

Wicklow Town Development Plan 2002



prepared by

**Wicklow
Town Council**

With assistance from

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1.0 Introduction

1.1 Plan Status

The following Development Plan has been prepared under the provisions of the Planning and Development Act 2000 to provide for the long-term development of Wicklow Town over the forthcoming 6-year plan period. The Development Plan is intended to assist, guide and facilitate the range of development necessary over the forthcoming years so that a balanced range of land uses, facilities and amenities can be provided for the areas population.

1.2 The Plan Formulation Process

This plan has been prepared following a two-stage process. Firstly, survey and analysis of the development issues, land uses and underlying social, economic and industrial fabric of the area. Secondly, an extended consultation process intended to allow for local communities, individuals and organisations to make submissions to the Council concerning their objectives for the future development of the area.

To enable local communities to express their views and objectives public meetings were held to inform all of the development plan process, individual consultations were held with those parties seeking to make submissions and representations were invited from stakeholders in the areas development. This process of consultation has assisted the formulation of a Development Plan that identifies community needs and requirements.

The process also allowed for the integrated planning and assessment of the development challenges evident in the entire Wicklow Town, Wicklow Town Environs and Rathnew area allowing the requirements of the three areas to be planned for in an integrated fashion.

1.3 Plan Area/ Plan Period.

The lands identified in the enclosed zoning map detail the area where development is envisaged. The Plan will be known officially as the *Wicklow Town Development Plan 2002*. In the text it may be referred to as 'the Plan' or 'this Plan', save where the context requires otherwise 'The Council' or the 'Planning Authority' shall mean Wicklow UDC.

It is intended that the majority of this Plan's objectives are, where feasible, to be implemented within 6 years from the date of it's adoption by the Council. The Plan also forms the basis for the long-term development of the town.

1.4 Development Plan Structure

This Plan is divided into four parts: -

- (a) This introduction
- (b) The non-statutory survey and analysis section
- (c) Development Strategy and Objectives
- (d) The Development Plan (Section 4.0), which sets out the zoning and development objectives for the Plan area.

1.5 Development Control

The development control guidance and standards for Wicklow Town are specified in Section 4.0 and 5.0 and shall be applicable within the development boundary set out herein.

1.6 Effects of Areas Outside Urban District

Where appropriate, the Planning Authority will have regard to: -

- (i) the probable effect of their decision on an application on any place outside their functional area, and,
- (ii) any other consideration relating to development outside their area.

1.7 Interest in Land

An applicant for permission must have sufficient estate or interest in the relevant land to enable him to carry out the proposed development.

1.8 Non Conforming Use

Some uses exist in locations where they do not conform with the Use Zoning Objectives of this Plan. Where extension to, or improvement of premises accommodating these uses is proposed, each shall be considered on its merits and permission may be granted where the proposed development does not adversely affect the amenities of premises in the vicinity, generally comply with the particular use zoning objective, and does not prejudice the proper planning and sustainable development of the area. The Planning Authority is especially conscious of the possible adverse effects of industrial and commercial development in too close proximity to, or in juxtaposition with dwellings.

2.0 Survey And Analysis

The following sections of this Plan set out relevant information obtained as part of the survey and analysis of the Plan area. This information informs and assists in the development of plan policy to address the area's weaknesses and assist in its development. The survey information has been presented below for Wicklow Town and also for the Wicklow Environs and Rathnew area given the manner in which the development potential of the three areas is interlinked.

2.1 Wicklow Town – A Regional Role

Wicklow Town and its environs have progressively developed over time to become significant settlements within the overall County hierarchy and the Dublin sub region. Located in such close proximity to Dublin (approx. 30 miles to the centre of Dublin) the town has developed as a significant satellite settlement to Dublin. Consequently, the town has developed to fulfil two primary roles over recent years, these being:

- Local service centre providing for a limited range of community needs. The town and the surrounding settlements maintain a range of commercial, community, employment and social activities / services. It is generally aimed at local requirements and do not seek to 'compete' with adjoining settlements such as Bray and Greystones.
- Sub Regional commuter settlement. Evidence suggests that the commuting to Dublin for employment has progressively become a part of life in the Wicklow Town area.

The development of the town as a 'commuter' settlement appears to have taken place despite the areas disadvantages. These can principally be encapsulated by a 'health check' of the area. This details a range of problems including:

- A commercial centre, which does not provide the same range of services of some higher order settlements in the Dublin Sub Region, the town and the general area has a more limited range of commercial facilities than other settlements such as Bray.
- Vehicular and pedestrian access difficulties to the town centre.
- A limited range of services and amenities.
- Access and commuting difficulties to the North Wicklow / South Dublin area.

The future development of Wicklow Town as an urban centre along with the development of the surrounding environs area and Rathnew must however be considered in reference to the overall development of the Dublin Region. The Town has been identified in the Dublin Strategic Planning Guidelines as a Primary Development Centre¹. The intention of this designation is to allow for the development of a sustainable urban centre where the population can live and work without the need to commute to adjoining urban centres. Currently Wicklow Town and its environs do not facilitate this role with extensive commuting taking place, although there is a large population both resident and working in the area. Having regard to this designation and the need to provide for development in the future development lands are identified to allow for an increase in population size, development requirements and community needs. In this respect the complimentary development of residential lands, employment generating facilities and amenity / community facilities are promoted through the Development Plan process.

Given the development constraints that exist within the town centre, with a limited availability of development lands, it is important to note that the provisions of this Development Plan must be considered in association with the Proposed Wicklow Environs Local Area Plan. The proposals of these two plans are interlinked and provide for the integrated development of the overall town and its environs.

¹ The SPG found that in order to meet the criteria of sustainability and flexibility required for the development of the Dublin Region that models of concentration and / or consolidation were most appropriate. To support this need the consolidation of development within the Metropolitan area was proposed with the development of 'Development Centres' in the surrounding hinterland to balance development in the Metropolitan area. These centres are to be the location of a concentration of development and are to be separated from each other by strategic green belts. Wicklow is one such centre.

2.2 Socio – Economic Development

The development of the town as a social and economic centre must have regard to a number of issues. Firstly, the absolute population numbers and secondly the 'social' composition of that population.

Firstly, the past trends in population development have been considered in *Population Targets and Strategic Development Options for Wicklow Environs* prepared on behalf of Wicklow County Council by Cunnane Stratton Reynolds; recorded changes in the areas population are detailed in Table 1 (overleaf). This report also prepared population projections that detail potential population growth, the absolute level of which could ultimately be higher depending on outside development pressures. The report identifies a potential increase in the areas population (including the Ashford area) to the region of 25,000 + persons by 2016.

Table 1: Population Change in Wicklow Town and Environs

Year	Wicklow UD	Environs	Total	Growth	% Growth
1971	3,786	133	3,919		
1979	4,981	137	5,118	1199	30.6
1981	5,178	163	5,341	223	4.4
1986	5,304	213	5,517	176	3.3
1991	5,847	368	6,215	698	12.7
1996	6,416	874	7,290	1075	17.3

Table 1a: Population Change in Rathnew and Ashford

	Rathnew	Ashford
1981	1,366	N/a
1986	1,389	N/a
1991	1,496	881 ²
1996	1,437	1,215

The absolute increase in population levels over recent years in Wicklow Town, its Environs, and Rathnew reflect the increasing attractiveness of the north Wicklow areas as a base to access the Dublin region. This development can principally be attributed to market pressures, the attractive environment in Wicklow and the relative ease of access to Dublin given the improved road infrastructure. Analysis of the growth in the area shows that in the main it was contained within the environs area, which increased by 300% over the ten-year period. This increase is a direct result of the limited development opportunities within the urban district itself that has put pressure on the environs to accommodate population growth. Trends show that the population of Wicklow UD and Environs increased by 40% in the period between 1971 and 1986 with a similarly large increase in the environs area population, which grew by approximately 60%.

Secondly, the social and economic background of the town and the surrounding area is an important element in its long-term development. The social / population trends evident in the area have been considered and are detailed below in Table 2. The data supplied and tabulated has been broken down into three particular areas as with the consideration of population change; 1) Wicklow Town, 2) Wicklow Rural District (Wicklow Environs), 3) Rathnew.

² No 1986 data is available for Ashford as its population size at the time of that Census of Population was too small for it to be classified as a settlement for the purposes of the Central Statistics Office. 1000 persons is the lower limit for compilation of detailed town statistics by the Central Statistics Office. The population of the town at the time of the 1991 Census of Population was 881 persons (est. from Wicklow County Council figures).

Table 2: Socio Economic Change

Persons Aged 15 +

Wicklow Town

	1996		1986	
	No.	No. (Male / Female)	No.	No. (Male / Female)
<i>At work</i>	2198	-	1575	-
<i>First Job</i>	67	40 / 27	77	55 / 22
<i>Unemployed</i>	360	248 / 112	250	189 / 61
<i>Student</i>	556	254 / 302	316	155 / 161

Wicklow Rural (Incl. Environs)

	1996		1986	
	No.	No. (Male / Female)	No.	No. (Male / Female)
<i>At work</i>	1070	-	647	-
<i>First Job</i>	47	29 / 18	72	44 / 28
<i>Unemployed</i>	218	162 / 56	142	118 / 24
<i>Student</i>	232	103 / 129	145	62 / 83

Rathnew

	1996		1986	
	No.	No. (Male / Female)	No.	No. (Male / Female)
<i>At work</i>	391	-	317	-
<i>First Job</i>	26	16 / 10	59	36 / 23
<i>Unemployed</i>	161	124 / 37	107	93 / 14
<i>Student</i>	100	47 / 53	59	21 / 38

Students in 15 – 24 Age Group

	1996	1986	% Increase
<i>Wicklow Town</i>	533	314	69 %
<i>Wicklow Rural</i>	223	145	53 %
<i>Rathnew</i>	98	59	66 %

Classification of Population at work By Industry

Census of Population 1996

		Agriculture	Mining	Manufacturing	Build. & Cons.	Elec. & Gas	Commerce	Transport	Public Admin.	Prof. Services	Other
Wicklow Town	Total	34	5	351	196	27	531	152	187	442	274
	(M/F Split)	33/1	5/0	266/85	184/12	22/5	295/236	128/24	120/67	144/298	127/147
Wicklow Rural	Total	62	6	204	90	5	249	46	52	191	164
	(M/F Split)	57/5	6/0	135/69	84/6	5/0	157/92	31/15	36/16	69/122	63/101
Rathnew	Total	10	5	121	50	0	70	12	9	45	66
	(M/F Split)	9/1	5/0	75/46	48/2	0/0	44/26	9/3	6/3	12/33	15/51

Census of Population 1986

		Agriculture	Mining	Manufacturing	Build. & Cons.	Elec. & Gas	Commerce	Transport	Public Admin.	Prof. Services	Other
Wicklow Town	Total	17	3	372	160	22	337	112	179	275	95
	(M/F Split)	17/0	3/0	299/73	159/1	20/2	214/123	79/33	117/62	99/176	44/51
Wicklow Rural	Total	81	3	166	100	4	120	29	17	65	62
	(M/F Split)	75/6	2/1	105/61	94/6	4/0	84/36	23/6	14/3	27/38	21/41
Rathnew	Total	14	0	119	60	4	51	9	3	21	36
	(M/F Split)	14/0	0/0	70/49	59/1	4/0	31/20	8/1	2/1	3/18	12/24

Occupation

	Census of Population 1996			
	Wicklow Town	Wicklow Rural	Rathnew	Ashford
Farmers < 30 acres	1	4	0	1
Farmers 30 - 49 acres	0	0	0	0
Farmers 50 + acres	1	26	0	0
Other Agri.	33	45	20	16
Manufacturing	353	175	109	58
Building	241	149	98	39
Clerical	294	107	29	45
Admin. + Gov.	227	105	20	44

Census of Population 1986			
Wicklow Town	Wicklow Rural	Rathnew	Ashford
1	4	1	N/a
0	3	0	N/a
0	18	0	N/a
16	63	17	N/a
480	232	174	N/a
158	101	76	N/a
279	57	23	N/a
N/a	N/a	N/a	N/a

Exec.				
Trans.	162	61	28	25
Sales	369	174	45	58
Prof.	363	149	21	67
Services	317	142	80	54
Other	197	151	102	53

157	54	32	N/a
251	86	36	N/a
297	63	13	N/a
167	74	46	N/a
59	34	6	N/a

Highest Level of Education (Age 15 + who have ceased Full Time Education – 1996 Census of Population Figures available only)

		Upper Secondary	Third Level	Total
Wicklow Town	Male	628	487	1115
	Female	765	475	1240
Wicklow Rural	Male	266	218	484
	Female	312	219	531
Rathnew	Male	79	24	103
	Female	109	30	139
Total		2159	1453	3162

The latest available sources of information on employment within the town is the 1996 Census Small Area Population Statistics (S.A.P.S). These figures relate to those who reside in the town as opposed to those who work in Wicklow. The number of persons living in Wicklow and Environs who were in paid employment in 1996 was 2,532. This figure represents 53% of all those residing in the town aged between 15 and 65 years of age. Of the total population residing in Rathnew, there were 391 persons employed and 161 unemployed in 1996, representing 52% and 21% of the total workforce in the village respectively³. In contrast, employment in agriculture, administrative/Government jobs, and in professional posts is relatively low.

There are undeveloped industrial areas within and adjoining the Urban District area but many of these have remained undeveloped given the limited access available to much of the development lands. In this respect infrastructural works such as the Port Access Route, which will also alleviate traffic pressures within the town centre, are an important element in the development of the areas industrial potential.

2.3 Residential Development

2.3.1 Residential Development and Urban Form

Within Wicklow Town and its environs residential development is the predominant land use. This is evidenced by the attached land use maps that demonstrate the extent and location of extensive housing development that has taken place in recent years. Much of the land that is now potentially available for residential development is located in the Environs area of Wicklow Town as many of the development opportunities available within the Urban District Area have been developed.

There are however, opportunities for the development of residential lands within the town area although these are generally limited to potential infill development on small sites in established residential areas or the redevelopment of institutional lands for residential purposes.

