

WICKLOW TOWN - RATHNEW

DEVELOPMENT PLAN 2013 – 2019



WICKLOW TOWN COUNCIL & WICKLOW COUNTY COUNCIL

Written Statement and Maps

Wicklow Town Council, Town Hall, Market Square, Wicklow Town
Wicklow County Council, County Buildings, Station Road, Wicklow Town

Written Statement

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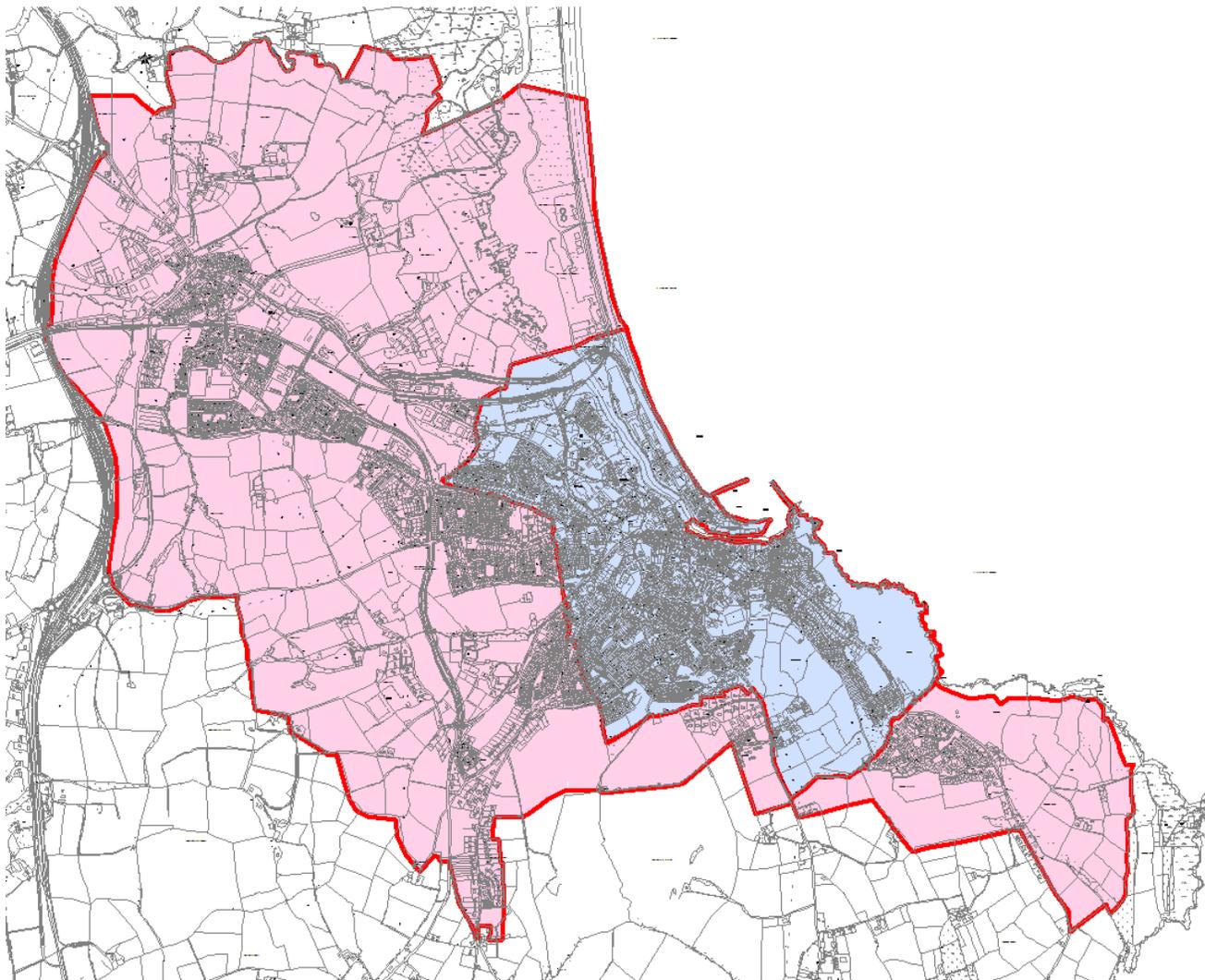
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SECTION ONE
OVERALL STRATEGY



Map No.1.1 Wicklow Town and Environs Boundaries

-  Wicklow Town
-  Wicklow Environs including Rathnew



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CHAPTER 1

INTRODUCTION

1.0 Introduction

This is the Development Plan for Wicklow Town, Rathnew and their environs, prepared by Wicklow Town Council in conjunction with Wicklow County Council, in accordance with the Planning and Development Act 2000 (as amended). Pursuant to Section 9 of the Planning & Development Act 2000 (as amended) every planning authority is required to prepare a development plan every six years and a planning authority that is a town (urban) council may, with the agreement of one or more planning authorities, which are adjoining councils, make a single development plan for the area and environs of the town (urban) district.

1.1 Plan Title

The Wicklow Town-Rathnew Development Plan 2013 – 2019 will be the statutory development plan for Wicklow Town, Rathnew and their environs as defined on the maps associated with this plan. It will remain valid for six years from the date of adoption by both Wicklow Town Council and Wicklow County Council subject to any review, variations, extensions or alterations made in the future.

1.2 Plan Area

Wicklow Town is the county town for County Wicklow and the administrative capital of the County. The Wicklow Town-Rathnew Development Plan encompasses lands south of the Vartry River, east of the N11/M11 and north of Ballyguile. The area of the development plan includes the Wicklow Town Council's functional area and the townlands of Ashtown (Arklow), Ashtown (Newcastle), Ballybeg (Newcastle), Ballyguile Beg, Ballyguile More, Ballynabarny, Ballynerrin (Wicklow), Ballynerrin Upper, Ballynerrin Lower, Bollarney Murragh, Bollarney North, Bollarney South Broomhall, Burkeen, Commons, Coolawinnia, Corporation land (1st Division), Corporation Lands, Corporation Murragh, Dunbur Head, Dunbur Lower, Dunbur Upper, Friarshill, Glebe, Glebe (Rural), Glebe (Urban), Hawkstown Upper, Hawkstown Lower, Knockrobin, Knockrobin Murragh, Merrymeeting, Milltown North, Newrath, Rossana Lower, Tinakelly, Tinakelly Murragh, Wicklow. It covers the District Electoral Divisions of Wicklow Urban, Wicklow Rural (part) and Glenealy (part). The Plan area is identified on Map 1.1.

1.3 Legislative background

Part II of the Planning and Development Act 2000 (as amended) sets out the legislative foundation for development plans. A development plan must set out an overall strategy for the proper planning and sustainable development of the area and shall consist of a written statement and a plan or plans indicating the development objectives for the area in question.

The written statement shall include a core strategy, which shows that the development objectives in the development plan are consistent, as far as practicable, with national and regional development objectives set out in the National Spatial Strategy and Regional Planning Guidelines. The written statement shall also include a separate statement which shows that the development objectives in the development plan are consistent, as far as practicable, with the conservation and protection of the environment.

The plan must include a number of mandatory objectives for:

- The zoning of land
- The provision of infrastructure
- The conservation and protection of the environment
- The integration of social, community and cultural requirements
- The sustainable development of the area
- The preservation of the character of the landscape

- The protection of structures and preservation of Architectural Conservation Areas
- The renewal and development of areas in need of regeneration
- The provision of accommodation for travellers
- The preservation, improvement and extension of amenities and recreational amenities
- Major Accidents Directive (Seveso sites)
- The provision of community facilities
- The promotion of sustainable settlement and transportation strategies
- The preservation of public rights of way
- Providing a framework for identification, assessment, protection, management and planning of landscapes.

1.4 Strategic Environmental Assessment and Appropriate Assessment

In accordance with Article 13A of the Planning and Development (Strategic Environmental Assessment) Regulations 2004 (as amended), a Strategic Environmental Assessment (SEA) has been carried out and in turn informed the Plan. SEA is the formal systematic evaluation of the likely significant environmental effects of implementing the development plan, or amendments to the development plan during the preparation process, prior to any decision on its adoption. The Environmental Report has examined the likely significant environmental impacts of the strategies and objectives of the Development Plan. The SEA of the Development Plan is available as a separate document.

