

The Directive was transposed into Irish law – insofar as land use planning is concerned – by the Planning and Development (Strategic Environmental Assessment) Regulations 2004 (S.I. No. 436 of 2004) which came into force on 21st July 2004.

The SEA implementation Directive advises that the operative date for implementation applies to Plans or Programmes for which the first formal preparatory action was taken on or after the 21st July 2004. Accordingly, as the public consultation process commenced before this date a formal SEA exercise, as advised by the Implementation Directive, need not be undertaken.

However, in accordance with Section 19 (1) (4) (a) of the Planning and Development Act, 2000, this Plan contains information on the likely significant effects on the environment of implementing the Plan. The likely significant effects of implementing the Plan are set out at the end of this document, as is accepted practice.

The preparation of this proposed Local Area Plan was delayed because of the need to progress the Wicklow Port Access and Town Relief Road to compulsory purchase confirmation stage. To prepare the proposed Plan prior to such confirmation would not have been judicious nor would have it been in the interests of the proper planning and sustainable development of Wicklow Environs to have a Plan in place that may become dated before works could commence on the AA6 lands.

1.3 Local Area Plan Timeframe

The timeframe for the process is now fixed in legislation. The Planning and Development Act 2000 and 2002 Amendment Act requires that a Local Area Plan be made within 35 weeks of commencement of the process.

Timetable –Marlton AA6 Local Area Plan
Plan on display and submissions invited <i>1st November 2005 to 13th December 2005</i>
Preparation of manager's report on submissions received
Manager's Report given to members for consideration <i>24th January 2006</i>
Plan made unless Members decide to amend <i>13th February 2006</i>
Notice of alterations published and submissions invited <i>6th March 2006 to 3rd April 2006</i>
Preparation of Manager's Report on Submissions (Amendments only)
Manager's Report given to Members for consideration <i>27th April 2006</i>
Plan made as per Manager's recommendation (or) Members make Plan otherwise as the Manager's recommendations <i>8th May 2006</i>

This Local Area Plan shall set out a detailed brief for the development of the lands. It shall form the basis and a reference for future planning applications for development and set out the design parameters that shall be applied to such development proposals.

Given the above and to ensure that the lands are developed into the future in the interests of proper planning and sustainable development, the Planning goals as set out below naturally flow.

1.4 Plan Goals

- | | |
|-----|--|
| PG1 | That this Local Area Plan shall have the overarching goal to set down a comprehensive development brief for the AA6 Marlton Area lands that shall inform the development control process of the development of the lands over time. |
| PG2 | That the initial planning application for the development of the land shall be for all the lands that comprise AA6 and the application for development shall be accompanied by a fully integrated Masterplan. The Masterplan shall be not only informed by Masterplanning best practice but also by the County Development Plan and the Wicklow Environs LAP, Plan policies, objectives and supporting content of this Plan. |
| PG3 | That any subsequent applications for the development of the lands or portions of the land shall be subject to the provisions of the overall fully integrated Masterplan referred to at PG2 above. |

2. Development Strategy, Policy and Objectives

While, as noted above, this Plan being a subset of the County Development Plan and the Wicklow Environs LAP, it will not include a repetition of the strategies, policy and objectives of those Plans. It will nevertheless address and highlight the issues, some to a greater extent than others, that are important and pertinent to the achievement of the overall strategy.

Policy and objectives may be included at the various stages of the document or may as appropriate, form part of those sections that may encompass others such as the sections on transportation and urban design.

2.1.1 Strategic Policy

- SP1 The policies and objectives of this Local Area Plan for the Marlton Area (defined as Action Area six in the objectives of the 2001 Wicklow Environs Local Area Plan) shall co-ordinate with the corresponding provisions of both the latter Plan and the Wicklow Town Development Plan 2002 as statutory plans whose subject areas are contiguous to the area encompassed by Action Area Six.
- SP2 Any application made shall have regard to the policies and objectives of the County Development Plan in force for this area. In determining any planning application the guidelines of best practice will be implemented at Development Control stage.

2.1.2 Population and Settlement Strategy

Context

The Marlton, Action Area 6 is a greenfield site to the west of Wicklow town. The topography of the area is hilly with the Marlton stream dividing the site, as it flows out towards the Marlton Road and through Wicklow town, where it discharges into the Leirtrim River. Currently, the Marlton Stud is the main use of the lands. The Area is surrounded by new residential estates to the north, east and south, with the land to the west being used primarily for recreational and agricultural purposes.

The Marlton areas location, adjacent to the town presents a significant development opportunity. It is important to take advantage of its close proximity to the existing town centre, developing the area with the most optimum and sustainable land-uses as well as developing it to a high standard and level in order to contribute to Wicklow town's status as a Large Growth Town I, as identified in the Regional Planning Guidelines. The Census of Population for 2002 shows that Wicklow Town has a population of 10,796

persons (this includes Wicklow Town, Environs and Rathnew). This reflects an increase of 2,069 from the 1996 Census figure of 8,727.

The County town of Wicklow has numerous amenities to offer including its coastline, proximity to the mountains and harbour/port area. The town is easily accessed with the N11 national Route to the west and Suburban Rail. Wicklow town has an important role in serving its rural hinterland with a range of economic, educational and social facilities.

2.1.3 National Spatial Strategy 2002

The National Spatial Strategy (NSS) is a twenty-year planning framework designed to deliver more balanced social economic and physical development between regions. The NSS seeks to match where people live with where people work making it easier to sustain, 1) A better quality of life, 2) A strong competitive economic approach and 3) An environment of high quality.

The NSS has placed Wicklow in the Dublin and Mid-East Region of the country. The Primary Development Centre of Wicklow Town is located along the coast on the National Transport, the Euro- Route from Belfast to Rosslare. The 'Gateway' of Dublin City is to the north with the Wicklow Metropolitan Towns of Bray and Greystones/ Delgany, then the town of Arklow is to the south. Wicklow is located adjacent to an area with Strategic Rural Assets. Wicklow has been identified as the County Town as well as a Primary Development Centre with a port. The NSS has identified Wicklow Town among others Nationally as having an important role in energising their own catchments and their relationships with areas in the neighbouring regions of the South East.

2.1.4 Regional Planning Guidelines 2004

The Regional Planning Guidelines (RPG's) for the Greater Dublin Area provide a long-term strategic planning framework for the development of the Region up to 2016 within the NSS vision. They provide a County settlement hierarchy for each County and they have placed Wicklow as a Primary Development Centre (Growth Town Category 1). The RPG's envisage these centres being economically self-sustaining, with a population, including its catchment, which is able to support educational, health and retail facilities. The RPG's see Large Growth Towns such as Wicklow being able to support a population of between 15,000 to 40,000. However, the RPGs do not stipulate that all towns falling within such a category as Wicklow Town and environs should necessarily reach this figure.

2.1.5 Wicklow County Development Plan 2004 – 2010

The County Development Plan for Wicklow was adopted on the 30th November 2004. One of the main population and settlement aims is to *"locate population growth and channel development in line with the principles of the NSS and SPG's"*.

The Plan includes here, the promotion of growth within the Hinterland Primary Development Centre of Wicklow Town and its Environs. The Primary Development Centre of Wicklow is envisaged to grow in such a manner that its population is self-sustaining and does not threaten the role of other settlements and regions. It is important that Wicklow Town and its environs does not become a dormitory town of the metropolitan area. An objective for this hinterland centre will be *"to incorporate a high level of employment activity, high order shopping and a full range of social facilities, so that they become self sufficient towns."* The Plan has indicated a low population projection for the area of 17,481 for 2010 with a maximum high of 22,500 persons. This represents an increase of 6,685 persons for the low scenario and 14,204 for the high scenario. In order to meet these targets the current annual increase in the population will have to increase significantly.

It is important to realise that since the census in 2002, showing a population of 10,796 persons, there have been a number of residential developments throughout the environs and Rathnew.

2.1.6 Wicklow Town Environs Local Area Plan 2001

This document sets out the proper planning and sustainable development of the Environs area. Feeding from the County Development Plan as well as Regional and National Plans, it sets in place the necessary policy and objectives for the physical, social, economic and environmental development of the environs. The environs area covers an extensive amount of land surrounding the town and incorporating Rathnew town and surrounds. In relation to the Marlton area, this has been identified as undeveloped zoned lands, where it is proposed to prepare a separate Local Area Plan for this area.