2.3.2 Residential Development and Housing Provision

The tables below demonstrates the changing number of private households in Wicklow Urban District and Environs Area and the changing household size

³ Total Workforce here is estimated by total population between ages of 15 and 64

Table 3 Private households in Wicklow UD & Household size

Year	1986	1991	1996
No. of households	1467	1703	2014
No. of persons	5239	5727	6299
No of persons / household	3.57	3.36	3.12

Table 4 Private Households in Wicklow Environs & Household size

Year	1986	1991	1996
No. of Households	56	114	287
No. of Persons	194	368	874
No. Of Persons/ household	3.46	3.22	3.045

It is clear from the table that there has been a significant increase in household formations in the environs of Wicklow with an increase of 150% in the 5-year period from 1991 to 1996. A continuation of this trend is supported by recent population, household and workforce projections, which predict a significant increase in the number of households in North Wicklow over the next twenty years. With respect to household size it must be seen that the numbers within households have fallen both in the Town and Environs area, this is in line with European trends and will influence the numbers of houses required to fulfil the expected population increase. Accordingly it would appear appropriate to allow for a household size of 2.75 persons per house in estimating future land requirements for housing. Much of the overall development potential of the area will however, have to be accommodated within the environs and Rathnew area given the limited volume of development lands available within the town area proper.

With respect to Local Authority housing the Urban District Council is has acquired a site of approximately 14 acres within the urban area to meet part of their needs.

2.4 Piped Infrastructure

Improvements in the areas infrastructure will have to be carried out in order to address the future development potential of the area in light of its designation as a development centre in the Dublin Strategic Planning Guidelines. Particular constraints in water supply are evident within the town area and the potential for the improvement of these facilities through improvements in both supply and distribution infrastructure within the environs area will be sought.

2.4.1 Sewerage Infrastructure

The existing treatment plant serving Wicklow Town and Environs is located in Wicklow Harbour area. This provides preliminary treatment with the effluent being pumped out to sea by means of a long-sea outfall. This is insufficient to serve future needs in the town and the surrounding area under the Urban Wastewater Treatment Directive (1994). As a result it is proposed to provide a secondary treatment system (capacity 37,000 PE) for the Wicklow catchment area at the Murrough. The immediate provision of this facility is a vital requirement in the fulfilment of the areas development requirements.

With respect to surface water requirements a review of the existing sewer system and its shortcomings as part of the examination of requirements for Wicklow Town Sewerage Scheme identified a number of required upgrades in the surface water system to meet future needs, this includes:

- Provision of a trunk storm sewer on Marlton road to serve lands to the east and west.
- Upgrade of the Marlton channel to service lands at Marlton
- Provide stormwater relief to the existing foul sewers.
- Developing the storm sewer system in the inner core areas of the town.

Recent flooding of lands within the Environs of Wicklow Town and localised flooding in Wicklow town itself demonstrate a need for the development of the surface water retention mechanisms and

ongoing upgrading through maintenance of existing foul and surface water sewerage infrastructure in the area.

2.4.2 Water Supply

There are four existing reservoirs in the town at Greenhills (capacity 454,000 l), Mt Carmel (capacity 136,200 l), Broomhall (capacity 454,000 l) and Seacrest (capacity 454,000 l). There are problems with water supply in the town as increased development has made it difficult to provide adequate pressure in areas. This can be alleviated through the development of additional storage capacity possibly to the west of the town and the development of an appropriate distribution system to serve emerging housing schemes. The practice of allowing housing schemes to obtain water supply from the main to the town will be discouraged given the potential negative impacts on water pressure within the urban area and development proposals may have to contribute to any future development of any improved distribution network.

Consideration should also be given to the development of an additional water main into the urban area given the frequency with which the existing main has been broken.

2.5 Transportation Infrastructure

Within the plan area there is a range of transportation infrastructure. In general this can be divided between infrastructure such as roads and rail lines, facilities such as car parking and train stations and bus and rail transport services.

Roads infrastructure will be upgraded significantly over the forthcoming plan period with the development of additional roads such as the revised N11, Relief Route and Port Relief Routes. These latter two roads are vital to the long-term development of the town and the surrounding area. They will however, be provided within the area administered by the County Council although the UDC will endeavour to assist their development where possible, particularly the Port Relief Route.

Public transport to Wicklow town is provided by a train service through the station located to the northern outskirts of the town. There are four train stops in each direction during the weekdays Monday to Friday. The service is generally considered inadequate and more trains are needed throughout the day and at weekends⁴. The station itself while centrally located within the development area does have a number of limitations including the poor availability of car parking and a limited station size while the availability of a single track potentially limits the potential of the town to truly develop as a Primary Development Centre within the Dublin Region. It is an objective of this plan to ensure that a new car park is provided to serve this station as part of any development proposals on lands to the north of the train station.

Bus Eireann provides Wicklow with a bus service that runs roughly every 2-hrs connecting to both Dublin and to more southerly towns such as Arklow and Waterford. This service is not considered frequent enough to meet the needs of commuters. In addition the survey of locals identified the need to provide a shuttle mini-bus service within the town.⁵ Additional bus services are also provided within the town as part of the provision of busses for schools in the area.

This limited availability of a broad modal choice in the area is reflected in the dominance of car use as a mode of transport. This is most patently reflected at peak commuter times where the most recent Census of Population figures suggest that a high level of commuting over long distances is taking place. The distances detailed below represent the distances travelled to work by a large number of residents in the area.

⁴Wicklow Traffic Study –Colin Buchanan & Partners

⁵Wicklow Traffic Study- Colin Buchanan & Partners

Table 5: Travel to Work Distances – Nos. of Car Commuters (Drivers & Passengers) 1996

	10-14 miles	15-29 miles	30-49 miles	Total (persons at work by industry – Table 2)	Car commuters as a % of the total
Wicklow Town	115	293	202	2199	27%
Wicklow Environs	40	150	120	1069	28%
Rathnew	15	30	19	388	16%
Ashford	30	119	28	371	47%
Total	200	592	369	4027	28%

2.5.1 Wicklow Traffic Study

Within Wicklow Town one of the main constraints to the development is the level of congestion experienced within the town itself as a result of through traffic, traffic accessing the port and high levels of on-street parking. The growth of the town including potential investment in the town will be affected by the accommodation of traffic. To this end an examination of traffic within the town by Colin Buchanan and Partners was undertaken to establish a strategy to ensure the effective functioning of the town from a commercial, industrial, residential and environmental viewpoint. The final report of this study was published in April 1999.

2.6 Retail Activity

Wicklow Town is a central location for retail activities. However, from a qualitative point of view much of the retail space available in the town and the surrounding area is not of a similar standard to the newer retail space being developed in the Dublin region. This combined with the poor trading environment in many instances in the town core, principally due to traffic congestion and parking availability, can represent a threat to the overall long-term development of the area. In this respect it is important to note that while householder surveys carried out as part of the survey of retail activity in the area have demonstrated that much of the convenience retail space within the area provides for local needs the area does lose trade in the non-food sectors to centres such as Cornelscourt, Dun Laoghaire and Dublin.

In this respect the development of additional retail floorspace to provide for current and future needs must be allowed for and this provision should be of high quality and located in accessible locations close to the town centre.

Floorspace information was compiled through an evaluation of existing County Council data along with surveys on the ground within Wicklow Town. The floorspace of identified retail properties within the Urban District area, was measured using OS Base maps to allow for an accurate calculation of floorspace areas.

Table 6: Retail Floorspace Provision in Square M. (Wicklow Town Area and the surrounding catchment - Based on a 10 minute Drive Time Area)

Location	All Grocery	Public House and Off-Licence	Other Food	Tobacco, Sweets and Newspapers	Comparison Goods	Petrol Filling Stations	Restaurant, Café, Take Away	Post Office & Financial
Wicklow Town	3566	2696	628	380	6338		1241	305
Ashford	193.3	108.1	21		541.4	15.4	265.9	11
Rathnew	25	255.6			233.5		69.48	
Total	3784.3	3059.7	648.7	565	7281	15.4	1576.38	316

In general the volume of space available appears to be adequate for a town of the size of Wicklow when compared to other settlements in the area such as Arklow and Greystones.

Within this catchment area average levels of expenditure have also been calculated on the basis of the Household Budget Survey. The available expenditure information is set out in Table 6a.

Table 6a: Retail Expenditure in Wicklow Town Area and the surrounding catchment - Based on a 10 minute Drive Time Area and the available figures for the Household Budget Survey 1994

	Area Total (£)	% of total area Spend	Ireland Total (£)	% of total Ireland Spend
Food	12,762,782	25	4,172,607,417	22.9
Drink & Tobacco	3,546,016	7	1,346,465,636	7.5
Clothing and Footwear	3,212,117	6.3	1,101,180,372	6
Housing	4,386,958	8.6	1,634,526,768	7.3
Durable Housing Goods	1,790,313	3.5	623,524,602	2.7
Non – Durable Household Goods	1,364,765	2.7	413,497,504	1.8

Future Retail Requirements

With respect to retail development regard must be had to national policy guidance on retailing. In this respect it is considered important that such development should be located within the existing Wicklow Town Area to build on and reinforce the centre of the town. The development of retail schemes must therefore have full regard to the provisions of the Retail Planning Guidelines 2000 (DOELG).

An estimation of the level of required retail floorspace over the forthcoming years in the catchment area has been carried out for both comparison and convenience goods. Given the available information on expenditure from the Household Budget Survey (HBS 1994) an assessment of the necessary comparison and convenience floorspace was carried out.

Comparison goods are typically those such as clothing and footwear, furniture, furnishings and household equipment. Convenience goods are typically those such as food, alcohol and tobacco. Given the available data from the HBS for the area (Table 6a), expenditure on food⁶ when correlated

⁶ With an allowance of 3% p.a. on convenience spending between 1994 and 1996 in order to correlate expenditure data with the most recent population data (Census '96).

with the floorspace data on *All Grocery and Other Food* (see Table 6) obtained from surveys, gives an indication of the relationship between expenditure trends per head of population in the area and floorspace volumes.

Once overall expenditure levels (Table 6b) within the catchment area are calculated, by correlating it with the population of the catchment area, an assessment of the expenditure per head of population can be calculated for the base year (1996). Using the population projections and expenditure projections for the plan area the available expenditure per head can also be calculated into the future.

Through calculating of the overall food expenditure in the area and by dividing the overall spending by the projected turnover per sq. m. an assessment of the volume of food floorspace required (sq. m.) can be determined (Table 6c).

Table 6b: Spending per Head of Population (Wicklow Core Catchment Area)

	Convenience Goods Spend per Head ⁷	Comparison Goods Spend per Head	Population of Catchment ⁸	Overall Convenience Spending	Overall Comparison Spending
1996	£1,265	£461	11,842	£14,987,914	£5,461,653
2001	£1,851	£1,878	13,657	£25,279,107	£25,647,846
2006	£2,145	£2,284	16,458	£35,360,325	£37,590,072
2011	£2,487	£2,778	20,522	£51,038,214	£57,010,116

Calculation Sequence – Example

Food Spending:

- 1) Overall 1996 food/convenience expenditure (£14,987,914) / population (11,842) = £1,265
- 2) Use GDARPS Retail Expenditure Figures (£1,851) for 2001
- 3) Multiply £1,851 by projected 2001 population (13,657) = overall food expenditure (£25,279,107)

⁷ Based on the expenditure incurred in the area covered by the 10-minute drive time isochrone from Wicklow Town. Figures available detailed 1994 expenditure levels. These were adjusted to 1996 levels to allow for comparison with the 1996 Census of Population. An increase of 3 % per annum in convenience goods spending and 4% p.a. in comparison goods spending.

⁸ Includes the population of Ashford in the calculation of population.

Table 6c Food / Convenience Floorspace Requirements

	Floorspace (sq. m.) ⁹	Turnover Per sq. m.	Overall Food / Convenience Spending
1996	N/a	£4636 ¹⁰	£14,987,914
2001	3850.4 ¹¹ (unfulfilled immediate demand for 1,400 sq. m.)	£4872	£25,279,107
2006	6906	£5120	£35,360,325

Calculation Sequence – Example

Food Spending: 1) 2006 Turnover p/sq. m. (£35,360,325) / overall food / convenience spending (£5120) = Floorspace required to meet demand (6,906)

Having regard to the provisions of the *Greater Dublin Area Retail Planning Strategy (GDARPS)* and the expenditure figures contained therein it appears that retail convenience facilities in Wicklow Town are over trading and that additional space is necessary. The figures suggests that there is an immediate shortfall of 1,400 sq. m. of convenience retail space and that by 2006, should population growth and development within the plan area support additional retail development that an additional 3,000 sq. m. of floorspace will be required. Should retail growth and expenditures continue further retail space would be necessary. However, it is not considered prudent to zone extensive areas for retail developments beyond 2006 given the need to encourage retailers to use more intensive forms of development such as multi storey developments and the opportunities offered for review of the plan and its implementation over the intervening period. Some of this convenience need can be met with the development of local shops in the development areas proposed as part of the plan and retail developments as part of petrol station developments.

As stated, the above calculations primarily identify a need for additional 'food / convenience' floorspace. These account for a significant volume of expenditure in the area (see Table 6a) and will require additional floorspace. Applying the same approach to the need for comparison goods the requirements for the area are set out in Table 6d.

⁹ Nett Figure

¹⁰ As per Table 13, Working Paper 3, Retail Planning Guidelines, (DoELG) April 1999 1 per cent per annum efficiency gain incorporated into calculations

¹¹ Existing space for food retailing (gross) has been calculated (2000) at 4813 sq. m. Nett floorspace provision, allowing for 20 % of this space to be used for storage purposes and ancillary uses results in a nett retail floorspace of 3850.4 sq. m. This suggests that there is currently an unfulfilled demand due to over trading and the loss of £6,520,000 in convenience retailing. This could be served at 2001 turnover per sq. m. by an additional 1,400 sq. m. net floorspace.

Table 6d: Future Comparison Floorspace Requirements

	Floorspace (sq. m.) ¹²	Turnover Per sq. m. ¹³	Overall Catchment Spending
1996	-	£2921	£5,461,653
2001	7,952 ¹⁴	£3225	£25,647,846
2006	10,559	£3560	£37,590,072

Having regard to the provisions of the *Greater Dublin Area Retail Planning Strategy (GDARPS)* and the expenditure figures contained therein it appears that retail comparison facilities in Wicklow Town are deficient. The figures suggests that there is an immediate shortfall of 2,262 sq. m. of comparison retail space and that by 2006, should population growth and development within the plan area support additional retail development that more floorspace will be required. Having regard to the potential changes in expenditures as a result of economic changes it is considered prudent to facilitate where appropriate retail development that provides for possible future needs subject to compliance with development standards

Calculation Sequence – Example

Comparison Spending:	1) 2006 Turnover p/sq. m. (£37,590,072) overall comparison spending (£3560) = Floorspace required to meet demand (10,559) 2) Therefore additional floorspace is necessary to meet demand by 2006
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Additional floorspace will also be required to provide public houses but this will be subject to the Liquor Licensing Acts.