The EU Council Directive 92/43/EEC on the 'Conservation of Natural Habitats and of Wild Fauna and Flora', better known as the 'Habitats Directive', provides legal protection for habitats and species of European Importance, through the establishment and conservation of an EU-wide network of sites known as 'Natura 2000'. These are candidate Special Areas of Conservation (cSAC) designated under the Habitats Directive and Special Protection Areas (SPAs) designated under the Conservation of Wild Birds Directive (79/409/EEC). Article 6(3) establishes the requirement for Appropriate Assessment (AA) of plans and projects likely to affect Natura 2000 sites. This allows for the 'precautionary principle' to be applied; i.e. plans and projects can only be permitted having ascertained no adverse effect on the integrity of the site would arise from the implementation of the plan or project. Plans and projects may still be permitted if there are no alternatives, and there are imperative reasons of overriding public interest. In such cases compensation measures will be necessary to ensure the overall integrity of the network of sites. A 'Stage One' Appropriate Assessment (screening) was carried out for this plan and is available as a separate document.

1.5 Purpose of plan

The Wicklow Town-Rathnew Development Plan 2013 – 2019 sets out Wicklow Town Council's and Wicklow County Council's strategies and objectives for the development of Wicklow Town, Rathnew and their environs over the Plan period. The Plan seeks to secure the development and improvement in a sustainable manner of the economic, environmental, cultural and social assets of the plan area. This plan replaces the Wicklow Town Development Plan 2007 –2013, Wicklow Environs and Rathnew Local Area Plan 2008 – 2014 and the Action Area Six Local Area Plan 2006 – 2012.

The purpose of the development plan is:

- To provide a blueprint for the sustainable development of the plan area in order to realize its full potential in the interests of the town and county;
- To provide a detailed framework for the management and regulation of development and use of land that will guide day to day planning decisions;
- To include proposals for the development and use of land and to zone lands for specific purposes which will provide guidance and information for developers and the public;
- To promote the economic, social and cultural development of the town and its environs;
- To give local communities the opportunity to participate in the planning process as it relates to their local area and their daily lives.

1.6 Format of the written statement

The development plan comprises this written statement with supporting land use zoning and objective maps. The written statement includes Wicklow Town Council's and Wicklow County Council's objectives where applicable, and strategies for the development and use of land. In the event of any conflict or ambiguity between what is contained within the written statement and the supporting maps, the written statement will take precedence.

The Written Statement is set out as follows;

| | |
|-------------------|---|
| Chapter 1 | Introduction |
| Chapter 2 | Vision and Core Strategy |
| Chapter 3 | Residential Development |
| Chapter 4 | Key Areas |
| Chapter 5 | Enterprise and Employment |
| Chapter 6 | Retail |
| Chapter 7 | Tourism and Recreation |
| Chapter 8 | Social and Community Infrastructure |
| Chapter 9 | Traffic, Transport and Accessibility |
| Chapter 10 | Services Infrastructure - Water, Waste, Energy and Telecommunications |
| Chapter 11 | Built Heritage and Natural Environment |
| Chapter 12 | Action Areas and Murrough Opportunity Area |
| Chapter 13 | Land Use Zoning Objectives |
| Chapter 14 | Implementation and Monitoring |

The Appendices include the Flood Risk Assessment, the Councils' Housing Strategy, Retail Strategy, SEA Environmental Report and Appropriate Assessment Screening Report.

The maps provide a graphic representation of the proposals of the Plan indicating land use zoning and other objectives of the two Councils. They do not purport to be accurate survey maps from which site dimensions or other survey data can be determined.

1.7 Stages of the plan making process

There are 3 stages in the review and the making of a development plan which are detailed below:

Stage 1 – Pre-Draft

- Background work, data gathering
- Initial notification in a newspaper circulating in the area of the planning authorities' intention to prepare a new development plan
- Consultation with prescribed bodies, service providers, government agencies and departments and members of the public
- Report to members outlining the Manager's response on issues raised in public consultation and recommendations on policies to be included in the draft development plan
- Making of directions, that are strategic in nature and consistent with the draft core strategy, to the Manager by the members regarding the preparation of the draft plan and
- Scoping of environmental report (SEA)

Stage 2 – Preparation of the Draft Plan

- Submission by the Manager of a proposed draft plan to members for their consideration
- Consideration by members of the proposed draft plan, and adoption of a draft plan including the making of amendments by members if necessary
- Sending notice and a copy of the draft plan to prescribed bodies
- Public display of draft plan and environmental report and invitation for submissions

Stage 3 – Making of the Development Plan

- Preparation by the Manager of a report on submissions received
- Consideration by members of the draft plan and Manager's report

- Making of the development plan by accepting or amending the draft, except where an amendment represents a material alteration of the draft plan
- In this case, material amendments go on public display, including amending environmental reports if necessary, for a further period of 4 weeks
- Preparation of a Manager's report on submissions
- Consideration of the amendments and Manager's report by the members
- Making of the plan by the members of the Planning Authority.

1.8 Development Management

Development Management is the statutory process that manages development in accordance with proper planning and sustainable development having regard to the objectives set out in the Development Plan, and the policy of the Government, the Minister or any other Minister of the Government, in the interests of the common good. The plan, being a strategic document, sets out these broad policies and objectives the details of which are subject to best practice interpretation and analysis depending upon the nature and specifics of the development proposed.

The granting of planning permission does not per se enable development to be undertaken as such development will have a legal context outside the remit of the permission. It will also be required to conform to the requirements of legislation and regulations that are outside the scope of planning legislation and that will impact upon the specific development proposed.

The achievement of the objectives of the Plan will frequently be dependent on the availability of appropriate levels of finance. Accordingly, the Council will actively and innovatively strive to identify and secure resources from both public and private sectors, to implement the provisions of this Plan and facilitate private investment, in accordance with this Plan.

To facilitate the implementation of roads and transportation, water and drainage, and community facilities infrastructure, the Local Authority will require contributions from benefiting developers. Contributions shall be required in accordance with the Local Authority's Development Contribution Scheme, prepared under Section 48(1) of the Planning and Development Act, 2000 (as amended).

With regard to enforcement, it is the policy of the Planning Authority that development will be controlled in accordance with strategies and objectives set out in the Wicklow Town-Rathnew Development Plan and in accordance with the principles of proper planning and sustainable development.

With regard to the enforcement provisions of Part VIII of the Planning and Development Act, 2000 (as amended), the role of the Planning Authority is to undertake enforcement action where necessary with respect to the non-compliance with conditions attached to planning permissions and the carrying out of non exempted development without the benefit of planning permission. Furthermore the Planning Authority has special control powers under current legislation pertaining to such areas as protected structures and tree preservation orders.

1.9 Ministerial Guidelines, Directives and Directions

In accordance with Sections 28, 29 and 31 of the Planning and Development Act 2000 (as amended), the Minister may issue Guidelines, Policy Directives and Directions to local authorities regarding any of their functions under the 2000 Act. Section 28 stipulates that the Minister may issue guidelines to Planning Authorities and that they shall have regard to those Guidelines, while Section 29 provides that the Minister may issue policy directives and that Planning Authorities shall comply with such directives.

Section 31 facilitates the Minister in issuing directions regarding development plans. This includes where either a draft plan or a development plan fails to set out an overall strategy for the proper planning and sustainable development of their area or otherwise fails to comply with the provisions of the Planning Acts.

1.10 Monitoring, reviewing and implementation

The Town and County Councils will jointly ensure that this development plan is regularly monitored and reviewed as necessary. The development plan cannot foresee all future issues and circumstances that may arise and therefore, regular monitoring and review will be required. The plan will be implemented through the development management process.

1.11 Strategic Context

1.11.1 Hierarchy of Plans

The Wicklow Town - Rathnew Development Plan sits within a hierarchy of spatial strategies and plans. The hierarchy follows the format detailed in the diagram to follow with high level European, national, regional and local documents feeding progressively down into specific local plans and policies.