2.1.7 Wicklow Town Development Plan 2002

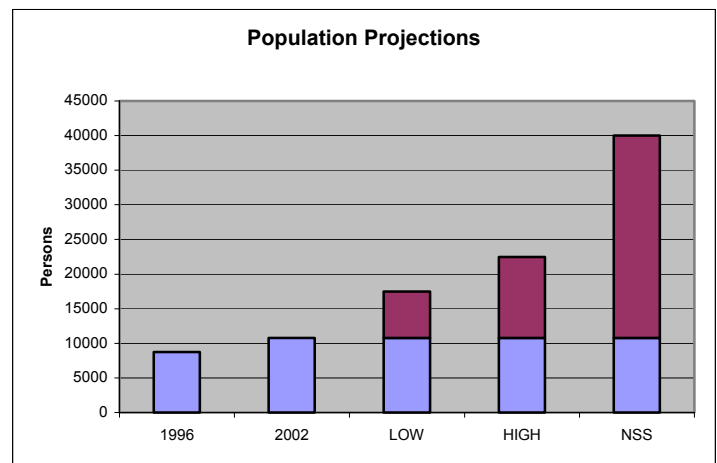
The Plan has been drawn up by Wicklow Town Council, concentrating on the development within the Town boundary. Due to the Marlton Action Area 6 boundary's close proximity to the Town boundary, it is important that these plans correlate to ensure the sustainable development of the Town as a whole.

2.1.8 Development Policies

DP1	To facilitate the development of the Marlton area in order to fulfill Wicklow Environs role in the National Regional and County settlement hierarchy.
DP2	To encourage the development of the Marlton Area in compliance with the draft Local Area Plan's strategic context.

2.1.9 Population Projection

Both the National Spatial Strategy and the Regional Planning Guidelines for the Greater Dublin Area set out the levels of population growth expected for Wicklow Town and Environs. A population of 40,000 for Wicklow Town is the ultimate indicative population. The County Development Plan projects 17,481 and 22,500 as the immediate low and high population targets to the year 2016 for Wicklow Town and environs. The 2002 Census figure for the total population for Wicklow Town and environs was 10,796 persons.



2.2 Wicklow Port Access and Town Relief Road

The provision of the proposed Port Access and Town Relief Road (PATRR) is an infrastructural component of the town and environs that is recognised as being vital to the long-term development of the town and surrounding area. The development of the PATRR is critical in order to relieve traffic pressures and facilitate the development of Wicklow Town and Environs.

The scheme consists of two new sections of roadway – a Port Access Road (1.6 km) and a Town Relief Road (3.0 km). Both roads start from the R750 Rathnew Road, the Port Access Road heading eastwards towards the Murrough, and the Town Relief Road heading southwards. The scheme also involves the realignment of the R750 Rathnew Road over a length of 0.8km.

As part of the proposed route of the Port Access Road is within the boundaries of Wicklow Town Council, an agreement has been made between the County Council and Town Council (required under Section 85 of the Local Government Act, 2001), which allows Wicklow County Council to exercise the function of Local Authority for the elements of the development which are within the area of Wicklow Town Council.

2.2.1 Scheme Objectives

The objectives, as contained in the Wicklow PATRR Environmental Impact Statement, are

- To relieve traffic congestion in Wicklow Town Centre by providing alternative routes for both port traffic and through traffic and
- To service the lands on the outskirts of the town which are zoned for future development in the Wicklow Environs LAP 2001.

The need for the PATRR was identified in the Wicklow County Development Plan 1999, the Wicklow Town Development Plan 2002 and the Wicklow Environs LAP 2001. The compulsory purchase order for the development was confirmed on the 10th May 2004.

2.2.2 Development Policy

DP3 It is the policy of this Plan to facilitate the provision of the Wicklow Port Access and Town Relief Road in the interests of the progressive and sustainable development of Wicklow Town and Environs.

2.3 Transportation

2.3.1 Introduction

In considering Land Use and Transportation Planning issues¹ associated with the development of Action Area 6, the key issue to consider is the scale of the development lands and the edge of centre status to Wicklow Town. The optimum approach to transport planning is consideration of user need. With this concept the role of Land Use Planning and Transportation Planning are balanced to achieve a society where the need to travel is reduced, and where travel is required a more suitable choice of travel modes is available. This scenario is achieved by providing an appropriate balance of land uses and by planning appropriate land use densities along public transport corridors to ensure the economic feasibility of services that serve them. The integration of land use and transportation has informed the proposed location and mix of land uses as articulated in the proposed land use framework map that forms part of this draft Plan.

2.3.2 Guiding Principles

The factors behind the development of sustainable development patterns can be summarised as four concepts, and the consideration of each as part of the development of any lands, including the lands in Action Area 6, will underpin the concept of sustainability. These concepts are:

- **Land Use Mixes**
Ensuring that an appropriate mix of land uses is achieved, such that local facilities are provided and hence the requirement for longer distance trips is reduced.
- **Accessibility**
Providing a facility for access to and from the development lands that is focused on a range of transport modes, and is not solely reliant on the use of the private car for access and includes movement to or from a particular point within a defined area.
- **Permeability**
Considering pedestrian, cyclist and vehicular movement through development areas in order to reduce isolation, support interaction between different elements and encourage walking and cycling for short distance trips, and
- **Connectivity**
In accepting the relationship between the subject development lands and other centres, ensure that there is a good level of connectivity between them that does not rely on the use of the car. This encourages interaction between alternative centres and is an important element in supporting overall economic viability of a region.

¹ Transport planning encompasses public and private transport as well as a pedestrian and cycling.

2.3.3 Policy

- PT1 That an important component of the integrated Masterplan for the development of AA6 shall include Integrated Framework Planning and Land Use and Transportation Study of the area.
- PT2 That the guiding principles as set out behind the development of sustainable development patterns shall be applied to the development of the AA6 lands.
- PT3 That a Traffic Impact Assessment of the development be undertaken paying particular attention to the impact of the development proposals along the Marlton Road and at the junction of the Marlton Road and Abbey Street and the Rocky Road.

2.3.4 Land Use Proposals

A number of alternative land uses are proposed within the boundaries of the development lands. As this land use has evolved it has produced predominantly two different areas within Action Area 6 that have different characteristics.

The area identified for the mixed use development core and contiguous residential areas is in close proximity to the Town Centre and may be termed an edge of centre site. This area is well connected, both physically and geometrically along the Marlton Road. These lands have good potential for the development of a sustainable local community adopting the concepts outlined above with strong links to Wicklow Town.

The second area is the area identified as being suitable for retail warehousing, active recreation and residential development. The proximity of the retail warehousing, active recreational development to the proposed Town inner relief road is appropriate as such uses typically are accessed by car. Measures will have to be introduced to integrate the residential component of these lands west of the Town Relief Road with the development core.

2.3.5 Accessibility

Accessibility is defined by two terms. The first, 'Network Accessibility' describes the overall quality of access to transport services throughout a local area to provide a broad indication of the quality of the transportation provision in that area. The second 'Local Accessibility' defines the ease of access to or from a particular point, and is essential when considering important public services such as schools and community facilities, for example.

Accessibility relates to travel by road, by public transport, travel on foot or travel by bicycle, and the objective is to ensure appropriate levels of transport accessibility for all relevant modes of travel.

Provision has to be made for the Action Area 6 to be served by bus providing links to local services in Wicklow Town, to the Railway Station and Rathnew. Good pedestrian and cycle links will need to be provided from throughout the development to bus stops along routes that are attractive, secure and direct including along the Marlton Road. These initial pedestrian and cycle journeys to bus stops is a key element of the overall trip and the creation of the appropriate environment that is critical to ensuring a high level of accessibility to those living within the area.

To facilitate travelling by car via the Marlton Road to the area of Abbey Street, and the railway station and beyond is vital to the success of the development.

In the context of accessibility, it is an objective to

ASO1	Develop corridors of pedestrian and cycle movement through the site that avoid the main circulation routes and to ensure that the design and layout of high capacity roads shall avoid the segregation of pedestrian and cycle routes.
ASO2	Restrict any large car parks to areas that are not along key pedestrian or cycle desire lines leading to or within the site unless accessibility can be ensured.
ASO3	Ensure transportation framework proposals that have regard to the issues of Network and Local accessibility.

The adequate consideration of accessibility ensures a range of options for travel between the development site and other main destinations, and is a crucial element in ensuring that car dependency is minimised.