¹² Existing space for comparison good retailing (gross) has been calculated (2000) at 7,281 sq. m. Nett floorspace provision, allowing for 20 % of this space to be used for storage purposes and ancillary uses results in a nett retail floorspace of 5,824 sq. m.

¹³ As per Table 13, Working Paper 3, Retail Planning Guidelines, (DoELG) April 1999 1 per cent per annum efficiency gain incorporated into calculations

¹⁴ Estimate from an analysis of existing provision as per surveys of existing facilities. Total floorspace 7112.5 (less approx. 20 per cent space that could be attributed to storage space) = 5690 sq. m. This suggests that there is currently an unfulfilled demand due to over trading and the loss of compression retailing. This could be served at 2001 turnover per sq. m. by an additional 2,262 sq. m. net floorspace.

2.7 Education

There are a number of educational facilities within the study area in both the Primary and Secondary sectors. These are detailed below in Table 7.

Table 7: Educational Facilities

<i>Area</i>	<i>School Type</i>	<i>School</i>	<i>No. Teachers</i>	<i>No. Pupils</i>	<i>No. Classrooms</i>
<i>Wicklow Town & Environs</i>	<i>Primary</i>	<i>St Patrick's</i>	<i>21</i>	<i>512</i>	<i>20</i>
		<i>Bethlehem & Holy Rosary School</i>	<i>20</i>	<i>460</i>	<i>18</i>
		<i>Gaelscoil</i>	<i>4</i>	<i>93</i>	<i>4</i>
		<i>Glebe</i>	<i>4</i>	<i>117</i>	<i>4</i>
	<i>Secondary</i>	<i>De La Salle</i>	<i>25</i>	<i>345</i>	<i>23</i>
		<i>Dominican College.</i>	<i>38</i>	<i>542</i>	<i>25</i>
		<i>Abbey Community School.</i>	<i>34</i>	<i>454</i>	<i>23</i>
		<i>East Glendalough</i>	<i>25</i>	<i>360</i>	<i>17</i>

In general the volume of space devoted to educational requirements has not changed significantly in recent years. However, future development pressures along with the increasing numbers of second level students in particular, as evidenced by Table 8 indicates that a demand for further facilities will be required. This requirement has been evidenced by Wicklow VEC which has a requirement for a minimum of 3-5 hectares to provide for a new educational facility for second level purposes; principally allowing for the relocation of the Abbey Community College.

2.7.1 Childcare

The provision of childcare facilities is an important element in the future development of the educational / community needs in the area as identified in the Planning Guidance for Childcare Facilities (DoELG). This has been noted and the need to provide additional lands for such facilities recognised.

2.8 Amenities & Conservation

2.8.1 Natural Amenities

The Environs of Wicklow spread out in a semi-circular fashion around the existing town core from which development has radiated out along the existing routes from the town. The backdrop of Ballyguile Hill, which forms an important visual envelope to the town, enhances the towns setting.

The foremost asset from which Wicklow Town benefits are its coastal location with the resultant ability to walk along the coast for a long distance to the north. In addition there is public access to Wicklow Head to the south. As part of the County Development Plan it is hoped to investigate extending the coastal walk as far as the Brittas Bay area and beyond. This will be facilitated through the objectives of the Town Development Plan.

Two important areas of environmental interest are located to the north and south of the town along the coast. To the north is located a proposed Natural Heritage Area which also encompasses a candidate Special Area of Conservation at the Murrough and a candidate Special Protection Area to Broadlough area. To the south at Wicklow Head Area is a proposed Natural Heritage Area which is a designated a Special Protection Area. The designation as a Natural Heritage Area is to ensure the conservation of plants, animals and wildlife habitats of Irish importance. The designation of an area as a Special Protection Area under the Birds Directive is for the conservation of rare and threatened bird species and their habitats in the European Union. The designation of an area as a Special Area of Conservation is for the conservation of plants, animals and wildlife habitats of European importance. Development that encroaches of these areas will be discouraged by the Council in the interests of ensuring the retention of this area in a largely unspoilt condition.

2.8.2 Conservation

Wicklow Town is home to a number of structures and buildings that are of significant conservation value. A full list of these protected structures¹⁵ is contained in the specific objectives section of this plan.

2.8.3 Recreational Open Spaces

The development of the town as a Primary Development Centre will require the provision of extensive areas of land for amenity purposes. The provision of this quantity of space is still considered necessary so as to allow for the development of passive and active recreation facilities.

With respect to recreational open space within the town there is an under provision of appropriately located space for recreational needs. In this respect much of the recreational space requirements for the town must be provided in the Environs area. Located within the Environs area are the rugby club pitches and a pitch used by Wicklow Rovers with the consent of the landowner.

Given the increasing population of the area the need for park/ recreational facilities are paramount. Existing facilities in the Environs will be used as a nucleus for the development of improved recreational areas. In this manner much of the development requirements of the urban area can be met in the surrounding environs area.

In the town it shall be a long-term objective of the Council to ensure the development of a park area within the town centre as a public facility. Lands have been identified in the Plan for this purpose.

2.8.4 Amenity Buildings and Space

There is a limited availability of community spaces and amenity buildings in Wicklow Town and its environs. The development of these facilities is an important element in the future expansion of the town and its environs as a Primary Development Centre in the Dublin Region. Within the town there

¹⁵ Local Government (Planning and Development) Act 1999

are a range of community facilities and buildings such as the Swimming Pool but the overall provision of community spaces and facilities needs to be improved to allow for the future development potential of the area.

The improvement of all amenity facilities in the area is a necessity and the desire for new leisure and amenity facilities has been expressed by local residents in surveys carried out as part of the plan preparation. In this respect the identification of sites for community facilities is considered a priority.

2.9 Port Development & The Port Access Route

The development potential of the port is highly dependant on the future development of the Port Access Route which, will be located within the Town Environs area. This route must also be developed to provide both access to the town centre and also to relieve pressures on the town centre due to the movement of port traffic through the constrained area of the town centre.

The ongoing development of the port and the expansion of its capabilities has been noted in the Harbour Commissioners *Plan for the Corporatisation of Wicklow Port (February 2000)*. This notes that there is likely to be an increasing expansion in the ports import function and a potential recommencement of the ports export function. This is likely to lead to an associated increase in the volumes of traffic to and from the port. In this respect, the development of the Port Access Route is a priority. The principal reasons identified by the Harbour Commissioners include:

- The inadequacy of the current access to the Port, particularly across the River Leitrin.
- The impact of the traffic volumes on the town centre.
- The potential to improve the traffic management situation in the area.

3.0 Development Strategy and Objectives

The following sections of this Plan set out the plan's strategy and objectives and its development control policies for the town area. These objectives will assist in addressing the issues identified in Section 2.0 while also directing future development. The objectives are general in nature but intend to confirm the status and role of Wicklow Town as a viable urban centre with high growth potential.

In general terms it is the objective of the Urban Council to:

1. Allow for the orderly development of Wicklow Town and its integration with the development areas available in the environs.
2. Promote the town as a focus for development, enabling it to expand and fulfil its role as a Primary Development Centre.
3. Provide the development of lands that may be developed with the least infrastructural expenditure and which provide good access to the range of social, educational and economic facilities available in the town.
4. Provide for the protection of areas of high visual amenity, special interest and scientific interest from development.

Sectoral development objectives are specified below.

3.1 General Objectives

For the purposes of this Plan five key objectives have been identified to guide the development policies and objectives:

(1) Promote Identity

Promote and facilitate development which will enhance the physical, economic and social profile of Wicklow.

(2) Conserve finite resources

Minimise the consumption of natural resources, including land and fuel.

(3) Protect Local Assets

Preserve the quality of the landscape, open space and material assets.

(4) Minimise the adverse impact of Development

Protect the integrity of the built and natural environments from damage caused by insensitive development proposals.

(5) Involve the Local community

Promote the involvement of the local community in decision making in environmental sustainability issues and decision making.

In land use terms these objectives are reflected in this Plan by the adoption of policies and proposals which:

- Protect established land uses and the character of areas through appropriate zoning objectives.
- Ensure a broad mix of zoning objectives to facilitate a balance of housing, jobs and facilities.
- Promote a compact urban form with increased residential densities.
- Promote the provision of facilities for cyclists and pedestrians.

- Control the growth of residential developments into areas of high amenity.
- Promote the provision of high quality public water supply and drainage systems.

3.2.1 Urban Development Strategy Objectives

Wicklow Town and its environs will grow extensively over the coming years. This growth is consistent with the objectives of the Dublin Strategic Planning Guidelines.

The development and upgrading of the towns facilities will require the provision of financial contributions under the provisions of Section 48 of the *Planning and Development Act 2000*.

3.3 Open Space Strategy and Objectives

The development of high quality public open spaces is considered to be of particular importance to the long-term sustainable development of Wicklow Town. The development of additional amenity areas in the Environs area is of particular importance to the long-term sustainable development of the area while the provision of a public open space within the town is also considered to be of importance. Appropriate objectives for to assist in attaining this have been identified.

It is an important objective of the Council to ensure that the development of the Murrough and coastal areas is managed importantly and that a Local Area Plan is prepared under Section 20 of the Planning and Development Act to guide development and ensure that existing open spaces and amenities are protected and improved for future generations.

3.4 Heritage Strategy Objectives

The town's heritage assets are an important factor in retention of a strong identity and the continued strength of the area's tourism resources. The protection of the area's heritage resources is an important issue in the overall development of the town and the development of a strong urban core area.

3.5 Infrastructure Strategy Objectives

The development of the areas infrastructure will be an important element in the future expansion of the town and its environs as a Primary Development Centre. Improved infrastructure can be categorised in a number of ways including the development of foul and surface water infrastructure and the provision of additional roads infrastructure.

A key objective will be the development of improved foul and surface water sewerage infrastructure. The development of the areas foul sewerage infrastructure will be of key importance and the development of the improved facility at the Murrough will be supported and encouraged as a key facility.

The development of additional roads infrastructure will principally involve the development of the Port Access Route and the Relief Route along with the development of the objectives specified in the Wicklow Traffic Study¹⁶.

3.5.1 Other Infrastructure Strategy Objectives

The Council supports the development of electricity generation and transmission, wind energy, hydroelectricity, telecommunications infrastructure and mobile communications. This infrastructure will be assessed through the planning application process on the basis of best planning practice and established planning guidelines. In exposed upland areas however, the development of new or replacement telecommunications infrastructure shall be supported but applicants will be expected to mitigate the visual impact of these developments to allow for their consideration. With respect to

¹⁶ Colin Buchanan & Partners 1999

electricity transmission networks all operator will be encouraged to underground their transmission network in the interests of visual amenity.

3.5.2 Employment and Industry Strategy Objectives

The development of the appropriate mixes in zoning and development designations have been provided for in this plan to ensure a balanced level of development. The development of the area's industrial and services base is an important element in the promotion of the town as a sustainable urban centre. In this respect, much land has been zoned for employment generating purposes in the surrounding environs and Rathnew area. Within the urban area however the limited availability of land means that limited industrial expansion can occur. However the continued operation of key industrial lands, such as the Port area within the town will be encouraged.

3.5.3 Advertising Strategy Objectives

The control of advertising siting and design is important to the protection and control of the visual appearance and attractiveness of many areas. This is considered particularly important within the town area where the development of visual clutter will be resisted.

4.0 Development Objectives

4.1 General

The development control standards in detail are specified in Specified in Section 5, following. The following sets out the policies and objectives of the Council that it will have regard to in the assessment of planning applications and the development of proposals in the future.

4.2 Urban Development

- 1) The Council will seek to:
 - a) Promote high quality urban design and layout with building design that is sympathetic to the established character of the area.
 - b) Ensure that development of pedestrian linkages to the existing town core and town retail facilities.
 - c) Develop sufficient car parking to cater for town centre retail demands generated by any new facility.
 - d) Promote mixed-use schemes that provide for both comparison and convenience retailing and the potential for phased development.
- 2) It is the objective of the Council that development that is likely to harm the character of a protected structure or if located in the vicinity of such a structure, or tourist asset, would harm its character will not be permitted.
- 3) The Council has proposed to zone an area of the 'Convent Lands' for residential use. It is the objective of the Council that the development of these lands will be subject to the preparation of an Action Plan by any prospective developer to ensure that all detailed development proposals are of a high standard of design and layout, that they accord with development standards and can be incorporated into the existing built fabric of the town without harm to its amenities while also providing for prospective community demands. In summary any development proposed on these lands must be on the basis of a comprehensive plan that provides for:
 - a) development of residential units at a density in accordance with Section 5.0 on lands zoned for residential use. All development proposed in this area must be of a high quality of design and layout.
 - b) provision of a landscaped open space area, on lands zoned for open space, which will be used for the purpose of a public park and active recreation and ancillary uses. The proposed open space zoning area in this Action Plan area could be a Neighbourhood Park facility and should accommodate football pitches (up to 2 units), and passive recreation and walking areas. Children's play lots may also be provided in suitable locations.
 - c) protection of the amenities of adjoining properties.
- 4) It is the objective of the Council to protect the character of particular town areas will be encouraged. Conservation areas have been identified on the Development Plan Maps where it is the objective of the Council to ensure that all new development should conform to high standards of development and design. Within the town centre area the protection of established shopfronts will be a priority and all development proposals for shopfronts shall be of high quality, design and materials; be consistent with traditional formats and reflect the design recommendations of *Conservation Guidelines (Department of the Environment) 1997* and ENFO design guidance.
- 5) It is the objective of the Council that the visual aspects of a proposed development will be examined with special regard to whether a free standing building or an infill of part of a street façade is proposed. Where development is proposed in part of a terrace, recognition of horizontal features, such as parapets, eaves and cornice lines, lines of window heads, string courses, etc., must feature in the design. Where windows or other existing elevational features have established a vertical emphasis on the façade, this should be recognised in the new development.