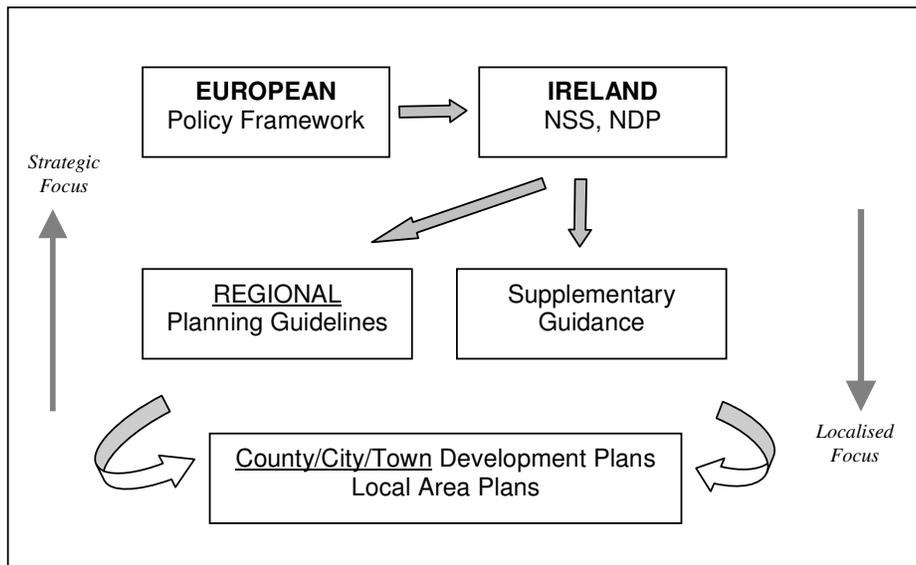


Image 1.1 Hierarchy of plans

1.11.2 European framework

While a wide range of EU policies and directives have bearing and influence on the crafting of this plan, the principal areas of relevance to this plan are those addressing water quality and protected habitats.

Water Framework Directive (2000) and Groundwater Directive (2006)

The EU Water Framework Directive (WFD) is an important piece of EU environmental legislation, which aims at improving our aquatic environment. It requires governments to take a new holistic approach to managing their waters. It applies to rivers, lakes, groundwater, estuaries and coastal waters. The Groundwater Directive complements the WFD by establishing environmental objectives for groundwater chemical status and ensuring continuity with previous Groundwater Directives. These directives aim to achieve good ecological status in all waters by 2015, protect high ecological status in our pristine waters and authorities must ensure that this status does not deteriorate in any waters. Local Authorities are charged with implementing the Water Framework and Groundwater Directive objectives.

For the purpose of implementing the WFD, Ireland has been divided into eight river basin districts or areas of land that are drained by a large river or number of rivers and the adjacent estuarine / coastal areas. The management of water resources will be based on these river basin districts. Within each River

Basin District - for the purpose of assessment, reporting and management - water has been divided into groundwater, rivers, lakes, estuarine waters and coastal waters which are in turn divided into specific, clearly defined water bodies. River Basin Management Plans list the current status of our waters and detail the measures required to bring those failing back to good status and maintain the high status of our pristine sites.

Habitats Directive (1992)

Directive 92/43/EEC on the Conservation of Natural Habitats and Wild Fauna and Flora – the ‘Habitats Directive’ - provides legal protection for habitats and species of European importance. Article 2 of the Directive requires the maintenance or restoration of habitats and species of European Community interest, at a favourable conservation status. Articles 3 - 9 provide the legislative means to protect habitats and species of Community interest through the establishment and conservation of an EU-wide network of sites known as *Natura 2000*. Natura 2000 sites are Special Areas of Conservation (SACs) designated under the Habitats Directive and Special Protection Areas (SPAs) designated under the Conservation of Wild Birds Directive (79/409/EEC).

1.11.3 National Strategies

National Spatial Strategy

The NSS is a plan that takes a longer and more strategic view over a twenty-year period than the six-year life span of a Development Plan. It’s focus is on balanced regional development throughout the regions in Ireland. Balanced regional development is defined as “developing the full potential of each area to contribute to the optimal performance of the state as a whole – economically, socially and environmentally”. The Dublin and Mid East Region being the Greater Dublin Area, of which Wicklow is a part, includes the remaining two counties of the Mid East, Kildare and Meath and the four Dublin authorities. The eastern part of the County forms part of the Dundalk – Dublin – Waterford strategic corridor. Wicklow is strategically located along this corridor and as a result benefits from good linkages to air, sea and international transport connections.

The National Development Plan 2007-2013 (NDP)

The ‘National Development Plan - Transforming Ireland - A better quality of life for all’ sets out strategic development frameworks for regional development, for rural communities, for all-island co-operation and for the protection of the environment with common economic and social goals. In acknowledging the importance of the spatial management of the Country, the NDP focuses upon regional development and environmental sustainability as being central to the investment structure of the plan. The NDP recognises the Dublin Metropolitan Area as the gateway within the Greater Dublin Area (of which Wicklow forms part) and the main catalyst of regional and national growth. Investment plans and priority spending areas have been identified. The integration of National Development Goals and Investment Strategies are highlighted, as are the challenges and general goals that are to be met during the term of this NDP.

Smarter Travel (2009 - 2020) and Transport (National Transport Authority)

Transport 21 forms part of the NDP and comprises a ten-year investment programme for the development of the national road network, public transport and airports. It aims to expand capacity, increase public transport use, increase accessibility and integration, enhance quality and ensure sustainability. Smarter Travel is a policy document which sets out a broad vision for the future and establishes objectives and targets for transportation. The document examines past trends in population and economic growth and transportation and concludes that these trends are unsustainable into the future. The main objectives are to reduce dependency on car travel and long distance commuting, increase public transport modal share and encourage walking and cycling, improve quality of life and accessibility for all, improve economic competitiveness through maximising the efficiency of the transport system, alleviating congestion and infrastructural bottlenecks, minimising the environmental impact by

reducing localised air pollutants and greenhouse gasses and improving security of energy supply by reducing dependency on imported fossil fuels.

The aim is that by 2020 future population and economic growth will have to predominately take place in sustainable compact urban and rural areas, which discourage dispersed development and long commuting. The document outlines ambitious targets, which involve a complete turnaround on current trends. It is envisaged that these targets will be achieved through a number of key actions, which can be grouped into four main areas:

- Actions to reduce travel by private car and encourage smarter travel
- Actions to provide alternatives to the private car
- Actions aimed at improving fuel efficiency
- Actions aimed strengthening institutional arrangements to deliver the targets.

National Energy Efficiency Action Plan 2009-2020

The National Energy Efficiency Action Plan 2009-2020 outlines a strategy to reduce the Country's dependence on imported fossil fuels and improve efficiency across a number of sectors as a key step in a sustainable energy policy. Energy efficiency is internationally recognised as the most cost-effective means of reducing dependence on fossil fuels. The Government's energy policy framework for the period 2009-2020 incorporates this goal and is designed to direct Ireland towards a new and sustainable energy future; one that increases security of supply, makes energy more affordable, improves national competitiveness and reduces green house gas emissions.

National Climate Change Strategy 2007-2012

This document outlines the measures that Ireland will take in order to meet its commitment to limit its greenhouse gas emissions over the 2008-2012 period to 13% above 1990 levels, which include the following policy mechanisms:

- The need to take a long-term view having regard to likely future commitments and the economic imperative for early action
- The promotion of sustainable development, including integration of climate change considerations into all policy areas
- The protection of economic development and competitiveness, utilising market-based instruments with the exploitation of new markets and opportunities
- The maximisation of economic efficiency both on a macro-economic basis and within sectors
- An equitable approach to all sectors, having regard to the relative costs of mitigation between sectors.

National Heritage and Biodiversity Plans

A key objective of the National Heritage Plan (2002) is to "place heritage at the heart of public life". The plan recognises that heritage is communal and we all share a responsibility to protect it. Protection of heritage must begin at local level enabling citizens to become actively involved in preserving and enhancing that which belongs to us all. While this plan sets out a vision nationally for heritage management, it emphasises the needs to manage heritage locally, through the preparation of Local Heritage Plans. The current Wicklow Heritage Plan was adopted in 2009 and is reviewed / updated every 5 years.

The current National Biodiversity Action Plan 2011 – 2016 sets out actions for the promotion and delivery of biodiversity conservation at both national and local levels. The plan calls on each Local Authority to prepare a Local Biodiversity Action Plan, and emphasises the important role of local authorities in promoting and delivering biodiversity conservation through local plans and programmes. Wicklow County Council has prepared a County Biodiversity Plan.