2.3.6 Permeability

Permeability focuses on the patterns of travel that will occur inside a particular development, and is wholly influenced by the layout of the various connections within a site. Barriers to permeability can be natural or manufactured, and include rivers, topographical restrictions and property boundaries or the requirement to cross wide roads. More subtle barriers include areas where safety and security is a perceived concern. The impact of boundaries to permeability is that users will change the route used for making trips. It is the impact of permeability boundaries on pedestrians and cyclists that has most impact and the effect of boundaries may thus reduce the walking catchment of a particular destination.

The permeability of the residential and proposed active recreation area can be enhanced by providing a bridge over the proposed Town relief road. The bridge linking the lands east and west of the Town Relief Road will need to be designed to accommodate both pedestrians and cycling.

Designed permeability boundaries can be used to actively encourage walking and cycling by the creation of walk-only and cycle-only links, that create significantly shorter travel distances for such users as opposed to car users, who may have to follow longer detours.

In the context of permeability it is an objective to ensure

PMO1 The creation of a focal point for walking and cycling around the commercial core through which onward movement over the Marlton Road to Abbey Street will take place.

PMO2 The use of fully permeable streets within the residential areas, with the use of walk / cycle links to ensure that car access through the area can be managed.

PMO3 The designation of vehicular access routes to the residential areas that avoid the commercial core.

PMO4 Good pedestrian and cycle connections across the Marlton Stream from adjacent residential areas.

PMO5 All movement corridors should be adequately overlooked and should serve a critical mass of demand.

PMO6 Large roads through the development lands should be avoided that could segregate adjacent residential areas, or residential areas from local facilities.

2.3.7 Connectivity

This concept deals with the inter-relationship between a new development area and existing development areas. The development core of Action Area 6 will support local services for the surrounding population.

Despite and because of the services provided locally, there will always be a demand for travel between the commercial core of Action Area 6 and Wicklow Town. By supporting and enhancing this connectivity the complementary roles of the development core and Wicklow Town can be realised. While the residential population of Action Area 6 will be self – sustainable to a degree with the provision of local services in the commercial core, the relationship with Wicklow Town will be such that this population will support the economic development of centrally located services in the town centre and vice versa.

The improvement of overall connectivity by different modes of travel will not only ensure that car use can be minimised, but the feeling of connection will be further strengthened.

To enhance connectivity it is an objective to:

- CVO1 Focus movement through the commercial core of Action Area 6 such that strong links between this point and Wicklow Town will emerge.
- CVO2 Create pedestrian and cycling linkages between the adjoining housing estates to the north and the Development Centre, such that the role of the commercial core as a focal point can be sustainably enhanced.
- CVO3 Support public transport links between the commercial core and Wicklow Town.
- CVO4 Provide a designated shuttle bus service throughout the development to Wicklow Town and Rathnew and primary services and amenities such as the railway station, schools and the harbour.
- CVO5 Examine options for expanding these movement corridors beyond the boundaries of the development lands, such that integration can be improved, and leading to a facility that strongly encourages walking and cycling for trips to / from Wicklow Town. There is scope along the Marlton Road for this purpose.

2.4 Urban Design

The Wicklow Town expansion in Action Area 6 shall comprise high quality urban design as a crucial basis for the promotion of day and night time economy including civic and social uses. This necessitates an appropriate response to the existing site and context, turning weaknesses into opportunities while taking advantages of strengths and opportunities.

- **Aims**
The aims of urban design are to provide a sequentially integrated and harmonious diversity of spatial structure and land use function that enriches experience and satisfies the need for identity, variety and security. This is achieved through a hierarchical formation and punctuation of spaces with buildings and / or landscape in response to the type and importance of the uses involved and incorporates integrated land use and transportation best practice.
- **Components**
The components of urban design used to realise the above aims may include :-
 - urban character areas reflecting land use
 - edges responding to different interface conditions, for example major roads, residential development, rural landscape and the Marilton Stream
 - streets formed by continuous building form
 - public spaces formed by the widening of streets to provide a sense of place for public gathering
 - linkages, both physical and visual, whether streets, lanes, footpaths, cycleways or structured views
 - landmarks, such as buildings or landscape elements

2.4.1 Objectives of Urban Design

There are a number of clear, well established urban design principles. Those principles applicable to the Marilton AA6 lands are

- **Character.** A place with its own identity.
To promote scale and character in townscape and landscape by responding to and reinforcing locally distinctive patterns of development, landscape and culture.
- **Continuity and Enclosure.** A place where public and private spaces are clearly distinguished.
To promote the continuity of street frontages and the enclosure of space by development which clearly defines private and public areas.
- **Quality of Public Spaces.** A place with attractive and successful outdoor areas.

To promote public spaces and routes that are attractive, safe, uncluttered and work effectively for all in society, including disabled and the elderly.

- **Ease of movement / permeability.** A place that is easy to get to and move through.
To promote accessibility and local permeability by making places that connect with each other and are easy to move through, putting people before traffic and integrating land use and transport.
- **Legibility.** A place that has a clear image and is easy to understand.
To promote legibility through development that provides spatial, building and hierarchical recognisable routes, intersections and landmarks to assist orientation and help people find their way around.

2.4.2 Site Analysis

2.4.2.1 Boundaries and Site Configuration

The lands of AA6 are bounded to the southeast by mature broadleaf hedgerows along the Marlton Road, Ashtown Lane to the southwest and to the north Rocky Road. The road that currently provides access off the Marlton Road to Marlton Demesne, Marlton Park and Marlton Spring to the north is bounded mostly by high rear garden walls but also mature pine towards the east. This boundary joins with the Marlton Road, forming a point or tip at the eastern most extremity of the site.

2.4.2.2 Topography

The dominant fall of this area is eastwards towards the Marlton Road, from where the ground rises through the housing estates of Heatherbrook and Brooklands towards Ballynerrin Lower and upwards to Ballyguile Hill. The Marlton Stream divides the lands of AA6, forming a narrow valley endowed with mature broadleaves and conifers, especially along its southern banks.

2.4.2.3 Linkages

The primary route linking AA6 to Wicklow Town is the Marlton Road. This linkage comprises a straight axial route of approximately 400 metres that forms a T junction with Abbey Street, between the Grand Hotel and the Old Forge. The proposed Town Relief Road to the west, extending from the Rocky Road to the Ashtown Lane / Marlton Road junction, will provide an important new route linking the town, as well as surrounding residential areas, to the N.11. The final location of the separate distributor road will be determined as part of the Masterplan process and, in particular, will be addressed by the Traffic Study to be undertaken for the area. The Marlton Stream

forms a green spine through these lands, significant at least as a wildlife corridor and delineated by mature broadleaves and conifers as well as scrub.

2.4.2.4 Aspects and Prospects

Given the fall southeastwards, the dominant aspect is across the Marlton Road, towards the residential developments on the opposite side and onto the slopes of Ballyguile Hill. The Marlton Stream, also proves a visual attraction southwards, while generally screened by housing and topographic relief is denoted by St. Patrick's Church with its graceful spire.

2.4.3 Urban Design Strategy

Such a strategy shall have regard to the "objectives of urban design" set out above while taking cognisance of the following.

2.4.3.1 Topography, edges and access

The relatively steep fall northeastwards proves a challenge in regard to access, as well as the creation of a building mass that will establish clearly the urban identity of the subject development. The steep bank along the southeastern boundary fronting the Marlton Road in particular presents a challenge to the forming of an edge that would affirm this urban character. The appropriate response involves, among others:-

- Establishing a gateway at the tip where the distributor road meets the Marlton Road, such as by hard landscaping and / or buildings of sufficient height, that provide a strong urban identity and express the character of the proposed development.
- Taking advantage of the slope to create an urban complex with a certain sculptural quality as it ascends. This sculptural stacking would be critical to achieving urban legibility. It will also serve to provide visual exposure of anchor retail units.
- The southeastern interface of the proposed urban centre and the Marlton road shall be developed with buildings forming a discrete edge of urban character extending southwestwards from, and affirming the tip gateway. This would also help to provide legibility of the development as one approaches from Abbey Street along the Marlton Road. The northern edge shall comprise residential development as a buffer between the housing estates located opposite and at a higher level.

2.4.3.2 Marlton Road Linkage

The 400m stretch along the Marlton Road to Abbey Street is of critical importance to the connectivity of the development lands to Wicklow Town as it will function as the access and physical

linkage. Its design needs to generate a strong visual desire line with urban character such as a boulevard / linear park. The use of hard and soft landscaping should be employed and consideration of traffic, cyclist and pedestrian movement and designed traffic calming shall be critical.

2.4.3.3 Marlton Stream Linkages

The stream can provide a number of linkages while retaining its valuable function as a ecological / natural heritage corridor.