- 6) It is the objective of the Council that materials must generally be matched and the design of existing boundary walls, railings, etc., reflected in the new development. Most stringent requirements will arise where an adjoining building has a special architectural quality.
- 7) It is the objective of the Council that consideration be given to the needs of the disabled in the design and layout of buildings. In particular in the case of buildings intended for public use the planning authority will require that these buildings be designed generally in accordance with "Access for the Disabled" published by the National Rehabilitation Board and the requirements of the Building Regulations.
- 8) It is the objective of the Council that the standards set out in *Table 9* shall apply to all new development, be it new construction or additions, or material changes in use of existing buildings. As the unloading of service vehicles at shops and other commercial premises causes obstruction to other road users, it is essential that parking and service space for development is provided within the curtilage of the premises. In built up commercial areas at least 25% of the sites shall be left without covered structures for the purposes of off-loading, circulation and temporary refuse storage. Fuel servicing points shall be sited so that vehicles need not stand on the public thoroughfare or on the public footpaths during unloading.
- 9) It is the objective of the Council that where parking is permitted in sight of the general public, adequate landscaping must be provided to soften the appearance of parking areas. When considering applications for parking space in front of existing premises, the Planning Authority will have regard to the desirability of retaining some green or planted areas between the street and building line. In commercial areas provision of parking at the rear of the development is desirable where preservation of the streetscape determines it.

Table 9: Car Parking Standards

Land Use	Unit Net Area	Parking Spaces / unit
Auditorium, Theatre, Cinema, Station	Seat	0.33
Church	Seat	0.33
Bank	92.9 sq.m	5.00
Nursing Home	Per Bed	0.33 (min 3 spaces)
Offices	92.9 sq.m	4.00
Shopping Centres, Retail Stores	92.9 sq.m	6.00
Individual Shops	100sq.m	4.00
Bowling Alley	Lane	4.00
Schools	per class room	1.00
Houses and Flats (Ht)	Per unit	1.5 (= 1 visitor space per 4 houses)
Boarding Houses	Per Bed	1.00
Hospital	Per Bed	1.50
Hotel, Motel, Motor Inn, etc. (excluding function rooms, bars, etc.)	Bedroom	1.00
Manufacturing	92.9sq.m	3.00
Warehousing	92.9sq.m	2.00
Ballroom, Private Dance Clubs	9.29sq.m (dance floor/ sitting out)	2.00
Restaurant	9.29sq.m	1.00
Bars, Lounges, Function Rooms	7.4 sq.m net retail floor area	1.00
Playing fields	Per pitch	15.00

In implementing the above standards, however, the Council will reserve the right to alter the requirements having regard to each particular development.

(i) *Required Dimensions*

Car Parking Bay
5m x 2.5m (16ft. x 8ft.) (end on parking)
6m x 2.5m (20ft. x 8ft.) (Parallel to Kerb)
Loading Bay
6m x 3m (20ft. x 10ft.)
Circulation Aisles
6m in width (20 feet)

- 10) It is the objective of the Council that in the interests of promoting the development of streetscapes with defined building lines in new development areas the development of retail facilities at Petrol Filling Stations may be prohibited. These facilities, many of which provide retail space up to 100 sq. m. nett floorspace may provide for local retail needs but do not promote the development of a defined building line due to the application of standardised designs and formats. This would not be beneficial to the development of the extended urban area, in which retail facilities can fulfil a role as a community focus; proposals that the Council considers are a threat to the proper planning and sustainable development of the area will be resisted accordingly. The redevelopment of existing PFS facilities may be permitted subject to design.
- 11) It is the objective of the Council that a road frontage of not less than 21.5 is required for a new petrol station. The frontage must be kept clear of any structures (apart from a boundary fence) for

a depth of not less than 4.5m from the street boundary of the site. No pump, hosepipe or other service may be situated less than 4.5m from the street boundary of the site, nor may it be adapted to serve a vehicle standing on the public street. Where the petrol pumps and other services are sited not less than 9m from the street boundary of the site the street frontage of the station may be reduced to 12m. The station should have not more than two vehicular opening may not exceed 7.5m. The street boundary of the station shall be defined, except at openings, by a wall or railing to a height of not less than .50 over the level of the adjoining street. Where the street width is greater than 15m a vehicle entrance or exit shall not be sited nearer to a road junction than 33.5m, in the case of a junction with a street 15m in width or over, or 23m in the case of a junction with a street of between 7.5m in width or over. Where the junction occurs on the opposite side of the street from the petrol station site, no vehicle entrance or exit may be sited nearer than 23m to the junction where the width of the intersecting street exceeds 7.5m. Where the street is of a dual carriageway type, no break in the central strip shall be permitted under any circumstances to serve the petrol station, canopies and other overhead structures should be in scale with surrounding buildings. Applicants are advised to consult the Fire Officer in relation to installations for the storage and distribution of dangerous substances.

4.3 Retail / Town Centre Development

- 1) It is the objective of the Council that the town centre of Wicklow should continue to serve the demands of the surrounding catchment area and that sufficient retail space to meet the town and hinterland requirements should be developed within the town centre areas and proposed town centre zoned areas in the first instance.
- 2) An assessment of retail needs has indicated that both additional comparison and convenience retailing is required within the general Wicklow area to provide for the potential increase in population. The Council will endeavour to have this retail space provided within the town centre area.
- 3) There is a need for local shops to service lands where new residential areas are being developed. These facilities should service immediate local needs. Such shops would have an overall sizing of no greater than 100 sq.m. of nett floorspace, shall provide separate areas for unloading off the public carriageway that will be retained free from car parking (any delivery space should be capable of accommodating a HGV); such developments should also provide adequate off street car parking space in line with the Table 8.
- 4) All retail developments proposed to provide for this retail need should:
 - a) Have regard to the adequacy of existing retail shopping in the area.
 - b) The size and location of existing retail shopping outlets
 - c) The effect on existing communities, including the effect on established retail shopping outlets and employment.
 - d) The need to counter urban decline and to promote urban renewal.
 - e) The impacts on traffic.
 - f) The potential for new retail facilities to provide for an expanding population.
 - g) The need for all retail development to promote good urban design and where developed in proximity to the Town Centre to encourage linkages to the town centre.
 - h) All retail schemes in the region of and over 1,000 sq. m. (nett) should provide a Retail Impact Statement in the interests of encouraging the sustainable planning and identification retail needs.

More detailed assessment of development proposals can be carried out through the planning application process.

- 5) Commercial developments in town centre areas must include, where car parks are an integral part of the development, provision for 'active' shopfronts to face onto the car park to maintain and active and vibrant town centre commercial area.

4.4 Coastal Zone Management

- 1) It is the objective of the Council to support the implementation of the Wicklow County Council objectives including the implementation of the Coastal Zone Management Plan and ensuring that no further removal of sand and gravel occurs from beaches in the area (particularly the Murrough area) prohibiting further land reclamation of coastal / marshland areas or estuary land that would damage coastal habitats.
- 2) It is an objective to support the protection of the bathing area of the Murrough in the vicinity of the 'Terrapin' factory by designing and providing coastal protection works, beach nourishment or groynes and a promenade.
- 3) The Council may not permit new habitable structures to be developed at less than 3 metres OD (Malin) in the interests of public safety and the protection of property and residential amenity.

4.5 Residential Development

It is the Council's objective to:

- 1) Provide sufficient zoned land on suitable sites to ensure that the UDC can contribute to the development of sufficient housing lands to meet potential demands.
- 2) Ensure a supply of social and affordable housing is brought forward to provide proper choice and promote quality of life for all residents of the area irrespective of their financial means.
- 3) The Council's social housing policy will be consistent with the provisions of its adopted Housing Strategy and all developments subject to its provisions will be required to be consistent with its policies and objectives.
- 4) Ensure the provision of a wide range of house types, designs and styles to cater for modern housing needs, family sizes and tenures. All new residential developments proposed should aim to develop a range of housing types and styles to meet demand.
- 5) Contain residential development within the development lands zoned.
- 6) Ensure that all new development provides for the incorporation of open space provisions within the development and for the expansion and development of educational and community facilities.
- 7) Promote and encourage the supply (and quality) private rented accommodation and to avail of the powers vested in the local authority by the Housing Acts where private rented accommodation is or becomes sub-standard.
- 8) Not normally permit a change from residential use of any residential land or units, which can still be used with or without adaptation for residential purposes of any kind.
- 9) Restrict the conversion of houses which would result in the loss of units for family accommodation due to the impact this would have on the amenities of existing residential areas with regard to in particular noise and traffic issues.
- 10) Given priority in areas that are in predominantly residential use, to the provision of additional housing so long as this does not have an adverse effect on the character of the area. Non-residential uses will be allowed where they are on a limited scale, compatible with the residential environment and it can be demonstrated that they are of benefit to the local community and normally could not be more satisfactorily located outside a residential area.
- 11) Ensure that the naming of residential developments should reflect local place names, Irish names, or topographical features as appropriate.
- 12) Require the development of pedestrian and cycleway provision as part of all new residential developments.

- 13) Ensure that all new housing developments make provision for a re-cycling area within the estate, the location of which shall be delineated at the Planning Application stage.
- 14) Where possible the Council may allow for development to occur at higher densities in specified locations where good quality design and layout are employed.
- 15) Apply the following considerations where land is being developed for housing:
 - (a) The need for land to be used economically.
 - (b) The capacity of the infrastructure to cater for future population.
 - (c) The adequacy of present and future community facilities.
 - (d) Suitable density (see Section 5.0)
 - (e) Adequate privacy for individual houses, flats, etc.
 - (f) The safety of proposed layouts and the capacity of existing roads to absorb further traffic.
 - (g) Adequate provision for car parking, open space, landscaping and planting.
 - (h) Integration with existing development and the preservation of attractive features on site.
 - (i) The setting out of each individual house to achieve a minimum distance of 1.2m between the building and its boundary on either side.
- 16) Studies of road accidents on residential roads show that those most at risk are children in the proximity of their own homes. Two of the main causes of accidents are high vehicle speeds on residential roads and the unexpected emergence of children from behind parked vehicles. Long, straight roads which tend to encourage undue speed should be avoided in design. Where these are unavoidable, housing should face short loops or cul-de-sacs off them. For environmental and safety reasons housing should not normally front directly onto major roads. Kerbside parking should also be avoided; resident parking should be provided either within the curtilage or in group parking schemes. Visitor parking should be provided in conveniently located groups. Such group parking schemes must be adequately landscaped or differentiated to minimise the visual impact of extensive paved areas. As a norm one car space per dwelling unit, plus visitor car parking at the rate of one space for every four dwellings, will be required.
- 17) Require developers to reserve a minimum of 10% of the area of a proposed housing development site as amenity open space. Where the development proposal is such that the open space provision, by reason of its shape, location or size, does not lend itself to use as beneficial open space the developer will be required to make a payment to the Planning Authority as an alternative to providing the open space. This payment will be related to the density, the value of the land and the cost of the development of the open space. The developer will be required to pay the charge in such a manner as the Planning authority may direct and before work on the site commences. The provision of the beneficial open space will then become the responsibility of the Planning Authority and will be made in relation to the needs of the community as a whole. In certain instances a relaxation in public space standards may be acceptable should the Planning Authority consider that the design of the open space is of high quality, enjoys a high quality of landscaping and is functional and relevant to the needs of the local community.
- 18) Require a comprehensive site survey indicating all existing site features, walls, hedges, trees, buildings and water features for all planning applications for housing estates. Applicants should provide this to the UDC. Developers will be expected to integrate the most attractive landscape features into the design. As with landscaping, this will usually improve the quality of development and is thus in the developer's own interest. In the development of private building estates, roads and services are to be provided in advance of house construction. Developers will be required to give security to the Council in the form of a cash deposit to ensure their satisfactory completion

and maintenance until the roads, open spaces, car parks, sewers and watermain are taken in charge by the Council. In the case of large developments, provision of roads and services may be phased with the approval of the Council. In the case of large housing estates, adjoining railway lines, the applicant shall consult with Irish Rail on their requirements. The design and layout of services and roads, including footpaths and public lighting, requires the approval of the Council. All services, including E.S.B. public lighting cables, telephone and television ducts, are to be provided underground in new developments.

- 19) Encourage single replacement housing units and small pockets of infill housing; in areas other than new development areas. To offset the physical disadvantages of small sites, some relaxation of standards and contributions may be allowed. Infill housing should reflect the existing character of the street by complementing the proportion, height, massing, and materials of surrounding building. They should also maintain existing building lines, roof pitches and heights and window and other details.
- 20) Applications for alterations and extensions to private houses have to be considered individually and it is not possible to lay down general rules for them. It will however be advantageous if applicants would pay special attention to the following points;
 - a) Extensions which, would obstruct the view from a neighbour's window, or overshadow windows, yards or gardens and new windows in blank walls which reduce a neighbour's privacy should be avoided.
 - b) The pattern of the existing building should be followed as closely as possible.
 - c) A more satisfactory external appearance will usually be achieved in the case of single-storey extension to the side of a house by setting it back at least 150mm behind the front wall of the original building.
 - d) Traditional ridged roofs are likely to cause fewer maintenance problems than flat ones. It is difficult to obtain a satisfactory external appearance with flat roofs, particularly on two or three storey buildings and a ridged roof will usually be required in such circumstances.
 - e) In general dormer extension should not be such as to obscure the main features of the existing roof, i.e. they should not break the ridge or eaves lines of the roof. Front dormers should normally be set back at least three tile courses from the eaves line and should be clad in a materials are no longer available the same effect can be achieved by removing part of the original roof cladding from a less conspicuous part of the roof and using it in the new work.

For safety reasons, drive-ways should:-

- have a vehicular entrance not wider than 3 metres.
- have an area of hard standing (parking space) 2.5 metres x 5 metres.
- not have outward opening gates.

Much better visual effects can be achieved if neighbours who intend to construct drive-ways get together and agree on a similar type of layout and boundary wall treatment. Where adjoining householders intend to construct drive-ways, a more efficient use of garden space can be achieved by the use of a shared vehicular entrance to serve both. Alterations to the public footpath, which are required, will be carried out by the Council at the applicant's expense.