1.11.4 Regional Strategies

Regional Planning Guidelines for the Greater Dublin Area 2010-2022 (RPGs)

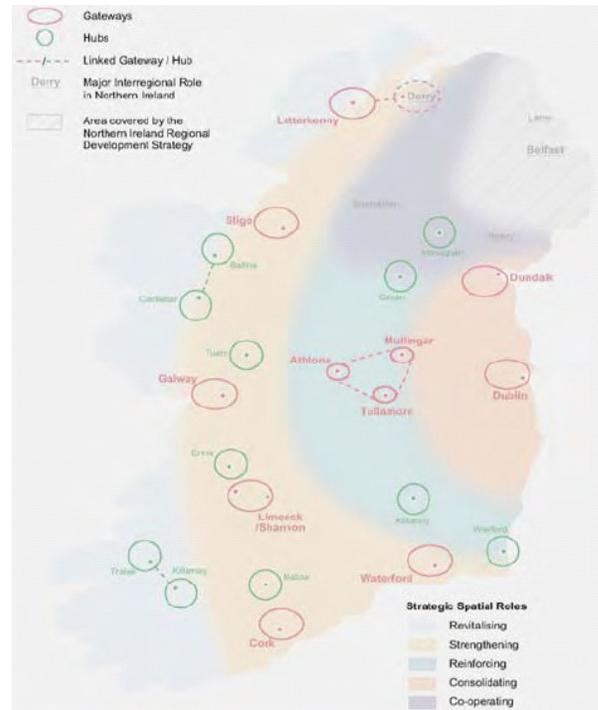
The Greater Dublin Area incorporates the Dublin Regional Authority and the Mid East Regional Authority, being the geographical and administrative areas of Dublin City, Dun Laoghaire-Rathdown, Fingal, South Dublin, Wicklow, Meath and Kildare. The Regional Planning Guidelines is a policy document, which aims to inform and guide the future growth of the Greater Dublin Area over the medium to long term and works to implement the strategic planning framework as set out in the National Spatial Strategy published in 2002. The Guidelines inform and guide the City and County Development Plans for each of the Councils in the Greater Dublin Area. They provide the clear policy link between national policies - the National Development Plan and the National Spatial Strategy and other national policy documents and guidance - and Local Authority planning policies and decisions. The Regional Planning Guidelines make a distinction between the existing built up metropolitan area and its environs, where the built up area is the “metropolitan” and the remainder the “hinterland” with a wide range of settlement sizes that have the potential to attain an enhanced level of sustainability. In this regard Wicklow Town is defined as Large Growth Town I in the hinterland area.

Greater Dublin Area Retail Strategy 2008 - 2016

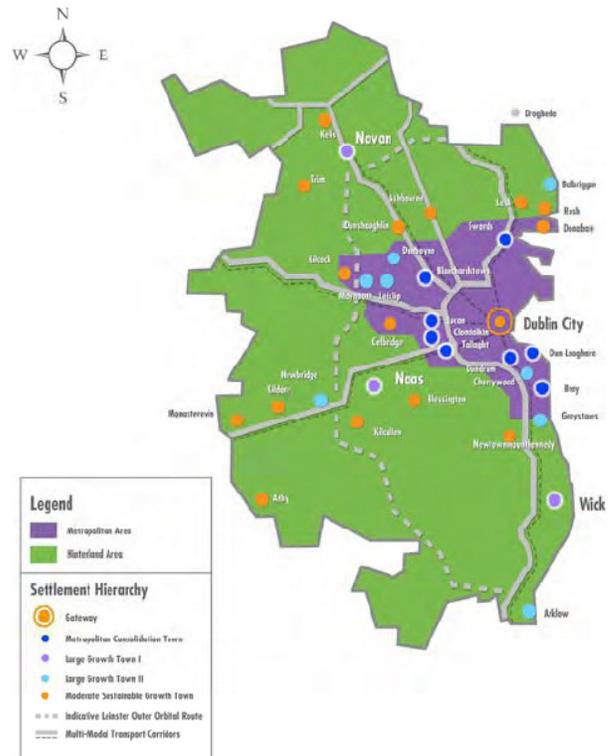
The Greater Dublin Area Retail Strategy 2008 - 2016 sets out a co-ordinated and sustainable approach to the assessment and provision of retailing within the Greater Dublin Area so that:

- Adequate and suitable provision is made to meet the needs of changing population patterns and provide for healthy competition and consumer choice;
- Retail in suitable locations is provided and integrated within existing growth areas and public transport investment;
- Significant overprovision, which would place more marginal locations under severe pressure and undermine sustainability driven policies aimed at revitalising town centres, is avoided.

By setting out a strategic framework for retailing, the strategy seeks to give guidance on where future retail should be provided and what issues need to be addressed. To this end, the strategy proposes a retail hierarchy as a core spatial policy



National Strategy



Regional Strategy

Image 1.2 (a) National & Regional Plans

around which future growth, rejuvenation and expansion in the retail sector needs to be focused. The Retail Strategy for County Wicklow is set within the context of the Retail Strategy for the Greater Dublin Area. In the regional retail strategy Wicklow is identified as a Level 2 county town centre in the hinterland.

1.11.5 County Strategies

Wicklow County Development Plan 2010-2016

The County Development Plan addresses the issues set out in Section 10 of the Planning and Development Act 2000. In the settlement hierarchy of County Wicklow, Wicklow Town-Rathnew is designated a 'Large Growth Town I'. The following settlement objectives are relevant to this plan area:

- SS1** To implement the County Wicklow settlement strategy having regard to the availability of services and in particular, to direct growth into the designated metropolitan growth centre and the large, moderate and small growth towns in the Greater Dublin hinterland area.
- SS2** To ensure that the designated large growth towns will insofar as is practical, be self sufficient, incorporating necessary employment, retail, social and services infrastructure.
- SS3** To require new housing development to locate on designated housing land within the boundaries of settlements, in accordance with the development policies for the settlement.
- SS4** To implement the population growth targets as set out in Table 4.3 (see Table 1.1 below), to monitor development and the delivery of services on an ongoing basis and to review population allocations where service delivery is impeded.

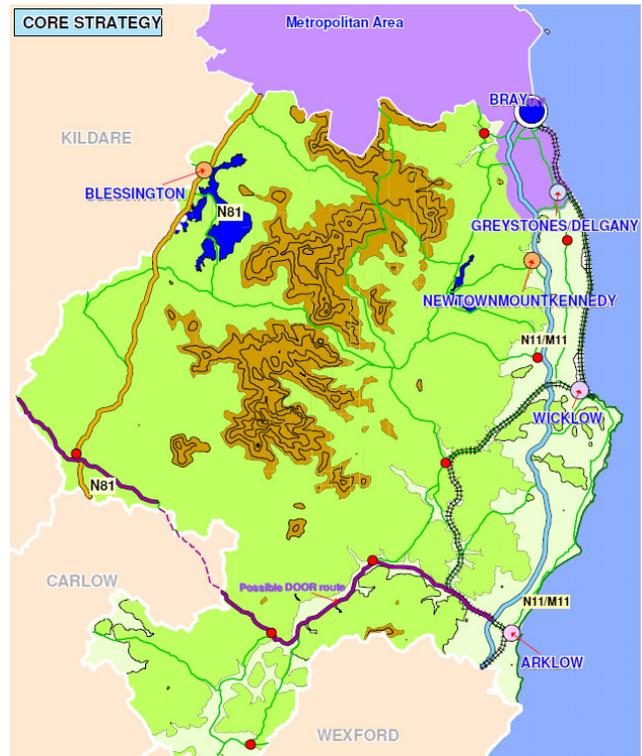


Image 1.2 (b) Wicklow Core Strategy

Table 1.1 County Development Plan Table 4.3 Growth Estimates and Targets up to 2022

| Settlement Type | Settlement | 2011 | 2016 | 2022 |
|---------------------|-----------------|--------|--------|--------|
| Large Growth Town 1 | Wicklow-Rathnew | 14,000 | 19,000 | 24,000 |

Large Growth Towns 1 are defined as the most likely to be successful in attracting concentration of employment generating investment and these areas should have the greatest accessibility/connectivity to public transport. These centres should be economically self-sustaining, with population, including its catchments, which are able to support a wide range of facilities.

County Development Board (CDB) 'Outlook – a 10 year strategic plan for County Wicklow'

The main function of the County Development Board is to co-ordinate the plans and activities of all the main players in County Wicklow. This will ensure that the people of Wicklow will benefit from a more efficient and effective service delivery. It is important that any overlaps or gaps in this delivery are identified and addressed, in an integrated way. In order to achieve this, the CDB has drawn up a ten year Strategy for the Social, Economic and Cultural Development of County Wicklow. In addition, the strategies and operational plans of agencies and groups in the County will be proofed against the CDB strategy. This plan can be seen as a framework for decision-making, a look into the future, a problem-solving initiative and a shared values document. The strategy will be delivered by the member organisations of the CDB through their own operational plans. Both CDB strategies and development plans are required to formulate strategies for the development of counties and consider the socio-economic and physical issues. They exist as parallel statements on the future development of the area. The focus of the CDB Strategy is on economic, social and cultural development, while the focus of the development plan is on physical development and land-use and how this can serve wider social, economic and environmental objectives. Land-use decisions must be informed by socio-economic considerations, while the spatial dimensions of the CDB strategy will reflect the land-use policies and objectives of the development plan.