- The banks shall be developed as a green way to link cyclists and pedestrians travelling between the existing town centre, the development lands and beyond. Of particular relevance are the linkages it will facilitate such as between the mixed used urban core, residential areas, parkland, active open space lands and retail warehousing.
- The stream shall provide a soft and natural green spine, functioning as a primary element structuring the entire development. It will complement the main internal circulation spine of the development core.
- The green spine can further provide a strong basis for the landscaping of much of the development. In particular, it can generate extensions as green fingers towards and into the various land use types, reinforcing access and visual linkages and proving an important means of structuring residential parkland.
- The green spine will continue to be an important natural heritage corridor ensuring that biodiversity considerations become an integral part of the design process. Existing vegetation of the banks along the stream may be enhanced by judicious planting.
- Mature broadleaves along the southern banks can provide a visual screen between the proposed development core and the retail warehouse land as well as the existing Marlton Equestrian Centre lands.

2.4.3.4 Spatial Structure

While the viability and vibrancy of the development depends to a considerable extent on the selection and disposition of land use, it will also be conditioned by spatial structure.

- Built space typology
The proposed development centre including both open and covered spaces, shall be shaped by buildings of appropriate scale and diversity of function as well as by landscape. The uses and mixes shall be designed to generate various kinds of activity at different times of the

day and evening. They will also prompt the forming of a variety of urban space types, such as plazas, small public boulevards, streets, lanes, walkways and cycleways.

- **Green space typology**
Landscape themes, both natural and man-made, shall play a central role throughout the development. This is important not only to the existing landscape comprising the green spine and the existing rural farmland context, but also for symbolic reasons, as Wicklow is the County Town of the "Garden of Ireland". Green spaces, like the built space typology, contribute to the design energy of the whole. The design image and nature of green spaces will depend on their function and location.
- **Order of space and land use character types**
The key land use character types of the development, leading off the Marlton Road link and providing a spatial sequence, are the gateway and street entrance. The urban square, green spine with its green finger linear parks, parkland and green spaces will serve to structure residential development southwest and linking to the retail warehouse and also the active open space to the south west of the Wicklow Town inner relief road.
- **Skyline – height, articulation and punctuation**
The core of AA6 shall be so designed as to be clearly recognisable as an urban complex having diverse function and spatial structure. While harmoniously integrated, it should also be distinguishable from its surrounds. Streets will include projections such as bays or occasional punctuation in order to express hierarchy, rhythm, changes in direction or to establish axes. A single landmark building may be appropriate in order to identify the development centre.
- **Car parking**
Accommodation of cars will include surface parking, but will predominately comprise multi-storey car parking. The design should aim to achieve complementarity of use in order to ensure an overall evenness of parking demand.

2.4.4 Policies

- UDP1 In AA6, to promote and encourage high quality urban design and a mix of uses as a crucial basis in the development of the Marlton lands for the promotion of day and night time economy.
- UDP2 To preserve and provide for open space and recreational amenities with special consideration for the Marlton Stream.
- UDP3 To establish an appropriate functioning gateway between the existing and new parts of the expanding town centre.

2.4.5 Objectives

- UDO1 To facilitate legibility of the development as an urban complex of diverse function and spatial structure.
- UDO2 To encourage mixed use character areas.
- UDO3 To encourage the development of various types of urban spaces, both open and covered to include plazas / squares, public nodes, boulevards, streets, lanes, walkways and cycleways.
- UDO4 To facilitate the creation of a central plaza to become a central point of activity with contiguous commercial, residential, leisure, civic and entertainment uses.
- UDO5 To encourage development with a contemporary expression.
- UDO6 To facilitate development along the Marlton Road that reinforces urban character and legibility of the core.
- UDO7 To encourage building height and complexity that reflect the need to create an appropriate urban form where required, whilst avoiding the visual intrusion on existing housing developments.
- UDO8 To encourage the creation of landmarks through buildings or landscape elements.
- UDO9 To minimise the prominence of car parking.
- UDO10 To enhance the Marlton Stream as a linear park.

- UDO11 To facilitate the use of the Marlton Stream as a green spine through the area including its extensions as green fingers forming linkage, thus establishing overall landscape enhancement, contributing to achieving an integrated development.
- UDO12 To enhance the bank of the stream by judicious planting of appropriate vegetation.
- UDO13 To develop the banks of the stream as a greenway for cyclists and pedestrians.
- UDO14 To encourage the creation of the Marlton Road as an attractive street with urban character and integrating the Marlton Stream, where feasible.
- UDO15 At Masterplan stage the developer of the lands shall liaise with Wicklow County Council and Wicklow Town Council and arrive at an agreed car parking pricing policy.
- UDO16 The final location of the separate distributor road will be determined as part of the Masterplan process and, in particular, will be addressed by the Traffic Study to be undertaken for the area.
- UDO17 Any development on the boundary of the Local Area Plan shall be non intrusive to the neighbouring existing developments implementing high design standards and Best Practices at Development Management stage, and that existing residential amenity shall be protected at all times
- UDO18 Design of the Development Centre and Retail Warehousing shall be non intrusive to the proposed neighbouring residential areas and that residential amenity shall be protected at all times.
- UDO19 Where deemed necessary the Council will employ additional urban design expertise to consider and assess the proposed Masterplan and planning application made for the lands including any subsequent planning applications in the context of the overall Masterplan.

UDO20 All new buildings will meet the minimum low energy performance as a pre-requisite to receiving planning approval (a calculation report is to be submitted with the planning application). Each building's energy performance calculation will be demonstrated on the basis of a simple approved method (e.g. EN 832) carried out by a qualified or accredited expert. Low energy buildings are defined as buildings with an annual heating requirement (space and water heating) 60% lower than the current Building Regulation requirements. The development will utilise renewable energy supply systems to meet at least 30% of the building space and water-heating requirements as calculated on the basis of an approved method carried out by qualified or accredited experts.

UDO21 Where deemed necessary the Council will employ a qualified specialist in eco-development who shall have regard to both the built and natural environment of the development proposals.

UDO22 Public open spaces shall be provided within all residential areas in addition to the open space land indicated on the Landuse Framework Map. The residential open space shall be provided in accordance with the provisions of the County Development Plan.

UDO23 Water Conservation; the infrastructure must incorporate the use of grey water. This will be installed in the initial phases of development.

UDO24 House design should include adequate facilities for storing dry recyclables.

2.5 Retailing

2.5.1 Strategic Context

The need for a more coherent framework for retail planning is founded in the sustained rate of growth of the Irish economy which has brought considerable pressures for additional retail floorspace – convenience, comparison and bulky goods. These pressures prevail in Wicklow Town, largely fuelled by the significant increase in population confirmed by the 1996 and 2002 Census of Population, the proximity to Dublin and the increasing affluence of its residents.

The National Spatial Strategy and the Regional Planning Guidelines for the Greater Dublin Area define Wicklow Town as a Primary Development Centre.

In retail terms Wicklow Town is designated as a Level 2 County Town Centre. Wicklow and Environs is under performing and currently does not provide the same range of services as some of the other higher order settlements in the Greater Dublin Area, at this level of hierarchy. There is a need for Wicklow Town to grow into a centre of greater regional importance in order for the County to have a greater retention of spending and to significantly improve the town's attraction for visitor and tourism expenditure.

In the Draft County Wicklow Retail Strategy, carried out in 2002, Wicklow Town was found to have 3,417 sq. m. convenience and 4,539 sq. m. comparison floorspace indicating a shortfall of retail floorspace per head of population. In the intervening period, this floor space has not significantly increased to make up for the found shortfall or to meet with the growing retail demands of an increasing population.

For higher order shopping local people have to travel, which is contributing to a high level of leakage from the County. Evidence from the Retail Strategy Report indicated that County Wicklow had a 40% comparison goods leakage out of the County. In the intervening period to the end of 2005, the population has continued to expand yet the retail provision has not significantly enlarged. The current shortfall is therefore further exaggerated.

At the time of the preparation of the Draft Wicklow Retail Strategy Report, it was noted that there was capacity for at least another three large convenience stores and for the existing comparison floor space, in the County, to nearly double by 2011.

2.5.2 The Marlton Lands

For Wicklow to significantly enhance its retail offer and secure its position as a County Town Centre in the Greater Dublin Area hierarchy, then there requires to be an expansion of the town centre. For this to be achieved in accordance with the sequential approach to retail location and with the recommendations of the Draft Wicklow Retail Strategy Report, edge of centre sites need to be looked at.