- 21) House suited for family accommodation may not be converted to flats. However, the sub-division of larger houses, housing above business premises and housing on the busier traffic routes, may be permitted. Permission to convert to flats will not normally be granted unless the average size of unit is 45 sq. metres or more. At least one bathroom and toilet will be required for every two adults, or for every floor of a house, together with kitchen facilities, if not provided separately within each unit. One parking space should be provided per unit insofar as this is physically practicable.
- 22) Not usually permit conversions of houses to other uses. Exceptions to this may be made in the case of houses fronting busy streets, houses in the immediate vicinity of major industrial and / commercial developments, and listed building, to defray cost of their preservation to high architectural standards.

4.6.1 Roads and Transportation

It is the objective of the Council to:

- 1) Ensure that safe operation and capacity of all roads infrastructure in the area while minimising congestion in the town centre.
- 2) Ensure that all new roads should provide for traffic calming measures in residential areas to ensure that hazards to pedestrians is minimised.
- 3) Ensure that all developers will be required to provide, within their proposed development, that part of a new road network that traverses their site. Road reservations where required will be identified in the Development Plan.
- 4) Ensure that the development of public transport linkages in the area and the development of an improved range of modal choice.
- 5) To implement the provisions of the *Wicklow Traffic Study (1999)* as they apply to the Wicklow Town area.
- 6) Support the timely development of the Port Access Route and the Relief Route as soon as possible (and to secure lands in the vicinity of the Murrough to provide for access and junction access to the Port Relief Route) and to assist in all necessary engineering, feasibility and detail design studies without delay given the available funding. The road reservations shown are diagrammatic only and subject to further investigation.
- 7) Provide for an automated level crossing or a bridge over the railway line at Bollarney Murrough, to provide safe access to zoned lands at Bollarney and Murrough when finances permit.
- 8) Promote the development of cycleway provisions linking commercial residential and employment centres within the area and specifically from Wicklow Town to Rathnew.

4.7 Heritage & Amenity

It is the objective of the Council to:

- 1) Protect the areas heritage and amenities as an important element in the long-term sustainable development of the area. The area is home to a range of heritage objectives and facilities and the retention and protection of these is encouraged.
- 2) Support the protection of proposed candidate NHA and SAC areas in the vicinity of the town, including the Murrough and Wicklow Head areas. The areas that the Council will endeavour to protect are detailed below in Table 10.

Table 10: The Natural Environment

Location	Importance	Description
Leitrim River	International	A gravely bank of the river supports a community of plants typical of disturbed ground protected under the Flora Protection Order 1987.
Blackcastle	International	On the landward side of the cliffs is a grassy area used for amenity purposes. This site is important because of the rare plants that it contains which are protected under the Flora Protection Order 1987.

- a) any development that would significantly alter the visual appearance of any of the areas listed in Table 10 where such a quality is an essential component of the interest will be restricted.
 - b) any development in the vicinity of, or affecting in any way the areas listed in Table 10 shall provide sufficient information showing how it will impact on the area and appropriate amelioration measures.
- 3) Support the development of a walking route through the town thereby facilitating the development of a long distance north – south walk that will link with the County Council proposals.
 - 4) Promote the development of public recreation and amenity areas along the Coastal Promenade to the Murrough
 - 5) Consider the making of tree preservation orders where it appears to the Council that amenity trees in the town and environs are in danger of being felled or damaged. Development that requires the felling of mature trees of amenity value or special interest, even though they may not be listed in this plan will be discouraged.
 - 6) All development proposals for port zoned lands north of the port must recognise their role as contributors to the open space / amenity of the area. This particularly applies to the swimming area and the areas by the sailing club.
 - 7) The Council will assist and support the development of an Arts Facility where possible.

4.8 Water & Air Quality

It is the objective of the Council to:

- 1) Support the provision of a treatment plant to service Wicklow Town on lands to the north of the town.
- 2) Ensure that all proposed developments in the vicinity of surface water resources, with lands located below 3 metres OD or in the vicinity of areas known to flood should provide adequate surface water retention provisions. Flood protection measure may only be accepted where the Council is satisfied that they will not adversely affect the amenities of adjoining areas. It will be the responsibility of the any applicant to prove and state definitively that any flood protection measures proposed will be successful and will not adversely affect the amenities of the adjoining lands so as to ensure consideration of any planning application.
- 3) Have regard to the necessary capital funding required to upgrade the service infrastructure within the area, it is an objective of the Council to require contributions from developers towards the cost of carrying out such works. The level of contribution will be relative to the overall cost of the capital works and shall be adjusted annually having regard to rises in the Building Cost Index or the Consumer Price Index.
- 4) Ensure that developers, where appropriate, construct those portions of public services that facilitate their developments, to the design and specification required by the Council.
- 5) Extend and improve the public infrastructural networks as required to service zoned lands.

4.9 Advertising

It is the objective of the Council to ensure that:

- 1) The development of advertising must be balanced with the interests of preventing visual clutter and distractions that may represent a traffic hazard. It's the policy of the Council to manage this through the planning application process and appropriate statutory instruments.
- 2) The development of any signage that is inappropriate to the area, detracts from the character of historic buildings and properties and encourages or is likely to encourage visual clutter through the proliferation of signage will not be permitted.
- 3) Signage will be expected to promote and enhance the character of the area in which it is located, by sympathetic to its environment, sensitively designed and appropriately scaled particularly within areas identified as Town Centre Zoned areas and Conservation Areas in the Development Plan.
- 4) When considering planning applications for advertisements, the primary concern will be the protection of amenities. The Council is opposed in principle to advertisements in residential areas, or on or near buildings of architectural or historical importance, in open spaces, near the river and coast and to internally illuminated plastic signs. Well designed commercial signs add colour and interest to shopping and commercial areas. Control should be exercised to avoid clutter. The number of signs attached to a building in such areas will be limited.
- 5) No sign should be obtrusive or out of scale with building façade. It should be of clean line and well related to features of buildings, such as fenestration, cornices, string courses, etc. Signs, which project above the level of a building parapet or obtrude on the skyline (i.e. sky signs) will not be permitted.

4.10 Employment / Industrial Generating Activities

It is the objective of the Council to:

- 1) Promote the continued operation of the Port as a viable economic element in Wicklow's fabric. To this end the Council will progress with ensuring the development of an effective Port Access Route that will allow for the long-term development of the port and the reduction of traffic pressures on the town core.
- 2) Encourage the development of high quality 'clean' industries so as to ensure the protection of the area's natural environment and the residential amenities. These activities include the development of 'office based industries'.
- 3) Permit limited home-based employment in residential zones, provided it complies with the proper planning and development of the area and does not adversely effect residential amenity. Also see Section 5.3 (following).

4.11 Area Plans

The requirement for the development of certain areas within the Urban District Area on the basis of either an Area Plan or Action Plan has been identified. These lands while zoned for particular uses under which a range of developments are both permitted in principle and open for consideration by the Council should be developed on the basis of comprehensive development proposals that allow for the sustainable, phased and managed development of the environs area during the forthcoming plan period (2001 – 2007). Any development proposed on these lands must be on the basis of a comprehensive plan.

4.11.1 TAP 1

This is located in the convent Lands area of Wicklow Town. Any Area Plan prepared by developers for development proposed for these lands, while respecting all relevant development control standards and plan objectives, must provide for the phased and integrated:

- development of residential units at a high density on lands zoned for residential use. All development proposed in this area must be of a high quality of design and layout and should integrate fully with adjoining residential properties, proposed open spaces and existing amenities.
- provision of a landscaped open space area, on lands zoned for open space, that will be used for the purpose of a public park and active recreation and ancillary uses.
- protection of the amenities of adjoining properties.

Development will only be considered on these lands on the basis of a comprehensive submission and plan that demonstrates the attainment of the above objectives.

4.11.2 Action Area Plan 3 of the Proposed Wicklow Environs Local Area Plan 2001

This plan has regard to the overall development potential of both Wicklow Town and its environs. The Council is aware of the objectives of this proposed Local Area Plan prepared by the County Council for the environs and will support and facilitate their attempts to promote their objectives. In the interests of the sustainable development of the plan area the Council has noted that an objective of the Proposed Wicklow Town Environs Local Area Plan is the management of the development in the Burkeen, Bollarney North area through an Action Plan. The plan area specified extends into the Urban District Council area. The County Council specifies that any Action Plan prepared or development proposed for these lands, while respecting all relevant development control standards of the County Council and plan objectives, must provide for the phased and integrated:

- development of residential units of high standards of design and layout.

- The development of town centre lands off Bollarney Lane is not included in the AA3 area but must respect the zoning and development potential of adjoining lands in the promotion of services, infrastructure and the mitigation of any environmental impacts.
- retention of lands free from development along the potential alignment of the Port Access Route and the relief route. The exact alignment of these routes will be the subject of a detailed design study.
- retention of lands for potential road improvements including the realignment of the R750 at the existing railway bridge.
- improvement of existing roads and routes in the area and the provision of cycleways along new distributor roads.
- retention of lands for car parking purposes north of the railway station and the provision of a pedestrian / vehicular crossing of the railway line to allow for access to development lands north of the railway line. The support of CIE / Irish Rail for proposals in this area must be demonstrated as part of any proposal.
- protection of trees in Burkeen free from development.
- 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.
- reservation of lands to meet community and educational requirements.
- reservation of lands to allow for the development of business and industry uses.

This Council supports these objectives as they apply to the Urban District Area as it will allow for the integrated and comprehensive development of the lands as part of an overall development proposal that links fully with the adjoining environs area. Development will only be considered on these lands within the UDC area on the basis of a comprehensive submission and plan that demonstrates the attainment of the above objectives.

4.11.3 Action Area Plan 8 of the Proposed Wicklow Environs Local Area Plan 2001

This plan has regard to the overall development potential of both Wicklow Town and its environs. The Council is aware of the objectives of this proposed Local Area Plan prepared by the County Council for the environs and will support and facilitate their attempts to promote their objectives. In the interests of the sustainable development of the plan area the Council has noted that an objective of the Proposed Wicklow Town Environs Local Area Plan is the management of the development in the Dunbur Lower area through an Action Plan. The plan area specified extends into the Urban District Council area. The County Council specifies that any Action Plan prepared or development proposed for these lands, while respecting all relevant development control standards of the County Council and plan objectives, must provide for the phased and integrated:

- development of residential units of high standards of design and layout.
- provision of community and neighbourhood retail facilities to meet needs of residential development.
- provision of a road along an east – west axis linking to Dunbur Road.
- retention of lands free from development to allow for the improvement of existing roads.
- retention of lands free from development where an existing right of way is present and the provision of a walkway to Greenhill Road / Kilpoole Road as part of any roads proposal.

- 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.

4.11.4 LAP - Local Area Plan (The Murrough)

In the interests of ensuring the overall and comprehensive planning of the Murrough area in light of its development potential, mix of uses and proximity to amenity areas it is an objective of the Council to prepare a Local Area Plan that will provide for the more detailed planning of the area identified on the Development Plan Maps. This area has the potential to accommodate:

1. Civic spaces and Community buildings.
2. Amenity areas and walks.
3. Industrial properties (including the conversion of existing properties to provide for start up businesses).
4. Transportation links to the Port.
5. Residential development.

As a result the preparation of a LAP that will provide for the future development of the Murrough area along with an appropriate solution to the improvement of the public realm areas and general environment of the area is a core objective of this plan and all developments proposed in this area that may jeopardise this objective must demonstrate a positive contribution to the improvement of the area.

5.0 Development Control – Guidelines

5.1 General

The Planning Authority is required to control development by consistent with the proper planning and development of the area, having regard to the policies and objectives of the Development Plan. Section 5 of this Plan is concerned with the operation of appropriate standards in Wicklow Town. The Plan provides for the flexible application of prescribed standards and controls in special circumstances where a proposed development is otherwise consistent with sound planning and development principles and the preservation and improvement of amenities.

5.2 Shopping Centres

In preparing schemes for a Shopping Development applicants should comply with the following criteria:-

- (i) High design standard;
- (ii) Adequate off-street parking and loading space;
- (iii) Proper provision for pedestrian circulation;
- (iv) Provision for street furniture (phones, litter boxes, seats, etc.);
- (v) Provision of public facilities (e.g. toilets, crèche, clinic);
- (vi) Satisfactory tenant mix;
- (vii) Some residential and residential service trades (e.g. doctor, dentist, shoemaker);
- (viii) Properly sited services area (e.g. refuse collection);
- (ix) Utilities (E.S.B transformer station areas);
- (x) Hard and soft landscaping, including the retention of existing trees.

5.3 Industry

New industrial development should comply with the following main criteria:-

1. Adequate off-street car parking and loading areas;
2. High standard of architectural design of buildings, walls, hard and soft landscaped areas, restrained advertising;
3. Where the width of the adjoining public road carriageway is less than 9m, the width of each vehicular access opening to factories and similar premises (other than petrol stations) may, subject to planning permission, be increased to 9m provided they are suitably located with respect to road junctions or to similar openings in adjoining premises. Generally the building line must be at least 9m from the road boundary. A main access road likely to be used as a bus route must have a minimum width of 16m comprising a 9m carriageway and two 2m wide footpaths and two 1.5m wide grass margins. All side roads, including cul-de-sacs, should have a minimum width of 14m, comprising a 7.3m wide carriageway and two 1.85m wide footpaths and two 1.5m wide grass margins.

5.4 Building Height Control

A high building is defined as one which is significantly higher than neighbouring or nearby buildings. In deciding an application for a high building, the following criteria will be considered.

- a) The degree of overshadowing and consequent loss of light caused to surrounding property.
- b) The degree of overlooking (particularly of residential property) and consequent loss of privacy to surrounding premises.
- c) The extent to which the building detracts from the structures or spaces of architectural or historic importance.
- d) The extent to which the building detracts from important landmarks.
- e) The detrimental effect on any existing building having special visual identity (e.g. a spire, a dome, a tower or other high buildings).
- f) Any attractive view from significant vantage points that would be obscured by the buildings).

- g) The degree of obtrusion of the building on the skyline.
- h) The scale of the building in relation to surrounding open space, together with the effects of the building on the quality of the space.
- i) The area of the site, and whether it is sufficiently large to provide a visual transition (by way of open space or a base of lower buildings) from the scale of surrounding development.
- j) The visual relationship of the building to existing or proposed open areas.
- k) Whether the purpose or civic importance of the building would justify its prominence.
- l) Whether the building may be used as the site for any advertising structure and the possible effect of such a structure on the amenity and environmental quality of the adjoining area. (An advertisement will generally only be permitted on a high building if it is accepted that it forms part of the design of the building or is complimentary to the design of the building and is otherwise compatible with the use zoning regulations).