IFPLUTS

An Integrated Framework Plan for Land Use and Transportation (IFPLUT) was prepared for Wicklow in 2005. The purpose of an integrated land use and transport plan is to review the planning, development and transportation context of a settlement and its environs, and to provide land use and transportation guidance for future development. While the principal role of such studies is to inform local planning strategies, transport has a regional dimension and therefore these plans were considered in the crafting of the town and environs plan.

Wicklow Outdoor Recreation, Sports and Play Strategies

Strategies have been adopted by Wicklow Local Authorities for 'outdoor recreation', 'sports and recreation' and 'play'. All of these strategies set out policies and objectives with the ultimate goal of improving quality and life and wellbeing of Wicklow residents and visitors, and making maximum use of the County's resources, in a sustainable and sensitive manner. These strategies particularly influence the new Development Plan in the areas of tourism and recreation and community development.

Wicklow Waste Management Plan 2006

The County Waste Management Plan, which is prepared by Wicklow County Council Environmental Services Section, covers the management of waste in the County with the overriding aim to reduce and manage waste, pervading all aspects of land use and development planning and therefore is influential in the formulation of the Development Plan.

County Wicklow Biodiversity Action Plan 2010 - 2012

The County Wicklow Biodiversity Action Plan 2010 - 2015 takes biodiversity action to a county level. Primarily a Local Authority-led Action Plan, it is intended to provide a focussed approach for the county, identifying priority habitats and species in need of attention and the action required to secure their future. It also identifies opportunities and needs for partnership work and, essentially, is the start of a targeted and coordinated approach to biodiversity conservation in the county. It turns the aims and agreements of the 1992 Earth Summit to action at a local level.

County Wicklow Heritage Plan 2009 - 2014

The County Heritage Plan is a five-year strategy and work plan, with the current plan for the period 2009–2014. Wicklow County Council has overall responsibility for delivery of the Plan in partnership with the Wicklow Heritage Forum and with support from The Heritage Council. The overall aim of the County Wicklow Heritage Plan is “To conserve the natural, built and cultural heritage of the county, and to increase awareness and enjoyment of it among all in Wicklow”. Implementation of the Plan involves the co-ordination of an annual work programme in association with relevant stakeholders.

1.12 Ministerial Guidelines

Ministerial Guidelines have been prepared on a wide range of topics, and regard has been taken of all such guidelines in the preparation of this plan. Of particular relevance however are the following:

Guidelines on Sustainable Residential Development in Urban Areas: These guidelines set out the manner in which development plans should contain policies and objectives underpinning the creation of sustainable developments. They also include clear guidance on implementation measures, particularly with regard to the phased and co-ordinated provision of physical infrastructure, public transport and community facilities.

Guidelines on Flood Risk Management: These guidelines contain advice to local authorities to incorporate measures to manage the risk of flooding from climate change and rising sea levels in their development plans and development management systems. Advice is also given to developers and architects on designing for flood risk including sustainable urban drainage systems. In the case of Wicklow, as per these guidelines, a justification test has been carried out in the preparation of the Development Plan, which relates to the zoning of lands.

CHAPTER 2

VISION & CORE STRATEGY

2.0 Introduction

The purpose of this chapter is to set out the vision for the future of the plan area and to provide a 'core strategy' for its spatial organisation over the plan period. This core strategy will be amplified and expanded upon in the strategic objectives set out in this chapter and in the objectives of the entire plan to follow.

2.1 Vision

For Wicklow Town, Environs and Rathnew to be a prosperous and growing community in the garden County of Wicklow, offering a unique and high quality of life by providing for a sustainable and local work/life balance within a quality environment for all who live, work and visit the area.

This will be achieved through the following Key Strategic Objectives:

- Strengthening and consolidating Wicklow Town as the County town to ensure that it remains the economic and social hub of the community by making the town a more attractive place to live and do business, by improving the public realm, by encouraging infill development and brownfield regeneration, by protecting the built and natural heritage and by improving movement throughout the town. While protecting the character and uniqueness of the Main Street, it is necessary to provide for the development of Wicklow Town so as to provide for the requirements of modern retailers and business. Identifying suitable locations within the plan area that are deliverable within the time scale of this plan to cater for major retailers' needs is crucial for Wicklow Town to grow as a Primary Growth Centre and County Town.
- Re-enforcing and protecting the identity of Rathnew as a separate stand alone entity in the wider settlement; by providing local services in an attractive, thriving village and to facilitate the potential for innovation, enterprise and education at Clermont Campus for the benefit of the local and regional community.
- Integrating land use planning and transport planning, with the dual aim of reducing the distance that people need to travel to work, shops, schools and places of recreation and social interaction and facilitating the delivery of improved public transport.
- To enhance existing housing areas and to provide for high quality new housing at appropriate locations and to ensure the development of a range of house types, sizes and tenures in order to meet the differing needs of all in society and to promote balanced communities.
- Cultivating the port and manufacturing employment tradition in the settlement while facilitating a broad range of enterprise development thereby avoiding dependence on a specific sector.
- To recognise and protect through policies of the Plan, the unique character, built heritage, seaside location, maritime history and natural environment of the area, ensuring that this heritage can continue to contribute positively to the overall quality of life, recreation and tourism role of the settlement and by developing existing traditional coastal and estuarine walks.
- Ensuring that the quality and setting of the natural environment is protected and strengthened through the Plan so that maximum associated ecosystem services in terms of flood attenuation, biodiversity, quality of life, tourism and recreation may be realised for the benefit of the local and wider community.
- Supporting social and community development and in particular, to link the development of new housing to the delivery of necessary community facilities, including schools, playing pitches, health facilities and other community services.

- To recognise the needs of all society and ensure that all strategies, policies and objectives do not inhibit or exclude any individuals or groups from being part of their community's development.
- Maximising the use of existing infrastructure and targeting new investment in infrastructure to that which can generate the highest returns to the community.
- To address the climate change challenge as a plan dynamic, directly in the areas of flooding and renewable energy and indirectly through integrating climate change and sustainable development into all aspects of plan policy and objectives.

2.2 Core Strategy

2.2.1 Introduction

The purpose of the 'Core Strategy' is to articulate a medium to longer term quantitatively based strategy for the spatial development of Wicklow Town-Rathnew and to demonstrate that the development objectives in the development plan are consistent as far as practicable, with national, regional and county development objectives as set out in the National Spatial Strategy 2002 – 2020, the Regional Planning Guidelines for the Greater Dublin Area 2010 - 2022 and the Wicklow County Development Plan 2010 – 2016.

2.2.2 Settlement and population

The settlement and population objectives for the plan flow directly from the National Spatial Strategy 2002 – 2020, the Regional Planning Guidelines for the Greater Dublin Area 2010-2022 and the Wicklow County Development Plan 2010-2016. Wicklow Town-Rathnew is within the 'Dublin Consolidation Zone' of the NSS and is a 'Large Growth Town 1' in the hinterland of the Greater Dublin Area in the RPGs and the County Development Plan.

The 2011 population for the plan area is estimated at 13,468¹ and the County Development Plan provides for a 2016 target population of 19,000, increasing to 24,000 in 2022.

2.2.3 Housing and Phasing

In order to accommodate this potential growth in population, the plan must make provision for growth in the housing stock. This will entail ensuring that there is sufficient zoned and serviced land available for the construction of new housing. The plan provides for "headroom" or "market factor" which is 'extra' land that should be zoned over and above the minimum amount needed to accommodate the 2019 population target. Headroom is provided so as to allow for greater location choice and deal with any land supply inflexibility which may arise. The basis for calculating the necessary 'headroom' for the plan period i.e. up to 2019, has been the housing unit requirement over the period 2019-2022.

The objective of this plan is to ensure balanced and proportionate development which will underpin and reinforce the status of Wicklow Town as the county town and Primary Growth Centre as outlined in National Planning Strategies.

Household size: Clearly it is necessary to predict future household size in determining how much new housing is required. These predictions have been provided for Wicklow by the RPGs as shown on the table below.

Excess factor: More housing units are always required to be provided over and above the minimum amount as some houses may be used as second / holiday homes and some units may be vacant at any time for example due to normal market friction. An excess factor of 6% is utilised in this plan.