The Draft Wicklow Retail Strategy Report indicated that Action Area 6 is located on the edge of the town and is the location with the potential to appropriately expand the site of the town, its town centre function, activity and attraction, with a comprehensive mixed use residential, commercial and retail development linked into the heart of the town centre.

2.5.3 Retail Policies

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| RP1 | Any development proposed and planning application made for the development of the Action Area 6 lands shall be accompanied by a Retail Capacity Study of Wicklow Town and Environs and a comprehensive Retail Impact Statement, having regard to the Retail Sequential Approach as outlined in the Department of Environment, Heritage and Local Government Retail Planning Guidelines, January 2005, to ensure that any such development will not detract from the developing vibrancy and retail health and potential of Wicklow Town. |
| RP2 | To facilitate the provision of a developed retail hierarchy within Wicklow Town and address the leakage of retail expenditure from County Wicklow and Wicklow Town and its catchment by providing a means to strengthen the range and quality of its retail offer. |
| RP3 | To promote and encourage enhancement and expansion of the retail floorspace and town centre functions of Wicklow Town to further develop its competitiveness and importance as one of the key centre in the County and wider Greater Dublin Area. |
| RP4 | To have regard to the National Retail Planning Guidelines and the Retail Planning Strategy for the Greater Dublin Area in the setting out the provisions for and in the assessment of planning applications for retail developments. |

2.5.4 Objectives

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| RO1 | To encourage and facilitate the development of District Centre Scale facilities at the edge of centre Marlton Action Area 6 lands to meet the needs of the existing, new and expanding town and to provide a range of shopping facilities that complement the town centre. |
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- RO2 To encourage retail formats on the Marlton Action Area 6 lands to provide essential retail services, convenience and comparison which are not available in the existing town centre.
- RO3 To provide mixed use development at the Development Centre that would incorporate retail, employment, recreational, entertainment, cultural, civic, community and residential uses.
- RO4 The Development Centre mixed use development composition shall be such as to encourage day and evening time activity to ensure a vibrant development core in line with the concept of sustainability.
- RO5 To provide complementary retail warehousing uses and local service employment use adjacent to the Town Relief Road.

2.6 Housing

2.6.1 Residential Zoned Land

The projected population increase prescribed for Wicklow Town and Environs by the National Spatial Strategy and the Regional Planning Guidelines, as a Primary Development Centre and a Large Growth Town has provided the opportunity to develop the Marlton lands to accommodate a proportion of the population increase. Due to the ideal location of the lands, in close proximity to the existing town centre, and the plan to develop a District Centre, any residential development will be sustainably located within close proximity of the town and new centre's facilities and services.

Housing provision and the allocation of lands for this purpose has been informed by the Wicklow Environs LAP 2001. The Environs Plan identified that a total of 428 ha. of residential land should be zoned to accommodate future residential needs. While this figure of 428 ha. includes a market factor or headroom of 1.5, the Environs Plan acknowledges that, to accommodate the residential development needs of the settlement, at least 285 ha. of land will be required to be developed for residential development purposes.

This AA6 LAP proposal to zone 31.9 ha of land for residential purposes. In addition to the residential development zoned lands residential development will have to be a component of the Development Centre.

The Urban Design and layout of any residential development or mixed use residential development will be subject to the policies and objectives of this plan, conforming to the urban design and transportation policies and objectives.

2.6.2 Density

The guiding principles and policies of Department of Environment, Heritage and Local Government's Guideline's on Residential Density and the County Development Plan's Urban Residential Development Guidelines put in place the main issues to be addressed for any residential proposal.

The County Development Plan aims to achieve a maximum gross density of no greater than 28 houses of 125m² per hectare, however *"the maximum density standard can be relaxed, at the discretion of the planning authority, in the interests of good urban design and the proper planning and sustainable infilling within urban areas. In particular, a high quality of design and layout and a good living environment will be required where densities are proposed to be increased."*

Therefore due to the Marltons lands location close to the existing Town Centre and the proposed Development Centre it is proposed to provide residential development according to a density gradient, with higher density residential between 25 and 40 units per hectare adjacent to and as part of

the district centre / development core reducing to between 25 – 35 units per hectare with distance from the core.

2.6.3 Residential Development in the Development Centre

It is proposed that the Development Centre will be of mixed use including residential, ensuring the centre becomes a 'living' centre, with activity during the day and evening. Any residential proposal will be of a high density, with a high quality design and building standard. The allocation of the residential component of the Development Centre will be determined by the integrated Masterplan for the lands. It is however envisaged that the Development Centre will have a residential density of 30 – 40 units per hectare.

2.6.4 Policies

- RSP1 To provide for the more integrated and sustainable use of all residential zoned lands, and in particular to encourage the use of public transport. Higher densities will be promoted in proximity to the Development Centre and higher densities will be accepted only where the Council is satisfied that the quality of the proposed development is of a very high standard.
- RSP2 To promote and encourage the provision of social and affordable housing in accordance with the proposals outlined in the Council's Housing Strategy.
- RSP3 To ensure, that in the design of layouts in residential areas the needs of pedestrians and cyclists are provided for. Residential areas should be designed so as to provide for a hierarchy of spaces and places which provide a range of social functions and facilities and respect the amenities of residents.

2.6.5 Objectives

- RSO1 To achieve better and more appropriate mix of dwelling size, type, tenure and accessibility in all new residential developments.
- RSO2 To ensure a holistic approach is taken in the design and planning of new residential areas, which incorporates the provision of essential and appropriate facilities, amenities and services so that viable communities emerge and grow.

RSO3 To encourage design of housing with context and identity, producing places that are connected to local services and are oriented towards pedestrians and cyclists

RSO4 The naming of residential developments should reflect local place names or topographical features as appropriate.

RSO5 Gated residential developments shall not be permitted.

2.7 Community

2.7.1 Community Facilities

Community facilities should form part of an integrated network of community resources. Given the current shortfall of such facilities and the projected increase in population, there is an identifiable need for a multi-purpose community facility building which would support the existing and developing needs of the community of the Town Environs.

2.7.1.1 Objectives

- CO1 That a multi-purpose community building shall be constructed as part of the development of AA6. Accommodation shall be provided that shall at least include a general mixed use sports area, meeting rooms, training space, drop in facilities, shared office space, kitchen facilities, community display and exhibition area and importantly include community child care facilities.
- CO2 That such facilities shall be provided as part of the mixed use Development Centre.
- CO3 The facilities to be provided shall include a commercial Cinema, a substantial Arts Centre (which can accommodate an access cinema space).

2.7.2 Open Space

To enhance living, working and contribute to a feeling of place and ownership the adequate and appropriate provision of open space is of considerable importance. Open space may be formed by soft or hard landscaping and be active or passive.

Given the landscape of AA6 including the Marlton Stream and the proposed Development Centre, where its tip will meet the Marlton Road, the opportunity to enhance open space provision and its variety within the Town and Environs is great. All spaces must be accessible and permeable.

2.7.2.1 Objectives

- OSO1 The open space to be provided shall be varied and form a clear hierarchy of spaces.
- OSO2 The Marlton Stream shall be developed as a linear green park, policed by development over the entire length with generous building set backs making provision for passive recreation including cycling and walking.

OSO3 All residential areas shall be provided with overlooked open space and include informal active and more formal passive spaces.

OSO4 Both hard and soft landscaping shall be employed in the design and provision of open space within an adjoining Development Centre. These spaces shall include a focal point plaza or square within the Centre and other public spaces of lesser importance.

OSO5 All hard and soft landscaped spaces shall be linked to facilitate cycling and walking to form a necklace of spaces linked throughout the entire development site.

OSO6 The availability and management of active recreational area's and the proposed playing field and all weather pitches will be dealt with and agreed at the first stages of the proposed development through the Masterplan process.

2.7.3 Education

With the expansion of Wicklow Town and Environs the need for the provision of lands to accommodate the expansion of current secondary and primary educational facilities and provide for emerging minority primary educational need should be accommodated.

2.7.3.1 Objectives

OE1 5 acres of land shall be provided to facilitate the emerging educational needs of the expanding town and environs.

OE2 The land to be allocated to educational need shall adjoin the Development Centre on the residential lands north of the Marlton Stream.

2.8 Heritage

2.8.1 Natural Environment

The study area consists of a network of agricultural fields, containing field boundaries mostly in the form of hedgerows interspersed by mixed deciduous trees.