5.5 Residential Density

The following densities are proposed as indicative densities for the following types of residential development. These types of residential development will be considered appropriate in all areas zoned for residential use unless otherwise specified.

- Two Storey Development 59 per hectare (24 per acre)
- Three Storey Development 90 per hectare (36 per acre)
- Detached Dwellings 22 per hectare (9 per acre)
- Semi Detached Dwellings 25 per hectare (10 per acre)
- Terraced Dwellings 35 per hectare (14 per acre)

Higher density development will be encouraged in the town centre areas. Low density detached and semi-detached dwellings will not be permitted in the town centre areas except where the applicant can demonstrate that the proposed development is consistent with the established character of the area and should be considered infill development. The Council will encourage the development of large contiguous sites within the urban area for higher density residential developments in all instances.

Development of residential properties at the above densities will be considered where high standards of design are adopted, the development proposed is not inconsistent with the environment of the area and appropriate public open spaces can be developed.

5.6 Site Coverage

Site coverage standards are designed to ensure both a proper level of development on a site and to avoid the adverse effects of over development. It also ensures that adequate space is available for circulation, car parking etc. and to safeguard sunlight and daylight within the proposed layout of the buildings. Initial site coverage's are applied in order to allow for the future expansion of new facilities without compromising other requirements in relation to open space, car parking and landscaping.

The site coverage is determined by dividing the total area of ground covered by buildings by the total ground area within the site curtilage. The site coverage standards in Table 11 should be complied with. The Planning Authority may choose to relax the above requirements in circumstances such as within built up urban areas or on derelict or obsolete sites.

Table 10: Site Coverage Standards

<i>Use Classes</i>	<i>Maximum Site Coverage</i>	<i>Minimum Site Coverage</i>
Residential	50 %	40 %
Retail or Commercial	80 %	60 %
Industrial	60 %	40 %
Wholesale	60 %	40 %
Retail Warehousing	50 %	30 %
Distribution	50 %	30 %

5.7 Plot Ratio

Plot ratio standards express the relationship between the gross area of a site and the total gross floor area of a building. The plot ratio is obtained by dividing the gross floor area of a building by the gross site area. The purpose of plot ratio is to prevent the adverse effects of over-development on the layout and amenity of buildings on the one hand and to ensure a proper sense of enclosure with buildings on their sites, on the other hand. The following equation provides the plot ratio figure:

$$\text{Plot Ratio} = \frac{\text{Gross Floor Area of Building}}{\text{Gross Site Area}}$$

The permissible plot ratio standards are set out below in Table 11.

Table 11: Plot Ratio Standards

<i>Use</i>	<i>Ratio</i>
Residential	1
Industrial and Wholesale	1.25
Retail and Commercial	1.5

5.8 Building Lines

New development may not be carried out in front of an existing building or sites where it would conflict with a building line established by the Council. The form of development proposed and its relationship to any existing development determine a building line. In residential areas the general building line for new dwelling houses shall not be less than 7.6m from the road boundary. In industrial areas the general building line shall not be less than 13m composed of a 1.8m landscaped strip on the frontage, a 5m deep parking bay, and a 6m-circulation lane. This requirement may be varied up or down in special circumstances (e.g. in the case of a site with a curved or irregular frontage, or in the case of a site with more than one road frontage). Substantial rear building lines may be specified where a new industrial development is proposed backing onto existing or proposed residential developments. In some instances, especially in new large scale residential development is proposed residential developments. In some instances, especially in new large scale residential developments, a greater or lesser building line may be accepted or required as part of the overall design and layout where it would add interest and variety and constitute a desirable design feature without creating a traffic hazard or creating a possible noise nuisance to residents. Such variations will be considered on their merits, subject to an absolute minimum building line of 6m to provide for a drive in space for a car where such is provided in front of the building line. Where road gradients exceed 3%, near junctions, interchanges, traffic lights, or where the road is elevated or other abnormal conditions occur, building lines in excess of the above standards may be required.

5.9 Trees

The value of mature trees in any development and the importance of preservation will be a prime consideration in the determination of applications for sites containing trees of amenity value. Identification of trees for preservation, the precautions to be observed, and the methods to be used in protecting them is the concern of this section of the Plan. Where it is necessary to remove trees to facilitate essential development, the Council will require the planting of semi-mature trees as conditions of any planning permission. Where development is proposed in existing landscapes survey shall be submitted with the plans lodged for permission. This survey should show the location and type of all trees 3m in height or more. It should give the girth of the tree, the spread, the height

and the species, together with a report from a competent Tree Specialist as to the condition of the trees. Trees which have been identified as being suitable for preservation at the planning stage shall be marked on the approved plans and protected by the erection of a 1.5m high railing or fence around the area at the drip line (or at such other area as may be agreed with the Council). Where mature trees or groups of trees within a proposed development have been identified as being suitable for preservation, the design shall be such that no development shall be within 7m of the trees proposed to be retained. This is a general requirement, which may be increased or decreased subject to considerations of the height and spread and species of the trees involved. The plans should distinguish clearly which trees are to be retained, which are to be topped or lopped, which are to be felled, together with any additional planting proposed. Applicants and developers are referred to the manual "Trees on Development sites" published by An Foras Forbartha. The Planning authority may, by condition, require new buildings to be kept at a tree falling distance from varieties being retained.

5.10 Roads and Services

The standards required by the council for carriageways, gradients, footpaths, junctions, road drainage, sight lines, boundary walls, vehicular accesses, service roads, lay-bys, pedestrian ways, screen walls, open space treatments, public lighting, water supply, drainage and underground services, street furniture, etc., may be ascertained by direct enquiry at the Council's offices. The standards set out in *Site Development Standards* (Department of the Environment and Local Government) will form the basis of the Council's road requirements. A road width of between 5.5 metres and 7.3m will normally be required for all local access roads in housing developments. Normally two 2m wide footpaths must be provided however the development of sites in accordance with the principles established in the Residential Density Guidelines (DoELG) and referenced guidance such as Places, People, Movement (DETR) will be considered. The material widening of a means of access from a public road requires planning permission, provided the road pavement width is 4 metres or more.

The Council may in certain instances, given the topography of Wicklow Town, make allowances for sites with difficult or challenging access gradients that may have difficulty in meeting the established design guidance for access and circulation, where it is demonstrated that the development proposed contributes to the proper planning and sustainable development of the area.

(i) Other requirements

Where the provision of car parking is required by the Plan in relation to a development such provision may be met by providing the required spaces within the development, or where the Council requires, by a contribution in accordance with the powers contained in the *Local Government (Planning and Development) Act, 1963*.

Where car parking bays are being provided by the developer it will be necessary for the bays and aisles to be marked out with lines 100mm wide in a durable material and to the required dimensions as stated above and otherwise in accordance with the recommendations set out in *Site Development Standards* (Department of the Environment and Local Government). It will be necessary to provide all car parks with durable permanent surface.

(ii) Loading Bays

Each new premises proposed for office, commercial or industrial use must include within the curtilage of the building one or more loading bays of a size adequate to cater for its specific needs and the requirements of the type of vehicle serving the premises. The location of these loading bays must be such as not to obstruct the circulation of vehicles on the site involved or other required parking spaces.

5.11 Engineering Utilities

The Planning Authority will provide sanitary services to facilitate the development of appropriate zoned lands. It should not be assumed that because an area is indicated for development that applicants will automatically receive permission because they apparently comply with zoning objectives. The introduction of drainage of new areas will be on a strictly phased basis and until such

time as services are available in an area, the Planning Authority may refuse permission on prematurity grounds. Applicants are advised to consult with the Council in advance in regard to the availability of services in areas where there is some doubt to provide separate surface water drains and storm drains where separate systems of sewerage are available or are intended to be made available in the future. Development will not be permitted on lands that in the opinion of the Council, are liable to flooding.

5.12 Septic Tanks

In exceptional circumstances, where no piped public sewage facilities are available, or are unlikely to be available within a reasonable time, the Planning Authority may permit the use of septic tanks or other treatment works provided the development is of a suitable character and density to be so serviced without creating a health hazard or nuisance. In deciding such applications the Planning Authority will have regard to the advice of the Eastern Health Board. Septic tank installations, where permitted, shall generally conform with the advice of the Eastern Health board. Septic tank installations, where permitted, shall generally conform with the advice contained in the Report: SR6: "Recommendations for Septic Tank Drainage Systems" published in 1991 by Eolas. Invariably consents would be conditional on the applicant connecting, at his own sole expense, to the public main drainage system whenever it is extended to the site. Consents will also be subject to a financial contribution under Section 26 towards the cost of further public sewerage facilities, which will facilitate the development, notwithstanding the use of septic tanks, or other drainage works in the interim.

5.13 Industrial Effluents

In the case of industrial effluents, developers and property owners will be required to ensure that effluent discharged has a Biochemical Oxygen Demand (B.O.D) not in excess of that of domestic sewage and that the Solids in Suspension (S.S.) do not exceed 400 parts per million. Attention is drawn to the Local Government (water pollution) Acts and in particular the licensing provisions contained therein.

5.14 General Archaeological Controls

The Local Authority will facilitate public access to the National Monuments in State care and Local Authority ownership within the town and to preserve and maintain the known existing archaeological monuments within the town (i.e. "The Recorded Monuments").

It is the intention of the Council to require all developments in areas of archaeological potential to prepare an archaeological assessment where in the opinion of the Local Authority the development is likely to give rise to impacts on archaeological assets or features in the area. Additionally all large infrastructure developments be they on land or underwater will have to have due regard to the need to protect the areas archaeological assets.

6.0 Zoning Provisions & Objectives

6.1 General

(a) Background

This section sets out the land-use zoning objectives for different areas within Wicklow Town and lists the uses that may or may not be acceptable within each zone. Zoning seeks to promote the development of uses that achieve the objectives for the area concerned and to prevent the development of incompatible uses.

(b) Public Infrastructure

Development areas are indicated on the zoning objectives map. It should be noted that permission would only be granted for developments when essential physical infrastructure is available, or likely to be available within five years.

(c) Other Planning Criteria

The zoning objectives refer mainly to land use. It should be noted that other factors including density, height, design criteria, nuisance and traffic generation are also important in establishing whether or not a development proposal conforms with the proper planning and development of an area.

6.2 Zoning Goals and Objectives

(a) Land Use Zones.

To guide future development zoning objectives have been prepared to reflect the established development patterns and to allow for the orderly development of the overall environs area. The zonings proposed for the area are specified below. Table 12 following, provides a zoning matrix that details the range of development either 'normally permitted', 'open for consideration' or not permitted within these zoning areas.

Uses 'normally permitted' are generally acceptable in principle in the relevant zones. Uses shown as 'open for consideration' are uses that are not acceptable in principle but may be permitted following where they do not conflict or detract from the amenity of adjoining uses or zonings. Uses that are not indicated as 'normally permitted' or 'open for consideration' will not be permitted. However, other uses not mentioned in Table 16 will be considered in relation to general policy and to the manner in which they are consistent with the established character of the area in which they are proposed. Uses, which are temporary by nature, are open for consideration in all zones.

(b) Use Zoning Objectives

The following table identifies the land use zoning objectives for the plan area.

Residential

To protect, provide and improve residential amenities

Community Facilities / Educational

To provide for necessary community and educational lands to cater for proposed future population increases.

Town Centre

To consolidate and facilitate the development of the central area, and to identify, reinforce, strengthen and promote urban design concepts and linkages between town centre activity areas.

Industrial

To provide for the protection and creation of industrial and light industrial uses, and facilitate opportunities for employment creation.

Enterprise Development

To promote the development of high quality business space and office space subject to high quality design, landscaping, layout and low-density development.

Commercial

To provide space for commercial developments and local retail facilities that will not harm or detract from the commercial potential and primacy of the town centre zoned areas.

Open Space / Amenity

To preserve, provide and improve recreational amenity and open space.

Port Use

To provide for established port uses and activities along with associated industrial and commercial functions.

The land use zoning matrix overleaf identifies what land uses are permissible within each of the zonings.

(d) Non-Conforming Uses

Many uses exist where they do not conform to the designated use zoning objectives. Generally such uses, where legally established, shall not be subject to proceedings under the Act in respect of their continuing use. 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 proposed development does not adversely affect the amenities of properties in the vicinity and does not prejudice the proper planning and development of the area of conflict with policy and/or objectives of the Development Plan.

Table 12: Zoning Matrix (see Appendix B for selected use definition)

Development Zone	Residential	Community Facilities / Educational	Town Centre	Commercial	Industrial	Port Use	Open Space / Amenity
Dwelling	/	X	O	X	X	X	X
Flat	/	X	/	X	X	X	X
Guesthouse	O	X	/	O	X	X	X
Hotel	O	X	/	O	X	X	X
Large Shops/ Supermarket	O	X	/	O	O	X	X
Regional Shops	X	X	/	O	X	X	X
Take Away	X	X	/	X	X	X	X
Pub	X	X	/	X	X	X	X
Restaurant	O	X	/	O	X	X	X
Cinema, Dance Hall	X	O	/	X	X	X	O
Community Hall –Recreation / Functions	O	/	O	X	X	O	/
Port Related Use and Activity	X	X	O	O	O	/	X
Community Facility	O	/	O	X	X	X	/
Nursing Home	O	O	O	X	X	X	X
Health Centre	O	O	O	X	X	X	X
Hospital	X	O	X	O	X	X	X
School	/	/	O	X	X	X	O
Office	O	X	O	X	X	X	X
Car Repair /Sales	X	X	X	O	/	X	X
Workshops	O	X	X	O	/	O	X
Industry	X	X	X	O	/	O	X
Petrol Station	X	X	X	O	/	X	X
Wholesale	X	X	X	/	X	X	X
Retail Warehouse / Warehouse	X	X	X	/	X	X	X
Agricultural Machinery	X	X	X	/	X	X	X
Garden Centre	O	X	X	/	O	X	O
Bank	O	X	O	O	X	X	X
Amusement Arcade	X	X	X	X	X	X	X
Advertising Panel	X	O	O	O	O	X	X
Hair dressing salon	O	X	O	X	X	X	X
Group Housing Permanent Halting & Transient Sites for Travellers	O	X	X	O	O	X	X
Office Based Industry	X	X	O	X	X	O	X
Enterprise Centre	X	X	O	/	O	/	X
Car Park	O	O	/	/	/	/	X
Sport Facilities / Pitches	O	O	X	X	X	X	/

Key:

/	Normally Permitted
O	Open for Consideration
X	Generally Not Permitted

7.0 Implementation

The objectives set out in this Development Plan require the carrying out of works and the expenditure of public funds area subject to:

- (a) The implementation of development objectives is based on the assumption that the necessary capital monies, permissions and approvals will be forthcoming from EU, State, semi-state and other sources, to support these objectives.
- (b) Additional finances required by the Council being made available having regard to the overall commitments of the Council.
- (c) The Council, considering the capital expenditure necessary for the provision of physical infrastructure to accommodate the anticipated population growth, will require contributions towards such expenditure from developments benefiting from this expenditure.
- (d) In accordance with the provisions of the Planning and Development Act 2000 the County Manager will report to the members on the implementation of the plan within two years of its adoption detailing the measures achieved and the development occurring since adoption of the plan.
- (e) The Council will in the interests of ensuring the effective development the plan area invite all developers with an interest in land in the area to enter in pre – application discussions regarding their proposed developments and the requirements of the Council.