¹ Source: CSO Census 2011, supplemented by An Post GeoDirectory data

Table 2.1 Number of new housing units required in the plan area from 2011 to 2022

| Year | Population | Household size (projected) | Number of households | Housing stock (existing / required) | Growth in housing units required (over current stock) |
|------|------------|----------------------------|----------------------|-------------------------------------|---|
| 2006 | 11,919 | | | | |
| 2011 | 13,468 | 2.8 | 4,776 | 5,399 ² | |
| 2016 | 19,000 | 2.56 | 7,422 | 7,867 | + 2,468 |
| 2019 | 21,500 | 2.43 | 8,848 | 9,379 | + 3,980 |
| 2022 | 24,000 | 2.3 | 10,435 | 11,061 | + 5,662 |

In order to ensure that the 2019 target is not reached before that year, the new plan makes provision for the zoning of land for 5,699³ new units in two phases:

| | | |
|----------------|-----------|-------------|
| Phase 1 | 2013-2019 | 3,980 units |
| Phase 2 | Post 2019 | 1,719 units |

It is the development strategy of this plan that lands closest to the core of Wicklow Town and Rathnew Village shall be considered first for development⁴. Where permission is sought for residential development on other lands designated for significant development (as shown on Map 2.1 Core Strategy), permission will only be considered during the lifetime of this plan if:

- Lands closer to the core area have been substantially developed and have not delivered the number of housing units envisaged, or
- Some barrier is impeding the development of lands closest to the core areas, or
- Lands closer to the core areas are not being released to the market.

Land zoned for housing in previous plans

The previous three plans for this development plan area provided for 384 hectares of zoned, undeveloped housing and mixed use (which includes housing) land (see Table 2.2 below) with a potential capacity of up to c. 9,600 units.

Given the housing requirement of an additional 5,662 units up to 2022, the three previous plans provided for a significant surplus of zoned housing land.

As set out in the 'Core Strategy' guidelines issued by the Department of the Environment, Heritage and Local Government, where a surplus of zoned land is identified, it will be necessary to select the most appropriate land to zone in the plan and then:

- designate the surplus land as a 'strategic land reserve' for the future that will not be allowed to develop within the plan period, or
- change the zoning of the surplus residential land to some other land use that is required during the lifetime of the plan, or
- remove the zoning from the surplus land.

This plan provides for a combination of the first two options.

² Source: CSO Census 2011, supplemented by An Post GeoDirectory data

³ The discrepancy between the 5,662 units required as set out in Table 2.1 and the capacity of the land zoned in this plan (5,699 units) is due to amendments made to the draft plan at adoption stage.

⁴ These are lands generally located within 750m (as the crow flies) of the centre of Rathnew Village and 1,500m of the centre of Wicklow Town – Fitzwilliam Square (as shown on Map 2.1 Core Strategy)

Table 2.2 Previously zoned undeveloped land and housing capacities

| Plan | Location | Area | Zoning | Capacity (units) ⁵ |
|---|-------------------------|---------------|---------------|-------------------------------|
| Wicklow Town Development Plan 2007 | Bollarney north | 2.9 | High Density | 116 |
| | Bollarney south | 2.44 | High Density | 98 |
| | Bollarney Dublin Rd | 2.31 | High Density | 92 |
| | Broadlough | 2.57 | High Density | 103 |
| | Ballyguile | 5.26 | High Density | 147 |
| | Greenhills Rd | 7.42 | Residential | 208 |
| | Church Lane | 0.73 | Residential | 20 |
| | Murrough | 18 | Town Opp Area | 252 |
| | Convent | 33 | Town Opp Area | 462 |
| | Whitegates | 3.4 | Town Opp Area | 48 |
| | Abbey | 3.3 | Town Opp Area | 46 |
| Kilmantin | 0.02 | Town Opp Area | 1 | |
| Wicklow Town, Environs & Rathnew LAP 2008 | Newrath | 3.2 | AA1 (a) | 45 |
| | Rathnew south | 21.3 | AA1 (b) | 596 |
| | Rathnew north | 11.41 | AA1 (c) | 456 |
| | Broomhall | 2.85 | AA2 | 80 |
| | Bollarney | 13.72 | AA3 | 384 |
| | Ashtown Lane | 70.89 | AA4 | 1985 |
| | Ashtown | 6.9 | AA4 | 138 |
| | Keatingstown | 25 | AA5 | 700 |
| | Marlton (Dev Centre) | 9.6 | AA6 | 134 |
| | Marlton | 7.2 | AA7 | 144 |
| | Dunbur | 27.66 | AA8 | 774 |
| | Merrymeeting | 30.85 | AA9 | 864 |
| | Ballybeg | 18.8 | AA10 | 263 |
| | Newrath north | 0.81 | AA11 | 16 |
| | Greenhills Rd | 9.29 | Residential | 260 |
| | Bollarney | 5.58 | Residential | 156 |
| | Marlton/St Patrick's Rd | 10.75 | Residential | 215 |
| | Rathnew | 6.63 | Residential | 177 |
| Rathnew | 1.4 | Town Centre | 20 | |
| Marlton AA6 LAP 2006 | Marlton | 20.92 | AA6 | 586 |
| Total | | 384.41 | | 9,587 |

2.2.4 Economy and Employment

The RPGs indicate that outside of the core Dublin employment zone, Bray and Wicklow Town should act as anchors for regional enterprise. It is the strategy of this plan to put in place a framework to facilitate substantial growth in employment, in particular to allow Wicklow Town – Rathnew to develop as the major employment hub in this sub-region of the County.

Previously, there was sufficient land zoned in the three plans for theoretically provide for **31,000 new jobs**, not including jobs that might be provided on 'town centre' zoned land or land zoned for education, community or residential uses, as shown on the table below.

⁵ Based on densities allowed in the three existing plans

Table 2.3 Previously employment zoned land

| Location | Zoning | Action Area | Area | Amount developed | Amount free | Jobs potential |
|--------------------------------|--------|-------------|-------|------------------|-------------|----------------|
| Rosanna Lower 1 | E | AA1 | 15.67 | 0 | 15.67 | 3,761 |
| Newrath 1 | E | AA1 | 10.04 | 0 | 10.04 | 2,410 |
| Newrath 2 | E | AA11 | 3.56 | 0 | 3.56 | 854 |
| Newrath 3 | CC | AA11 | 3.54 | 0 | 3.54 | 850 |
| Newrath 4 | CC | AA1 | 48.08 | 0 | 48.08 | 11,539 |
| Rosanna Lower 2 | E1 | AA1 | 3.24 | 0.4 | 2.84 | 114 |
| Merrymeeing 1 | E1 | AA1 | 3.74 | 2.34 | 1.4 | 56 |
| Milltown North | E | | 29.9 | 11.9 | 18 | 720 |
| Ballybeg 1 | E | | 1.88 | 0 | 1.88 | 75 |
| Ballybeg 2 | E | | 2.9 | 2.9 | 0 | 0 |
| Ballynabarny / Broomhall | E | | 31.65 | 0 | 31.65 | 1,266 |
| Ballybeg 3 | E1 | | 4 | 0 | 4 | 160 |
| Ballynabarny | E1 | | 11.5 | 0 | 11.5 | 460 |
| Merrymeeing | E | AA2 | 8 | 1.08 | 6.92 | 1,661 |
| Bollarne North | E | AA3 | 7.8 | 4.2 | 3.6 | 864 |
| Hawkstown Lower | E | AA4 | 3 | 0 | 3 | 720 |
| Ballynabarny | E | AA9 | 4 | 0 | 4 | 160 |
| Knockrobin / Bollarne Murrough | E | | 16.7 | 11 | 5.7 | 228 |
| Ballybeg 4 | | AA10 | 19.3 | 7.3 | 12 | 2,880 |
| Ballynerrin Lower | E1 | AA6 | 7.9 | 0 | 7.9 | 316 |
| The Murrough | MU | AAP1 | 18 | 10 | 8 | 1,920 |
| Total | | | | | | 31,013 |

For this plan, given:

- the growth target for the settlement of Wicklow Town – Rathnew and its employment catchment area for 2022
- the role of the settlement as a major employment pole in the County
- an assumption that the labour force participation rate will remain around 50%
- the desire to significantly increase the number of jobs in the settlement such that the ‘jobs ratio’⁶ increases from 45% in 2006 to 80% by 2022
- a total of c. **9,400 jobs** would be required to be available in the settlement in 2022.

In line with sound planning principles, it is the aim of the strategy that a significant proportion of new jobs created will be located in existing built up areas, through redevelopment of brownfield sites, infill, change of use to employment generating uses and intensification of activities on existing employment sites.

The employment strategy is particularly focussed on the development of the following areas:

- Wicklow town centre and Rathnew village centre;
- The Murrough and other lands serviced by the new Port Access Road; and
- Clermont Campus.