The Marlton river runs along a wooded valley which transects the site. The network of tree cover and hedgerows greatly add to the ecological value of the site, providing a 'woodland' habitat for flora and fauna. The river valley and riparian zone provide an additional wildlife habitat. Taken together these features greatly enhance the visual character of the area and play an important role as corridors, which allow wildlife to exist and flourish.

2.8.1.1 Objectives:

NHO1 The Council will ensure the protection of wildlife habitats on site, by ensuring that where they exist, trees, hedgerows, river and surrounding areas are neither damaged, nor negatively impacted upon, by development proposals.

NHO2 The Council will ensure that the biodiversity value of the site is actively enhanced through proposals for development. Such enhancement measures may include the drawing up of habitat management plans, and/or reinforcement planting of field boundaries, new tree planting, thinning and pruning of existing trees, vegetation clearance and habitat creation. The National Parks and Wildlife Services shall be consulted on the drawing up of Habitat Management Plans.

NHO3 All new planting and landscaping schemes will be required to show the use of native and locally common species, among them Ash, Mountain Ash, Oak, Holly, Hawthorn, Blackthorn, Hazel, Elder, Gorse, Bramble, Wild Rose.

NHO4 The Masterplan for the development of the lands shall consult with and have regard to the National Parks and Wildlife Services requirements to protect fisheries interest and preserve the ecological value of the Marlton Stream.

2.8.2 Cultural Heritage

The site is of historical interest incorporating the townlands of Ballynerrin, Ballynerrin lower and Marlton area. The townland of Ballynerrin is thought to have received its name from 'baile an fhearainn' meaning farmstead of the (royal) domain. This is likely a reference to an association of the land with the Kings (Black) Castle, in Wicklow Town. Ashtown lane or 'potash lane' as it was originally called, borders the site and may refer to an area where potash was once made. There is one known archaeological monument on

site, this is RMP number 25: 14, a bronze age burial cist located close to the river.

2.8.2.1 Objectives

CHO1 The Council will ensure the preservation of all known archaeological features, and will take measures during the development control process for the protection of previously unrecorded sites and features. Archaeological assessment may be required for development proposals likely to have an impact upon archaeological significance of the site.

CHO2 The shape and location of existing field patterns and boundaries are of local heritage value and contribute to the visual landscape character of the area. The Council will ensure that these field patterns are incorporated as much as possible into any future development proposals.

2.9 Water Supply

Water supply for the site is dependent on approval of preliminary report for Wicklow Water Supply which includes a Trunk Main from Ashford to Wicklow. Once approved the construction period will be approx 3 -4 years and therefore at this stage the water supply status for the subject site is pending the DoEHLG approval.

2.10 Sewerage

Pumping Station construction on Wicklow Town Sewerage scheme is due to commence in August 2006. The treatment works capacity on the scheme is 34000 pe. The estimated completion date is 2008.

2.11 Surface Water Drainage

The Greater Dublin Strategic Drainage Study as referenced in the Wickow County Development Plan (2004 -2010) makes specific reference to the "New Development Policy Report" that will apply for proposed development on the subject site.

2.12 Flooding

The main concern is risk of flooding from the Marlton Stream at the Grand Hotel junction which is located downstream of the AA6 lands. However a "Wicklow Town River Analysis Study" has been prepared by Civil Engineering Consultants which suggests a number of improvement works to address to this problem.

In order to minimise the flood risk along the banks of the Marlton Stream at least a 10 m setback (Riparian Corridor) will be mandatory for all new developments within the subjects site.

- FLO1 The Masterplan for the development of the lands shall have regard to the Office Of Public Works 'Flood Risk and Development Policy/Guidelines'.
- FLO2 The Masterplan for the development of the lands shall have regard to the Wicklow Town River Analysis, December 2004.
- FLO3 The Masterplan for the development of the lands shall have regard to the principles of sustainable drainage systems best practice.
- FLO4 The Masterplan for the development of the lands shall have regard to the recommendation made under the Greater Dublin Strategic Drainage Study.

2.13 Electrical Supply

The Planning Authority will support the infrastructural renewal and development of electricity networks in the area, with the under-grounding of cables/ lines where feasible

3. Zoning

3.1 Land use zoning objectives

The purpose of zoning is to indicate the land use objectives for all the lands within the Action Area 6. Zoning aspires to promoting the orderly development of the area by eliminating potential conflicts between incompatible land uses, and to establishing an efficient basis for investment in public infrastructure and facilities. Zoning policy must also have regard to the strategic policies underlying the County Development Plan and Town Environs Plan. These include the principles of sustainable development and of consolidation, the integration of land use and transportation planning, and the maintenance of the quality of life within the County as a whole.

The approach to zoning objectives has been reformed to provide for more effective interpretation and implementation. The primacy of the Zoning Objective and vision has been highlighted and enhanced by the removal of the Zoning Matrix and the abandonment of the 'Open for consideration' category. Uses which are neither 'Permitted in Principle' nor 'Not Permitted' will be assessed in terms of their contribution towards the achievement of the Zoning Objective and vision.

RESIDENTIAL
<p>Zoning Objective</p> <p>To provide for residential development and to protect and improve residential amenity.</p> <p>Vision</p> <p>To ensure the provision of high quality new residential environments with good layout and design, with adequate public transport and cycle links and within walking distance of community facilities; to provide an appropriate mix of house sizes, types and tenures in order to meet household needs; to promote balanced communities; and to promote higher densities in the development centre to facilitate day and evening activity and ensure a 'living' centre.</p>
Use Classes Related to Zoning Objective
<p>Permitted In Principle</p> <p>Bed and Breakfast, Cemetery, Crèche/Nursery School, Education, Guest House, Home based Economic Activity, Open Space, Public Services, Recycling Facilities, Residential, Residential Institution, Shops (Local).</p>
<p>Not permitted</p> <p>Abattoir, Aerodrome/ Airfield, Boarding Kennels, Caravan, Park (holiday), Caravan Park (residential), Cash and Carry outlet, Concrete Asphalt etc plant, Cinema/Theatre, Halting Site, Dance Hall/Discotheque, Extractive Industry, Garden Centre, Heavy Vehicle Park, Hotel/Motel, Industry – General, Local Service Employment, Motor Sales Outlet, Offices, Petrol Station, Public House, Retail Warehousing, Scrap Yard, Service Garage, Shops (Other), Warehouse.</p>

DEVELOPMENT CENTRE
<p>Zoning Objective</p> <p>To provide for a retail and mixed use development centre in conjunction with the Masterplan for the overall development, and to provide for high density residential development, and to identify, reinforce, strengthen and promote urban design concepts and linkages with the existing town centre activity areas.</p> <p>Vision</p> <p>The aim is to develop a district scale retail development in a mixed use_ centre by densification of appropriate commercial and residential developments ensuring a mix of commercial, recreational, community, educational, civic, cultural, leisure, residential uses, urban streets and urban open spaces, while delivering a quality urban environment which will enhance the quality of life of resident, visitor and workers alike. The zone will strengthen retail provision in accordance with the Retail Planning Guidelines, Retail Planning Strategy for the Greater Dublin Area, the County's Draft Retail Strategy and County Development Plan, ensure priority for public transport, pedestrians and cyclists while minimising the impact of private car based traffic, enhance and develop the existing town centre. In order to deliver this vision and to provide a framework for sustainable development, a Masterplan will be prepared for the development centre in accordance with the provisions of this Local Area Plan that shall form part of subsequent planning applications for development of the lands.</p>
Use Classes Related to Zoning Objective
<p>Permitted In Principle</p> <p>Advertising, Car Parks, Cash and Carry outlet, Commercial, Community Facility, Crèche/Nursery School, Cinema/Theatre, Cultural Use, Doctor/Dentist etc, Education, Civic Amenity, Health Centre, Hotel/ Motel, Industry – Light, Offices, Open Space, Public House, Public Services, Recycling Facilities, Recreational Building, Residential, Residential Institution, Restaurant/café, Shops (Local), Shops (Other), Sports Club.</p>
<p>Not permitted</p> <p>Abattoir, Aerodrome/ Airfield, Boarding Kennels, Caravan, Park (holiday), Caravan Park (residential), Cemetery, Concrete Asphalt etc plant, Halting Site, Extractive Industry, Industry- General, Motor Sales Outlet, Petrol Station, Retail Warehousing, Scrap Yard, Service Garage, Warehouse.</p>