8.0 Strategic Environmental Assessment

This element of the plan has been prepared having 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 Environmental Impact Assessment and EU Council Directive (96) 511 + (99) 73. It identifies the manner in which the potential environmental impact of the development choices identified in this plan have been considered in the interests of achieving a balance between location, volume and mix of land uses, the development needs of the town and the potential environmental impacts that could be expected.

The urban area of Wicklow Town is extensively developed with limited opportunity for the development of additional lands. In this respect, the environmental impact of development within the urban area on both the surrounding environment and within the town internally will be limited.

8.1 Impact on the Environment

While Wicklow Town is unlikely to develop significantly due to the restricted land available within the urban area the impact on this Development Plan on the environment will be limited.

Appendix A – Proposed Protected Structures

Sites and Monuments of Archaeological Interest.

It is an objective to have regard to the list of sites and monuments contained in the *Record of Monuments and Places for County Wicklow (1995)* published by the Commissioners of Public Works in Ireland National Monuments and Historic Properties Service and the *Wicklow Inventory Study 1997*, undertaken by Dúchas, in dealing with all proposals for development in the vicinity of any item listed. In all such cases, the Council will consult with the Heritage Council.

Protected Structures, the Natural Environment and Archaeological Features

The built fabric of the Study Area gives it its uniqueness of character and sets it apart as a place in its own right. This list of buildings for preservation identifies those structures, which should be protected and enhanced as the defining architectural heritage of the area. The following list includes structures in Wicklow Town and Ashford given their proximity linkages to the environs area.

The listing of these structures will ensure that the architectural heritage of the built environment can be passed onto future generations. The Wicklow Inventory Study 1997, undertaken by Dúchas, was used as the basis for forming this list. The evaluation of a structure relates to its extant fabric, and not to the manner in which it has been maintained. For example a building may be in apparently poor condition but still retains most of its salient original features. A similar adjoining building may be apparently in much better condition. However, this superior condition may have been achieved by repair works which have been interfered with, removed, or even perhaps destroyed the original features which might have constituted an architectural heritage.

Dúchas assigned a Rating Value to each structure indicating its relative architectural heritage significance. Those structures considered to be of International, National and Regional Importance have been included on the list of structures to be preserved; these categories are defined as follows:

International: These are structures or artefacts with sufficient presence or inherent importance, which define the heritage of Ireland in an international forum.

National: These are structures or artefacts, which make a significant contribution to the architectural heritage of Ireland across the country at large.

Regional: These are structures or artefacts of significance within their own area or region, and also form a comparative basis when the structures of particular regions are compared with those of other defined regions within Ireland.

Those structures, which Dúchas considered to be of Local Importance, are extensive. In order to address the protection of these properties and avoid extensive 'listing' of the town, thereby possibly restricting development unreasonably, areas where clusters of such properties exist are addressed by the identification of 'Conservation Areas' in the Town Development Plan with appropriate policy guidance.

Buildings & Structures

Location	Importance	Date	Description
The Old Rectory, Abbey Street	Regional	1874	A detached three bay two-storey rectory of Greek Revival design with a Doric doorcase. It was renovated in 1979 to accommodate use as a restaurant and guesthouse. It has been extended to the side (1991) and right (1996).
Glenview, Brickfield Lane	Regional	1897	A semi-detached three bay two storey late-Victorian house with

			projecting gable end bay; open internal porch added, c. 1990. It was renovated internally and extended to the rear in 1995.
Brickfield Lane	Regional	1897	A semi detached three bay two storey late Victorian House with projecting gabled end bay, canted bay window, glazed porch and single storey return to rear.
Saint Livinius Church of Ireland Graveyard, Church Hill	Regional	1600	Church of Ireland graveyard with slab and carved gravestones and funerary monuments, some enclosed with cast iron railings, probable site of medieval church east end consolidated c.1965.
Saint Livinius Church of Ireland, Church Hill	Regional	1650	An Anglican barn church, extended 1777, comprising square tower having ogee cupola. Canted apse added 1912 incorporating stone doorcase of former edifice, c.1200. Porch added c. 1880, church renovated c. 1965, and tower renovated c. 1985.
Brickfield Lane	Regional	1897	Semidetached three bay two storey late Victorian house with projecting gabled end bay, canted bay window, glazed porch and single-storey return to rear.
Saint Nathis/Round Mount	National	600-1200	Early Christian or Norman earthworks; now heavily planted.
Saint Livinius Church of Ireland, Church Hill	National	1100-1250	A hiberno-romanesque arched carved granite doorcase, c. 1150, reassembled on present site c.1700.
8 Wentworth Place	Regional	1885	A semi detached two-bay two-storey over basement late Victorian house on a L shaped plan with canted bay window and entrance bay approached by flight of steps, extended to rear to accommodate use as offices with flats to basement level.
7 Wentworth Place	Regional	1885	A semi detached two-bay two-storey over basement late Victorian house on a L shaped plan with canted bay window and entrance bay approached by flight of steps, extended to rear to accommodate use as offices with flats to basement level.
Leitrim River	Regional	1690	Eight arched stone bridge spanning Leitrim River, widened to north in 1862, now incorporated into basement of adjacent building having pointed

			buttresses.
Seaview House	Regional	1800	Detached three bay two storey Georgian House with dormer attic, extended to left and to rear, c.1860, renovated c.1890 with half octagonal porch added having block and start doorcase two storey outbuilding to rear c.1850 in use as garage.
Teagasc, 5 Wentworth Place	Regional	1874	Semi detached two bay two storey over basement mid Victorian house, with canted bay window to entrance bay to side approached by flight of steps in use as offices.
6 Wentworth Place	Regional	1874	Semi detached two bay two storey over basement mid Victorian house, built in, with canted bay window to entrance bay to side approached by flight of steps in use as offices to ground floor having accommodation over.
Wentworth House, Church Street			Semi-detached three bay two storey Georgian house, c.1790 on an L shaped plan extended to rear c. 1890 with porch added, now demolished.
1 Church Street	Regional	1810	Of importance semi detached three storey late Georgian house with dormer attic, with two storey return extended c.1890, in use as surgery.
2 Church Street	Regional	1810	Semi detached three-storey late Georgian house with dormer attic, with two-storey return now partly in office use.
3 Church Street	Regional	1850	Semi detached two storey over basement early Victorian house with projecting gabled bay having canted oriel to ground floor, coach house to side c.1890.
Brooklyn Lodge, 4 Church Street	Regional	1850	Semi detached two storey over basement early Victorian House with projecting gabled bay having canted oriel to ground floor, projecting porch added to rear, coach house to side, c. 1890, two storey outbuildings to rear.
Church Street	Regional	1810	Terraced five bay two storey over basement Georgian house, with elliptical headed door opening extended to rear, c.1860 with two storey single bay side annexe, formerly in use as police barracks and Garda barracks, 1876-1969.
Bridge Street	Regional	1869	End of terrace five bay two

			storey house, originally detached, renovated c.1900 with shopfront inserted to ground floor having offices over, extended to rear.
The Bridge Tavern, Bridge Street	Regional	1760	Five bay terraced three storey Georgian house, on a corner site, extended to right c.1800, renovated 1986 following fire in use as public house and guesthouse.
The Abbey, Abbey Street	National		Of importance preserved remains of sections of ruined Franciscan friary including thirteenth century window and fifteenth century tower.
Saint Patrick's Church, St Patrick's Road	Regional	1840	Detached Gothic Catholic Church, on a cruciform plan with tower to entrance front, outshot confessionals to nave and western transept, extended to rear c.1890 to accommodate sacristy.
Abbey Street	Regional	1867	Semidetached three-bay two storey building with dormer attic with two storey gabled return to rear, extended to rear c.1880 renovated and extended to rear c. 1975 with pub front inserted to ground floor incorporating fabric of earlier shopfront.
Abbey Street	Regional	1868	Semi detached three bay two storey building with original shopfront to ground floor and two storey gabled return, extended to rear to accommodate use as offices.
Main Street	Regional	1855	End of terrace three bay three storey early Victorian house with dormer attic, c. with three bay two storey return renovated and extended to rear with shopfront inserted to ground and first floor having accommodation over.
Main Street	Regional	1855	Terraced three bay three storey early Victorian house, renovated and partly remodelled c. 1975 with shop front inserted to ground floor.
Main Street	Regional	1850	Terraced three bay three storey early Victorian house, renovated with pilastered shopfront inserted to ground floor having accommodation over.
Main Street	Regional	1850	Terraced two bay three storey early Victorian house with segmental arched door opening renovated c.1990 with shop front inserted to ground floor.
5 Main Street	Regional	1850	Terraced two bay three storey

			early Victorian house renovated and extended to rear c.1920 with shopfront inserted to ground floor having doorcase with fanlight to side.
Black Castle	National	1660	Ruins of cliff top and fort.
Castle Street	National	1660	Remains of former stone and earth defensive ramparts to Black Castle

Features of Archaeological Interest

Blackcastle	On the landward side of the cliffs is a grassy area used for amenity purposes. This site is important because of the rare plants that it contains which are protected under the Flora Protection Order 1987.
Black Castle	The ruins of a Norman fortress built around the year 1000.
Round Mound	The first Viking settlement established circa 850 A.D. of important archaeological interest.
Halpins Monument	Erected to commemorate the rebellion of the 17 th and 18 th century.
"Billy Byrne" Monument	Erected to commemorate the achievements of Captain Robert Halpin.
Courthouse	This imposing building in the Market Square has been the Courthouse for 200 years.
Marine House	Has had a variety of uses over the years and is now a Hostel.
Bridge Tavern	Built in 1702, one of oldest surviving buildings in the town.
Dominican Covent	High brick building which was established in 1840 with subsequent extensions over the years.
Railway Station	Site of the old railway terminus – was part of the first railway built in Ireland, designed by Brunel and built by William Dargan in 1855.
St Thomas Church	Building of unusual design having a square tower, clock and copper dome and is of uncertain age.
St Patrick's Church	An architecturally impressive building situated in a commanding position, dates from 1850.
Old Jail	This is now being reconstructed to house a Heritage Centre.
Ceoltas Building	Formally the lifeboat house in the days when the lifeboat was propelled by oars.
Lighthouse	Three lighthouses built at different times, which are still in existence.
Abbey Ruins	The ruins of the old Franciscan Friary erected in the thirteenth century.

Appendix B – Land Use Definitions

Definition of Use Classes Related Zoning Objectives

The definition of the various uses given below are provided only as a general guide to the interpretation of the uses listed above in Table 16. It is not intended to be an exhaustive list of use classes 'permitted in principle' or 'open for consideration' in each zoning objective.

Abattoir

A building or part thereof or land used for the slaughter of animals for food. This includes facilities for meat processing and storage and also lairage.

Advertisements and Advertising Structures

Any word, letter, model, balloon, kite, poster, device or representation employed for the purpose of advertisement, announcement or direction and any structure such as hoarding, scaffold, framework, pole, standard, device or sign (whether illuminated or not) and which is used or intended for use for exhibiting advertisements.

Agriculture

Use of land or the purposes set out in section 2 (1) 'agriculture' of the *Local Government (Planning and Development) Act, 1963* or as otherwise revised by the *Planning and Development Act 2000*.

Agricultural Buildings / Farm Dwellings

A building or part thereof used for the purpose of agriculture as set out in the Planning Acts and a dwelling used by a farmer or members of his immediate family.

Amusement Arcade

A premises used for the playing of gaming machines, video games or other amusement games.

Bed and Breakfast

A building or part thereof where sleeping accommodation and breakfast are available solely for residents with less than five bedrooms. Such an establishment is distinguished from a guest house, which is regarded as a more intensive form of land use where the possibility of providing additional meals exists.

Betting Office

Premises for the time being registered in the register of bookmaking offices kept by the Revenue Commissioners under the *Betting Act, 1931* (No.27 of 1931).

Car Park

The use of a building or part thereof or land (not being part of the public roadway) for the parking of mechanically propelled vehicles, excluding heavy commercial vehicles. Car parks may, if ancillary to a use such as recreation, be included in the principal definition.

Cash and Carry / Wholesale Warehouse

A building or part thereof or land used for the bulk wholesale of goods. A cash and carry use is regarded as a 'wholesale warehouse', where business principally of a wholesale nature is transacted and goods are stored or displayed but only incidentally to the transaction of that business.

Cemetery

Land used as burial ground.

Community Facility

A building or part thereof used for community activities organised primarily by the local community which may be open to the public on or without payment of a charge.

Crèche / Nursery

The use of a building or part thereof for the provision of day care facilities for the minding and training of children below primary school entry age. 'Care' means personal care, including help with physical or social needs.

Cultural or Recreational Facility

The use of a building or part thereof where the primary function is the provision of dancing facilities.

Dance Hall / Discotheque

The use of a building or part thereof where the primary function is the provision of dancing facilities.

Dwelling House

Is as defined in the Local Government (Planning and Development) Regulations (as amended).

Educational Facility

The use of a building or part thereof or land as a school, college, technical institute, academy, lecture hall or other educational use. Such activities may be controlled in particular land use zonings regarding hours of operation. Where a building or part thereof, on the same site as an educational use or on an adjoining site, is designed for use or is used as a residence for staff or pupils, such a use is regarded as educational.

Enterprise Centre

The use of a building or part thereof or land for small scale, 'incubation type' industries and services usually sharing grouped service facilities.