⁶ This is the ratio of the number of jobs in the town to the number of people in the labour force

2.2.5 Retail

The 'Core Strategy' requirements as set out in Section 10(2a)(e) of the Planning Act require a demonstration that the retail strategy set out in the plan is consistent with 'higher level' retail strategies, namely the Retail Strategy for the Greater Dublin Area 2008-2016, the County Retail Strategy 2010-2016 and the statutory Retail Planning Guidelines.

Table 2.4: Retail Hierarchy in County Wicklow

| RETAIL STRATEGY FOR THE GREATER DUBLIN AREA | WICKLOW COUNTY DEVELOPMENT PLAN | |
|---|---|---|
| | METROPOLITAN AREA | HINTERLAND AREA |
| LEVEL 1 METROPOLITAN CENTRE Dublin City Centre | | |
| LEVEL 2 MAJOR TOWN CENTRES & COUNTY TOWN CENTRES Wicklow: Bray, Wicklow | Bray | Wicklow |
| LEVEL 3 TOWN AND/OR DISTRICT CENTRES & SUB COUNTY TOWN CENTRES Wicklow: Greystones, Arklow, Blessington, Baltinglass | Greystones | Tier 1 Towns serving a wide district Arklow, Blessington, Baltinglass Tier 2 Towns serving the immediate district Newtownmountkennedy, Rathdrum |
| LEVEL 4 NEIGHBOURHOOD CENTRES, LOCAL CENTRES – SMALL TOWNS & VILLAGES | Bray Area Boghall Road / Ballywaltrim, Vevay, Dargle Rd, Dublin Road / Little Bray, Albert Road & Walk, Fassaroe, Southern Cross Road Greystones Area Delgany, Blacklion, Charlesland, Killincarrig, Victoria Road | Ashford, Aughrim, Avoca, Carnew, Donard, Dunlavin, Enniskerry, Kilcoole, Kilmacanogue, Newcastle, Rathnew , Roundwood, Shillelagh, Tinahely |
| LEVEL 5 CORNER SHOPS / SMALL VILLAGES | | Barndarrig, Ballinaclesh, Coolboy, Glenealy, Hollywood, Johnstown / Thomastown, Kilpedder / Willowgrove, Kiltegan, Knockananna, Laragh – Glendalough, Manor Kilbride, Redcross, Stratford |

The retail policies and objectives set out in the Plan re-inforce Wicklow Town's status as a 'Level 2' County Town retail centre and Rathnew's status as a 'Level 4' local centre.

The retail policies and zoning in this plan also reflect the floorspace growth allocations set out in the County Retail Strategy which indicate that growth in convenience floorspace⁷ of the order of 3,000-5,000sqm is required, along with growth of 7,000-15,000sqm of comparison floor space⁸ up to 2016. Retail objectives and zoning provisions will however reflect that this plan extends beyond 2016.

⁷ Convenience goods comprise food, alcoholic and non-alcoholic beverages, tobacco and non-durable household goods

⁸ Comparison goods comprise clothing and footwear, furniture, furnishing and household equipment, medicines, educational and recreational equipment, books and magazines, other personal goods.

2.2.6 Infrastructure

Transport

The settlement is serviced throughout by the regional and local road network. Footpaths are in place in the built up urban areas with limited cycle-lanes in place. The Wicklow Port Access and Town Relief Road was constructed in 2010 providing improved vehicular and cycling access to the lands around Knockrobin, Bollarney, the Murrough and the port and to the lands to the west of the settlement. Wicklow's Train Station and Port are two transport hubs that also contribute to the infrastructure assets of the settlement. Maximisation of the investment made in new and existing transport infrastructure is a key factor in the crafting of the most appropriate spatial layout of the settlement.

Roads

The N11/M11 is the National Route that provides the main access and connecting link for the settlement to the north and south of the region. This road is located to the west of the plan boundary. Wicklow town centre is connected to the N11 by two major regional roads – the R750 which links the town to the N11 Rathnew-Ashford interchange via Rathnew (4km journey) and the R751, which links the town centre to the N11 at the Beehive (5.5km journey). Wicklow town centre is also linked via local road L509 (Rocky Road) to the N11 Ballinabarney interchange (4km journey). All of these routes from and to Wicklow town centre connect to the new Town Relief Road, which allows for circulation around the town from any entry point from the N11.

Rathnew village centre is located in close proximity (1km) to the N11 Rathnew-Ashford interchange and is also connected to the Ballinabarney interchange (2km) via the old N11 (now a regional road).

The R750 is the principal local distributor road through the settlement from the N11 to the north, through Rathnew, through the Main Street of Wicklow town and onto Dunbur and the coast road to the south. The Regional Road R752 connects Rathnew to Rathdrum and on to the west of the County.

The new Port Access Road connects both centres to the Murrough area obviating the need to travel through Wicklow town centre.

Cycling / Walking

Cycle lanes have been provided on the Port Access and Town Relief Roads and throughout the settlement where feasible. The upgrading and provision of footpaths/cycleways is a continuous scheme to ensure ease of pedestrian and cyclist movement throughout the town and environs.

Public transport

Wicklow Town is serviced by the main Dublin to Rosslare rail line, which is operated by Iarnrod Eireann, with Bus Eireann providing a regular public bus service to the town to Dublin City and Airport. There are a number of private, school and rural link buses operating throughout the town but there is no fixed route timetabled service for local journeys within the settlement.

Port

Wicklow Port is an active international cargo port that operates throughout the whole year. It is located in the centre of Wicklow Town with good road access links to the N11/M11 along the Port Access Road. This port is operated by the Wicklow Port Company.

Water and Sanitary Services

The Cronroe Reservoir currently serves the majority of the plan area by gravity, up to the 80m contour line in the south west of the plan area, including the Broomhall Reservoir and its supply area. In the southern area of the town water is pumped a number of storage tanks that service a limited amount of lands up to the 103m contour and 130m contour line.

The entire plan area is serviceable by the Wastewater Treatment Plant constructed in 2010 at Knockrobin Murrrough which has a capacity of 34,000 p.e⁹. This plant is supported by two pumping stations and storm water handling facilities at the Murrrough and Rathnew

2.2.7 Land zoning principles

Based on the above analysis of population, housing, employment, retail and transport infrastructure, and in accordance with best practice and ministerial guidelines, zoning is based on the following principles:

- All land zoning shall have the principle of reinforcing Wicklow town's role as the County Town with the highest designation in the RPGs while protecting Rathnew as an individual community with its own history and identity.
- Land in the existing centres of Wicklow town and Rathnew village shall be considered first for mixed use, housing, retail and employment development.
- Housing and community development shall be located as close as possible to existing town and village centres, with growth being facilitated in an incremental way starting from the centres, to allow for good connectivity for services and maximise potential for walking and cycling for short local journeys.
- New employment development shall be located where it can maximise efficiency and synergy through linkages to existing employment areas / services or educational establishments and where the best transport infrastructure is available.
- Retail development shall be located in the Core Retail Area as defined by the County Retail Strategy, with smaller localised neighbourhood centres being provided for in housing areas separated from the existing centres of Wicklow Town and Rathnew Village.
- Maximum utilisation of existing infrastructure, particularly new roads, water and social infrastructure.
- Environmental, tourism and recreational assets shall be protected from inappropriate zoning and development. All land zonings will have cognisance of the Habitats Directive in terms of avoiding adverse impacts on Natura 2000 sites (Article 6), and ensuring connectivity between habitats in the interests of conserving biodiversity (Article 10).
- Lands in high risk flood zones only designated for suitable land uses as per the Planning System and Flood Risk Management Guidelines (Nov 2009 DEHLG & OPW).

Housing land

Having regard to the inherited surplus of zoned housing land from previous plans, this plan has reduced that amount of zoned 'greenfield' housing land to 191.5ha as set out in Table 2.5 below.