RETAIL WAREHOUSING
<p>Zoning Objective</p> <p>To provide for retail distribution, retail warehouse, retail storage and retail logistics facilities, which require good access to the major road network within a good quality environment and to provide for and promote the development of Local Service Employment. All subject to high quality urban design, landscaping and layout with high quality transportation links and layout.</p> <p>Vision</p> <p>The Retail Warehouse zone is intended to provide areas for logistical and retail warehousing activities, including storage, distribution and packaging, of goods and products as well as activities which require a large site and space. Limited suitable light industrial uses may be appropriate in these areas as well as Local Service Employment.</p>
Use Classes Related to Zoning Objective
<p>Permitted In Principle</p> <p>Advertising, Car Parks, Cash and Carry outlet, Electricity transmission infrastructure, Garden Centre, Industry – General, Industry – Light, Local Service Employment, Motor Sales Outlet, Offices, Open Space, Retail Warehousing.</p>
<p>Not permitted</p> <p>Abattoir, Aerodrome/ Airfield, Bed and Breakfast, Boarding Kennels, Caravan, Park (holiday), Caravan Park (residential), Cemetery, Religious Building/Institution, Commercial, Community Facility, Concrete Asphalt etc plant, Cinema/Theatre, Cultural Use, Halting Site, Dance Hall/Discotheque, Doctor/Dentist etc, Education, Civic Amenity, Extractive Industry, Guest House, Health Centre, Home based Economic Activity, Hospital/ Nursing Home, Private Club, Public House, Recreational Building, Residential, Residential Institution, Shops (Other).</p>

OPEN SPACE
<p>Zoning Objective To preserve and provide for open space and recreational amenities.</p> <p>Vision The zoning objective seeks to provide recreational and amenity resources for urban and rural populations subject to strict development controls. Only community facilities and other recreational uses will be considered and encouraged by the Planning Authority.</p>
Use Classes Related to Zoning Objective
<p><i>Permitted In Principle</i></p> <p>Cemetery, Community Facility, Open Space, Recreational Building, Recycling Facilities, Sports Club, Sports facilities.</p>
<p><i>Not permitted</i></p> <p>Abattoir, Advertising, Aerodrome/ Airfield, Bed and Breakfast, Boarding Kennels, Caravan Park (residential), Cash and Carry outlet, Commercial, Concrete Asphalt etc plant, Creche/Nursery School, Cinema/Theatre, Dance Hall/Discotheque, Doctor/Dentist etc, Education, Civic Amenity, Extractive Industry, Garden Centre, Guest House, Health Centre, Heavy Vehicle Park, Home based Economic Activity, Hospital/ Nursing Home, Hotel/ Motel, Industry – General, Industry – Light, Local Service Employment, Motor Sales Outlet, Offices, Private Club, Public House, Residential, Residential Institution, Restaurant/café, Retail Warehousing, Scrap Yard, Service Garage, Shops (Local), Shops (Other), Warehouse.</p>

LOCAL OBJECTIVE M1
<p>Zoning Objective</p> <p>To provide for a Petrol/ Service Station, subject to high quality urban design, landscaping and layout.</p> <p>Vision</p> <p>To provide for a petrol station and ancillary services to make the most optimum use of the location adjacent to the roadway and roundabout. Any development will have to be to a high standard of design, landscaping and layout to provide a gateway development to the Marilton Action Area as well as Wicklow Town. Corporate advertising shall be minimal.</p>
Use Classes Related to Zoning Objective
<p>Permitted In Principle</p> <p>Advertising, Commercial, Industry – Light, Motor Sales Outlet, Offices, Open Space, Petrol Station, Public Services, Service Garage, Shops (Local)</p>
<p>Not permitted</p> <p>Abattoir, Aerodrome/ Airfield, Bed and Breakfast, Boarding Kennels, Caravan Park (holiday), Caravan Park (residential), Cash and Carry outlet, Cemetery, Religious Building/Institution, Concrete / Asphalt etc plant, Crèche/Nursery School, Cinema/Theatre, Cultural Use, Halting Site, Dance Hall/Discotheque, Doctor/Dentist etc, Education, Civic Amenity, Extractive Industry, Garden Centre, Guest House, Health Centre, Heavy Vehicle Park, Home based Economic Activity, Hospital/ Nursing Home, Hotel/ Motel, Industry – General, Private Club, Public House, Residential, Residential Institution, Restaurant/café, Retail Warehousing, Scrap Yard, Sports facility, Warehouse.</p>

4. Likely Significant Effects on the Environment

This section of the Plan has been prepared with regard to the provisions of Section 10(5)(a) of the Planning and Development Act 2000, S.I No. 93 of 1999, the EPA Guidelines on Environment Impact Assessment. It identifies the manner in which the potential environmental impact of the development choices identified in this plan have been considered in the interest of achieving a balance between location, volume and mix of land uses, the development needs of the Town and Environs and the potential environmental impacts that could be expected.

The development of AA6 will have a significant environmental impact as a result of change of use of areas from predominantly agricultural and equestrian uses to mixed use and residential. The development of areas must however be seen in the context of providing for development demands / and need identified by the County Development Plan 2004 and the Wicklow Environs Plan 2001.

The adverse impacts of the proposed land uses and potential development that is likely to occur as a result have been considered. However, in certain instances the development of some lands will result in significant changes in the appearance of the area and may result in the loss of some environmental amenity. These suggested land uses should be viewed in the interests of the overall land use mix proposed in Wicklow Town and Environs, while also providing for necessary development and managing change.

4.1 Limitation of Impacts

Outlined below are a number of the approaches, which have been adopted in order to limit adverse environmental impacts of the Plan.

- (a) The Local Area Plan has been formed on the concept of sustainability.
- (b) Land uses have been identified to provide for appropriate types of development at appropriate locations. In this respect the unsustainable and often negative environmental impact of introducing incompatible land uses into areas have been avoided where such development is considered unlikely to sufficiently mitigate through the detailed design and planning application process or into the existing environment
- (c) Development in areas of significant environmental amenity such as the Marlton Stream has been controlled.

4.2 Impact on the Environment

Should the AA6 Marlton lands be developed as identified and the appropriate urban design, transport, retail and environmental policies and objectives be put in place to accommodate these objectives the likely environmental impacts are as follows:

4.3 Human Beings

It is anticipated that the effect of development on existing human beings within the Plan area will be significant. The development as proposed will result in a substantial increase in the built area of Wicklow Environs. In this respect the manner in which existing residents experience Wicklow and its environs will alter and this will change over time as development areas come on stream. It is anticipated that the development will lead to a significant impact with increases in population and the necessity to invest in the additional community facilities and amenities to meet needs and ameliorate the impact. There will be a positive impact by increasing critical mass of development such as housing, services and amenities for the people of Wicklow and environs.

4.4 Natural Environment

The study area consists of a network of agricultural fields, containing field boundaries mostly in the form of hedgerows interspersed by mixed deciduous trees.

The Marlton Stream runs along a wooded valley which bisects the site. The network of tree cover and hedgerows greatly add to the ecological and amenity value of the site, providing a 'woodland' habitat for flora and fauna. The river valley and riparian zone provide an additional wildlife habitat. Taken together these features greatly enhance the visual character of the area and play an important role as corridors, which allow wildlife to exist and flourish.

To minimise impact on Flora and Fauna, the Council will seek the protection of wildlife habitats on site, by ensuring that where they exist, trees, hedgerows, river and surrounding areas are neither damaged, nor negatively impacted upon, by development proposals.

Furthermore the Council will ensure that the biodiversity value of the site is actively enhanced through proposals for development. Such enhancement measures may include the drawing up of habitat management plans, and/or reinforcement planting of field boundaries, new tree planting, thinning and pruning of existing trees, vegetation clearance and habitat creation.

Lastly all new planting and landscaping schemes will be required to show the use of native and locally common species, among them Ash, Mountain Ash, Oak, Holly, Hawthorn, Blackthorn, Hazel, Elder, Gorse, Bramble, Wild Rose.

4.5 Soil

Impacts will occur to soil resources in the area as a result of development. Impacts will occur to soil and areas as a result of re-profiling and excavation associated with development and this is unavoidable. One of the primary impacts will be changes in the areas visual character.

4.6 Water

It is anticipated that the principle impacts on Wicklow's water will occur as a result of an increase in demand for water resources and an impact due to surface water run-offs and waste water discharges from new developments. These impacts will be addressed through engineering solutions and facilities to cater for increased development. Overall the provision of enhanced waste water treatment and water supply to facilitate the development of Wicklow and its environs will improve the overall water supply and treatment facilities for existing residents.