Extractive Industry

The mining of all minerals and substances in or under land of a kind ordinarily worked by underground or open cast mining.

Funeral Home

The use of a building or part thereof for the preparation and laying out of human remains, the holding of burial services and the assembling of funerals. An undertaker's premises where the functions of a funeral home are not carried out is regarded as a shop.

Car Repair / Sales

The use of a building or part thereof for the repair and sale of vehicles. It may also be used for the supply of fuel, washing facilities and the sale of vehicles or spare parts.

Garden Centre

The use of land and buildings for the cultivation, storage, display and sale of horticultural produce and the display and sale of related equipment.

Guest House

The use of a building or part thereof where sleeping accommodation, meals and other refreshments are available to residents and non-residents and which has a minimum of five bedrooms and contains no licence to sell intoxicating liquor.

Health Centre

A building or part thereof for the provision of local medical, dental, veterinary, prophylactic or social assistance services for the local community.

Hospital

The use of a building or part thereof or land for general medical treatment. This excludes nursing homes and residential buildings for staff if not adjoining the hospital.

Home Based Economic Activity

Service type activities carried on for profit by the occupier of a dwelling, such use being subordinate to the use of the dwelling as a residence.

Hotel

The use of a building or part thereof where sleeping accommodation, meals and other refreshments and entertainment, conference facilities, etc., are available for residential and non-residents and where there is a minimum of twenty rooms en suite.

Industry

'Industrial Process' means any process which is carried on in the course of trade or business other than agriculture and which is for or incidental to the making of any article or part of an article (including a vehicle, aircraft, ship or vessel, or a film, video or sound recording), or the altering, repairing, ornamenting, finishing, cleaning, washing, packing, canning, adapting for sale, breaking up or demolition of any article, including the getting, dressing or treatment of minerals.

Motor Sales Outlet

The use of a building or part thereof or land for the display and sale of motor vehicles, agricultural machinery and implements. 'Motor Vehicle' means a mechanically propelled vehicle for the purposes of the Road Traffic Act, 1961 (No.24 of 1961)

Nursing Home and Other Residential Institutions:

The use of a building or part thereof or land as a residential institution and includes a convent, hostel and old peoples' home.

Office

A building in which the sole or principal use is the handling and processing of information and research or the undertaking of professional, administrative, financial, marketing or clerical work and include a bank or building society but not a post office or betting office.

Office Based Industry

A building displaying high quality design and layout whose bulk and form is in keeping with the surrounding area and provides for a use such as Data processing, Software development, Telemarketing, Research & Development, Information Technology, Technical Consultancy, Commercial Laboratories / Healthcare, Media Recording, General Media Associated Uses and Publishing.

Restaurant

The use of a building where the primary function is the sale of meals and refreshments for consumption on the premises.

Shop

The use of a building or part thereof used for any or all of the following purposes, where the sale, display or service is principally to visiting members of the public –

- (a) for the sale of goods,
- (b) as a post office,
- (c) for the sale of tickets or as travel agency,
- (d) for the sale of sandwiches or other cold food for consumption off the premises,
- (e) for hairdressing,
- (f) for the display of goods for sale,
- (g) for the hiring out of domestic or personal goods in articles,
- (h) as a launderette or dry cleaner,

(i) for the reception of goods to be washed, cleaned or repaired,

or for any other purpose appropriate to a shopping area but does not include use for the direction of funerals or as a funeral home, or as a hotel, a restaurant or a public house, or for the sale of hot food for consumption off the premises, or any use to which class 2 or 3 of Part IV of the Second Schedule of the Local Government (Planning and Development) Regulations 1994, applies.

A neighbourhood shop is one that primarily serves a local community and does not generally attract business from outside that community.

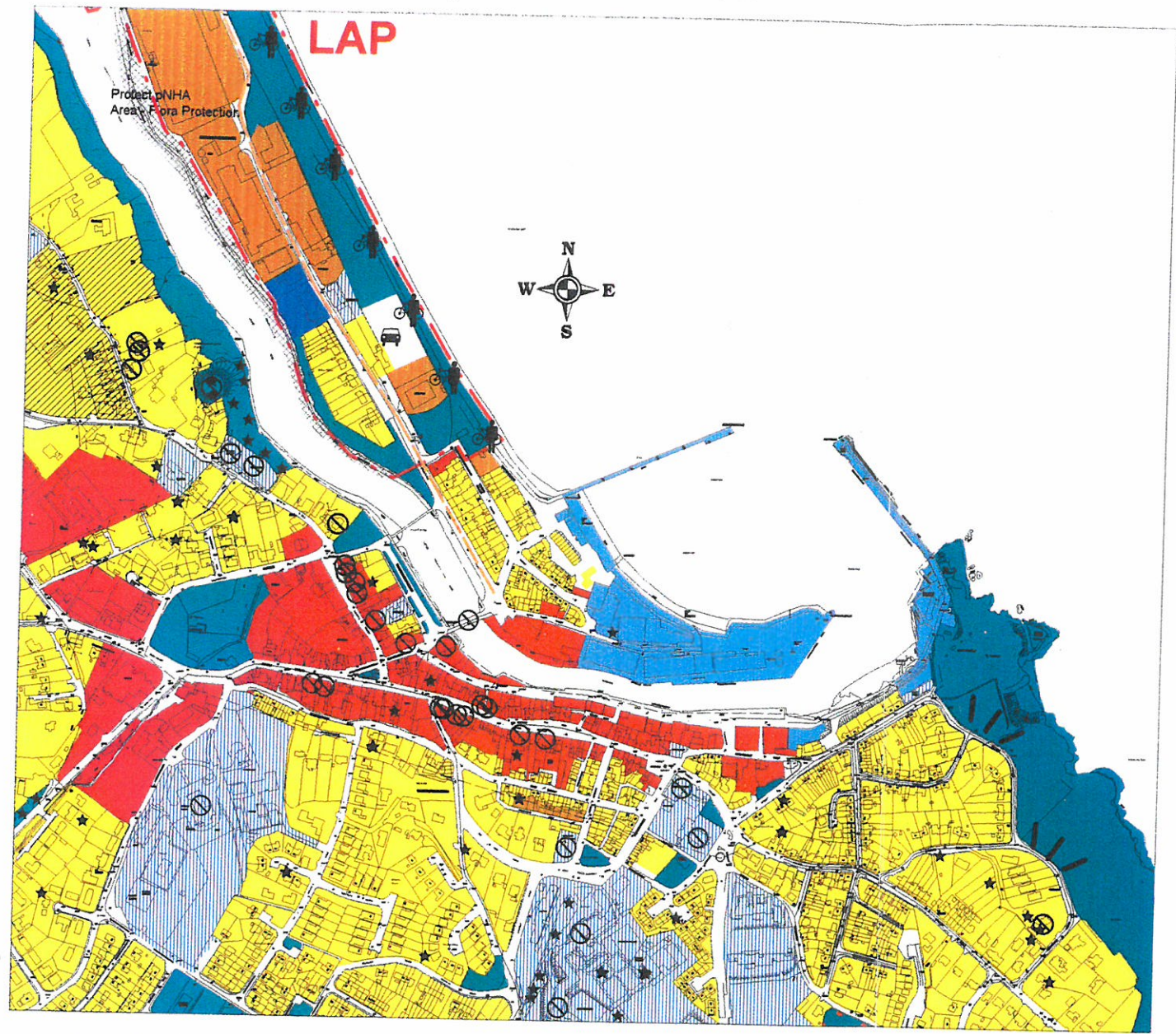
Warehouse / Storage Depot

The use of a building or part thereof for the storage of goods before transport for processing or sale elsewhere.

Take-Away – Hot Food

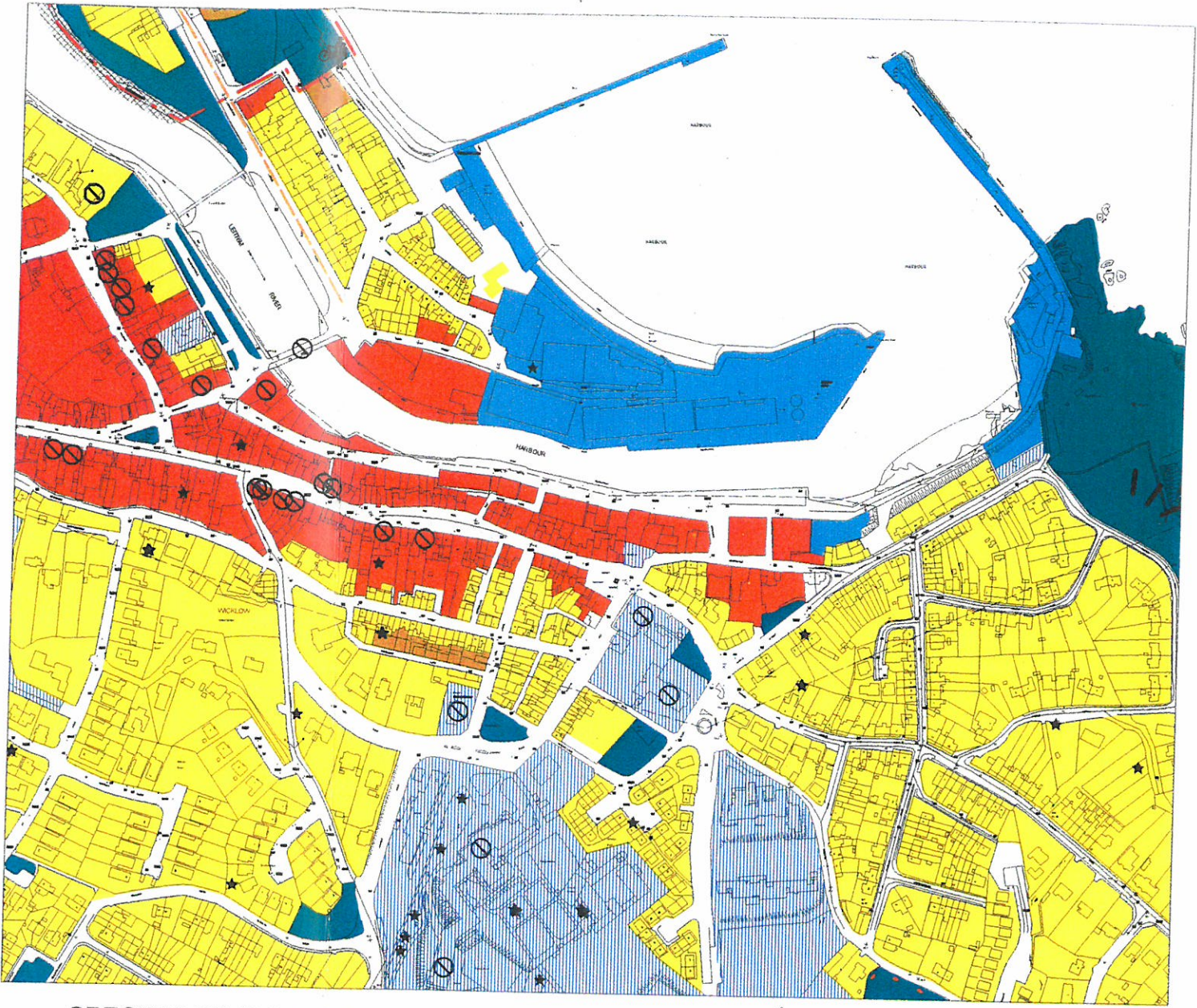
The use of a building or part thereof for sale of hot food for consumption off the premises.

Wicklow Town Development Plan 2002



ZONING CLASSIFICATION KEY

- Residential (R)
To protect, provide and improve residential amenities
- Residential - High Density Potential (HDP)
To protect, provide and improve residential amenities while allowing for high residential densities in accordance with the written statement
- Open Space / Amenity
To preserve, provide and improve public and / or private recreational amenity space
- Port Use
To provide for established port uses and activities along with ancillary industrial and commercial uses
- Enterprise Development
To promote the development of high quality business space and office space subject to high quality design, landscaping, layout and low density development
- Town Centre Activities
To consolidate and facilitate the development of the central area, and to identify, reinforce and strengthen and promote urban design concepts and linkages between town centre activities
- Industrial
To provide for the protection and creation of industrial and light industrial use, and facilitate opportunities for employment creation
- Community and Educational
To provide for necessary community and educational lands to cater for future population increases








SPECIFIC OBJECTIVES




- Road Reservation - Subject to Design.
All road reservations are indicative and are intended to allow for the development of an appropriate road alignment for necessary roads infrastructure. The zoning designation of the lands is shown in colour.
- Local Area Plan
- Car Park Provision
- Cycleway Provision
- Improved Pedestrian Access
- Listed View
- Protected Structure
- Road Reservation (Alignments)
- Potential Future Road Alignment (Reserve Free from Development)
- Road Improvement Objective
- Area Plan
- Zone of Archaeological Potential

Wicklow Town Development Plan 2002

ZONING CLASSIFICATION KEY


-  Residential (R)
To protect, provide and improve residential amenities
-  Residential - High Density Potential (HDP)
To protect, provide and improve residential amenities while allowing for high residential densities in accordance with the written statement










-  Open Space / Amenity
To preserve, provide and improve public and / or private recreational amenity space
-  Port Use
To provide for established port uses and activities along with ancillary industrial and commercial uses
-  Enterprise Development
To promote the development of high quality business space and office space subject to high quality design, landscaping, layout and low density development

-  Town Centre Activities
To consolidate and facilitate the development of the central area, and to identify, reinforce and strengthen and promote urban design concepts and linkages between town centre activities
-  Industrial
To provide for the protection and creation of industrial and light industrial use, and facilitate opportunities for employment creation
-  Community and Educational
To provide for necessary community and educational lands to cater for future population increases



SPECIFIC OBJECTIVES

-  Road Reservation - Subject to Design.
All road reservations are indicative and are intended to allow for the development of an appropriate road alignment for necessary roads infrastructure. The zoning designation of the lands is shown in colour.

-  Local Area Plan
-  Car Park Provision
-  Cycleway Provision
-  Improved Pedestrian Access
-  Listed View
-  Protected Structure
-  Road Reservation (Alignments)
-  Potential Future Road Alignment (Reserve Free from Development)
-  Road Improvement Objective
-  Area Plan
-  Zone of Archaeological Potential

0 0.35 0.7
kilometres