4.7 Air

The development of the area will result in changes in air quality as a result of the emissions that can be expected from structures and vehicles. This may result in an increase in emissions although over the longer term the development of more energy efficient houses, structures and vehicles may not result in a significant increase in emissions. More sustainable transport patterns should also favourably affect air quality.

It is anticipated that the retention of trees and extensive new tree planting at locations in the subject site will assist in air purification.

4.8 Landscape

Significant and lasting change will occur to the landscape of the area as a result of development. This change is unavoidable if the needs and demands of Wicklow and environs are to be accommodated. However, such change may also be viewed as a natural process, given that all modern landscapes are products of generations of interaction of people, their needs and demands and their environment. Urban design and open space objectives and the preservation of important landscape characteristics will help ensure that bio-diversity is protected, as well as visual and community amenity. The visual amenity of the area can be further addressed through the planning application process.

4.9 Material Assets

The material assets of the area will be improved through the development of additional and improved facilities as a result of development in the area. This includes both natural and man-made assets.

4.10 Cultural Heritage

Cultural heritage will be enhanced through the range of facilities that will be provided for by the development.

Close consultation with Dúchas – The Heritage Service will ensure that any adverse impacts on the cultural heritage are avoided or mitigated, while consultation with local groups will ensure that the needs and wishes of the community are catered for in proposed developments.

4.11 Traffic Impacts

The potential traffic impacts of the proposed development lands has been considered. The proposals in the Plan to ensure the full integration and management of all forms of traffic as an integral part of Masterplanning will ensure that potential adverse impacts are minimised. A Traffic Impact Assessment of the proposed development will have to be undertaken as part of any planning application for development.

Appendix

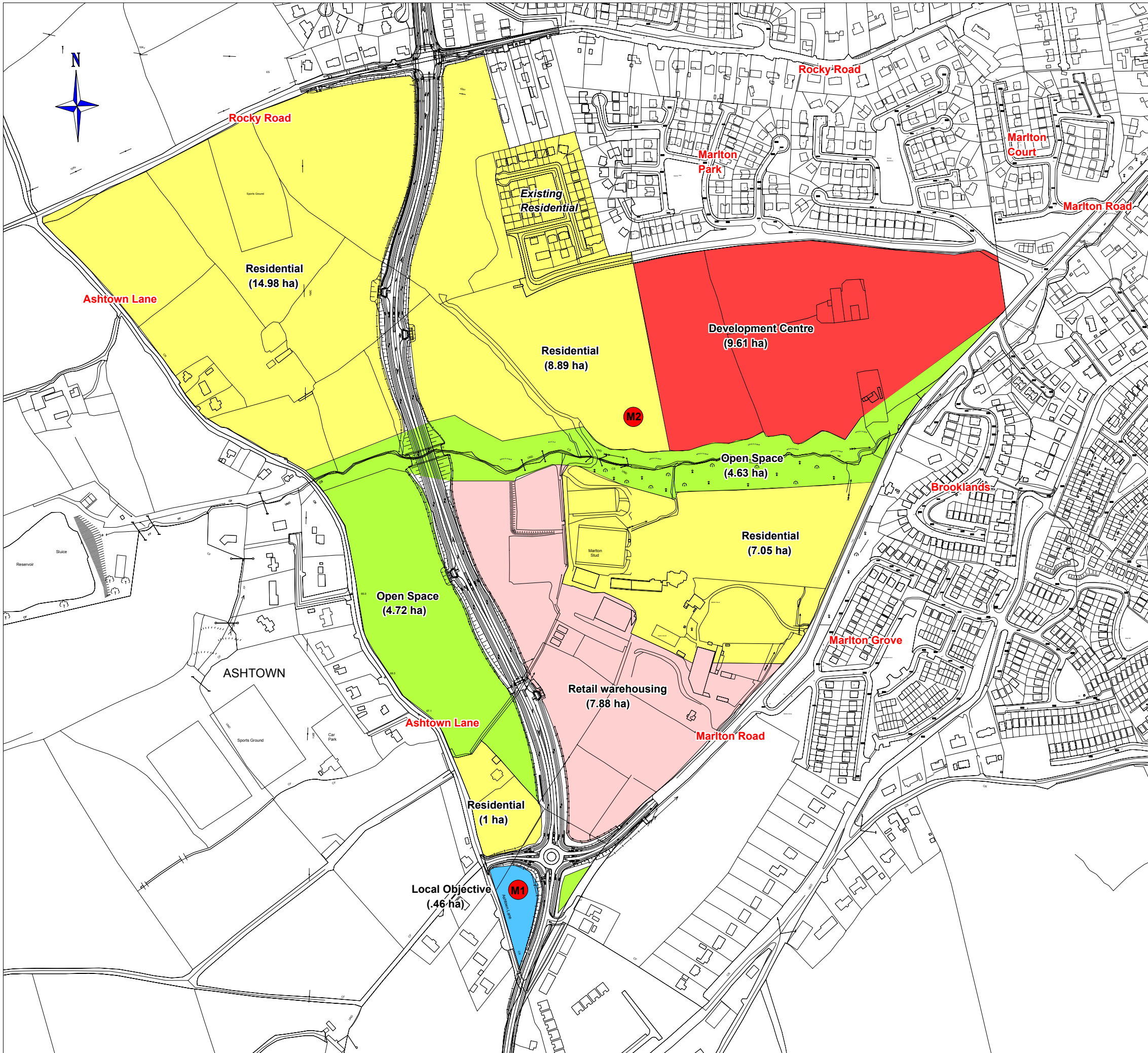
Action Area Six Development Criteria Wicklow Environs Local Area Plan
2001 Extract

Land Use Framework Map

Action Area 6 Development Criteria

This is located in the Ballynerrin, Ballynerrin Lower and Marlton area of Wicklow Town Environs, it is proposed to prepare a separate Local Area Plan for this area to incorporate:

- Development of residential units of high standards of design and layout.
- Provision of a landscaped open space area, on lands zoned for open space, that will be used for the purpose of a public park / amenity area and active recreation and ancillary uses at Marlton Valley. This park area will provide for passive recreation facilities with possible provision of a limited number of playing pitches, basketball and netball facilities and tennis courts. The provision of multi-purpose play areas and shared pitches in this area should be considered in order to maximise the amenity potential of the area.
- Reservation of lands for community facilities and open space at the junction of Rocky Road and Ashtown Lane.
- Reservation of lands for business and industry.
- Protection of trees at Marlton Valley.
- Retention of lands free from development along the potential alignment of the Relief Road and reservation of lands for a possible road from Marlton Road to the Relief Road north of Marlton Valley.
- Retention of lands for potential road improvements including the possible realignment of Ashtown Lane and the Rocky Road.
- Provision of cycle lanes as part of road improvements, particularly along Ashtown Lane and to allow for the development of cycle lanes linking Ashtown Lane through Marlton Valley to the Marlton Road.
- Reservation of lands to allow for the development of sanitary service and other services facilities, including water storage facilities, to service the development of the area.
- Subsequent to the interim report of the Retail Planning Strategy for the Greater Dublin Area, it is likely that further retail zoned lands will be required, particularly for comparison shopping. The Council will be preparing a Retail Planning Strategy for the County and is currently preparing a Framework Land Use and Transportation Study for Wicklow Town and its Environs. It is likely that lands within this Action Area could be suitable from a spatial and traffic point of view for additional Retail Zoning, and subject to the outcome of the Retail Strategy and Land Use and Transportation Studies, Retail Development Zoning will be incorporated.



Action Area 6
Local Area Plan 2006 - 2012
Landuse Framework

Wicklow County Council
May 2006

Bryan Doyle - Director of Services for Planning & Economic Development
Paddy Hooper - Senior Planner

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Legend

-  **Residential**
To provide for residential development and to protect and improve residential amenity.
-  **Development Centre**
To provide for a retail and mixed use development centre in conjunction with the Masterplan for the overall development, and to provide for high density residential development, and to identify, reinforce, strengthen and promote urban design concepts and linkages with the existing town centre activity areas
-  **Retail Warehousing**
To provide for retail distribution, retail warehouse, retail storage and retail logistics facilities, which require good access to the major road network within a good quality environment and to provide for and promote the development of Local Service Employment. All subject to high quality urban design, landscaping and layout with high quality transportation links and layout
-  **Open Space**
To preserve and provide for open space and recreational amenities.
-  **Local Objective M1**
To provide for a Petrol/ Service Station, subject to high quality urban design, landscaping and layout.
-  **Local Objective M2**
To provide for the development of an educational facility on 5 acres of land.

Scale 1:5000