⁹ This also serves the village of Ashford

Employment land

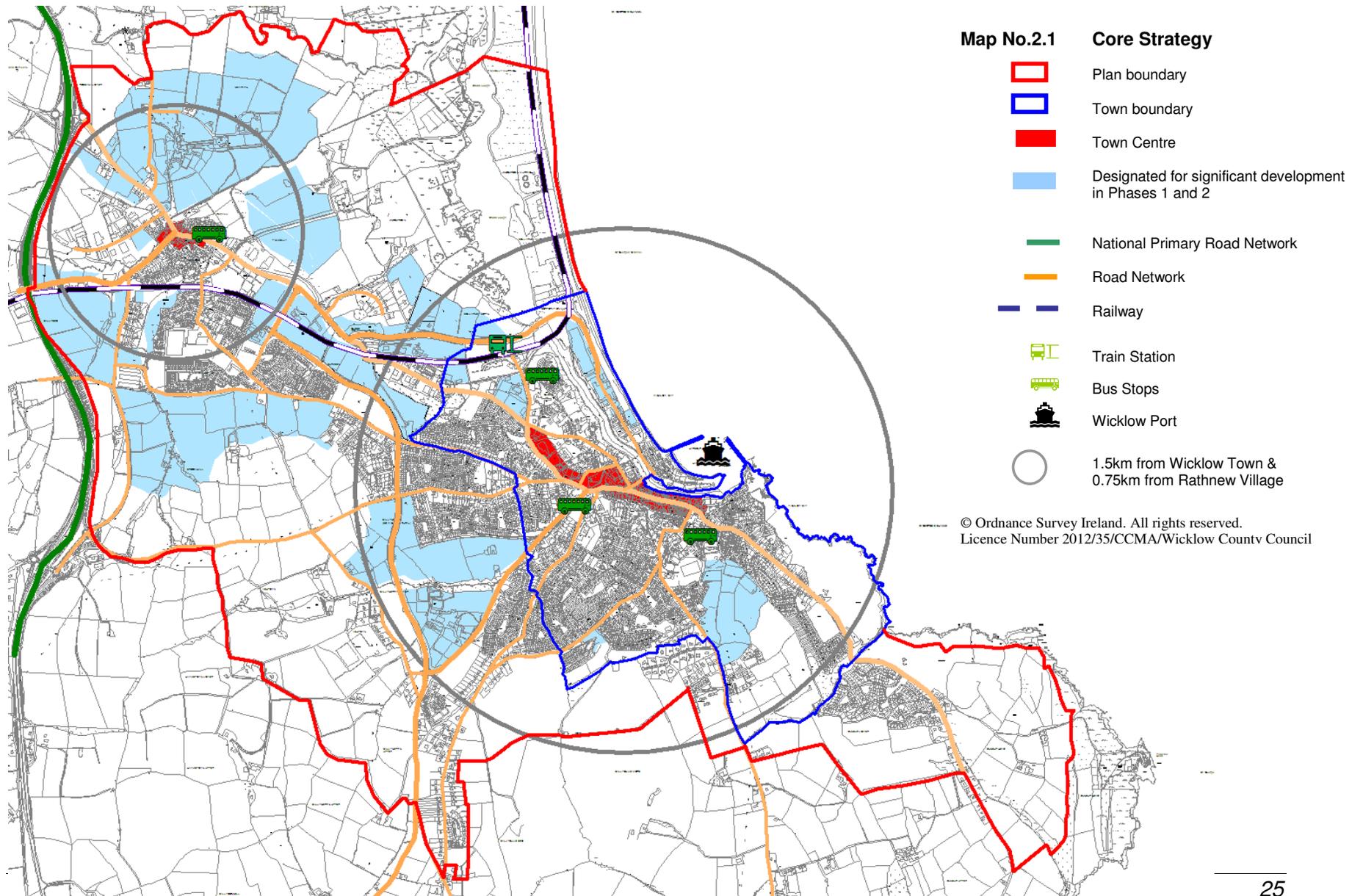
Having regard to the inherited surplus of zoned employment land from previous plans, this plan has reduced that amount of zoned 'greenfield' employment land to 90.59ha as set out in Table 2.6 below.

Table 2.6: Employment land for the Wicklow Town - Rathnew DP 2013-2019

| Location | Zoning | Undeveloped land (ha) | Employment type |
|--------------------------|--------|-----------------------|-------------------------------|
| Rosanna Lower 1 | E1 | 9.74 | Business Park / Manufacturing |
| Newrath | E1 | 13.91 | Business Park / Manufacturing |
| Rosanna Lower 2 | E3 | 2.97 | Retail warehousing |
| Milltown North | E1 | 10.67 | Business Park / Manufacturing |
| Merrymeeting 1 | E3 | 1.46 | Retail warehousing |
| Merrymeeting 2 | E1 | 5.42 | Business Park / Manufacturing |
| Ballynabarny 1 | E1 | 12.63 | Business Park / Manufacturing |
| Ballynabarny 2 | E2 | 4.36 | Warehousing |
| Ballybeg | E2 | 4.12 | Warehousing |
| Ballynerrin Lower | E3 | 7.88 | Retail warehousing |
| Along PAR | E2 | 10.5 | Warehousing |
| Along PAR (CZ Zone) | E2 | 2.64 | Warehousing |
| Ballynerrin (roundabout) | E2 | 0.45 | Objective PF2 |
| Rathnew | E1 | 3.84 | Business Park / Manufacturing |
| | | | |
| Total | | 90.59 | |

2.2.8 Core Strategy Map

Section 10 (2B) of the Act requires the key elements of the 'Core Strategy' to be depicted on a diagrammatic map; this is a schematic map depicting how Wicklow Town Council and Wicklow County Council anticipates that its area will develop out over the plan period in line with the availability of infrastructure, services and amenities.



SECTION TWO
DEVELOPMENT

CHAPTER 3

RESIDENTIAL DEVELOPMENT

3.0 Introduction

A population provision of 19,000 persons for the year 2016 and 24,000 persons for the year 2022 has been allocated to the settlement of Wicklow town, environs and Rathnew (as set out in the Wicklow County Development Plan 2010-2016). This development plan is for the period 2013 to 2019 and a population provision of 21,500 persons for 2019 has been extrapolated from the 2016 and 2022 figures.

It is estimated that the current (April 2011) population is 13,468 persons in the plan area¹.

Table 3.1 Existing population and allocations

| Year | Population |
|------|------------|
| 2006 | 11,919 |
| 2011 | 13,468 |
| 2016 | 19,000 |
| 2019 | 21,500 |
| 2022 | 24,000 |

Source: CSO Census 2006 and Wicklow County Development Plan

3.1 Demand for new housing

It is estimated that there are 4,776 households and 5,399 housing units in the plan area as of April 2011. Current average household size is estimated at 2.8 persons.

It is predicted that by 2019 the average household size in County Wicklow will have declined to 2.43 persons per household (in accordance with the RPGs). Assuming the same household size for Wicklow Town-Rathnew, there would be a need for minimum of 8,848 dwelling units in the settlement by 2019.

Further household size declines to 2022 (a household size of 2.3 is projected for 2022 by the RPGs) will necessitate a minimum total housing stock within the plan area of 10,435 to meet the 2022 population allocation.

The plan must make provision for more than the minimum number to allow for housing that becomes obsolete during the lifetime of the plan, houses that are used as second homes in plan area and for normal market friction which means that some houses will be vacant due to market factors. This is known as the 'excess factor'. For the purposes of this plan an 'excess factor' of 6% will be utilised in accordance with the provisions of the RPGs and the Wicklow County Development Plan (which is considered reasonable given the 2011 'vacancy' rate of 10.24%). The projected figures here include this excess factor.

The plan also provides for "headroom" or "market factor" which is 'extra' land that should be zoned over and above the minimum amount needed to accommodate the 2019 population target. Headroom is provided so as to allow for greater location choice and deal with any land supply inflexibility which may arise. The basis for calculating the necessary 'headroom' for the plan period i.e. up to 2019, has been the housing unit requirement over the period 2019-2022.

¹ Source: CSO Census 2011 (Small Area Population Statistics) supplemented with An Post GeoDirectory data

Table 3.2 Predicted housing need

| Year | Population | Household size | No. of households | Housing stock (existing / required) | Growth in housing units required (over current stock) |
|------|------------|----------------|-------------------|-------------------------------------|---|
| 2006 | 11,919 | | | | |
| 2011 | 13,468 | 2.8 | 4,776 | 5,399 | |
| 2016 | 19,000 | 2.56 | 7,422 | 7,867 | + 2,468 |
| 2019 | 21,500 | 2.43 | 8,848 | 9,379 | + 3,980 |
| 2022 | 24,000 | 2.3 | 10,435 | 11,061 | + 5,662 |

3.2 Residential Zoning

Existing Developed Residential Areas (RE)

Within existing developed residential areas potential development sites range from small gap infill, unused or derelict land and backland areas, side gardens of existing houses, up to larger vacant sites within established residential areas. While it is considered that higher residential densities are appropriate in the town/village cores, an appropriate balance is required in the protection of the amenities and privacy of adjoining properties, the protection of established character and the requirements for residential infill developments. Proposals for such infill development will generally be permitted where it can be clearly demonstrated that the proposal respects the existing character of the area and would not have an adverse impact on the amenity value of properties in the area. It is estimated that there is capacity on such sites for up to 200 new units.

Town / Village Centres (TC/ VC)

While the town centre of Wicklow (i.e. that area zoned TC) and the village centre of Rathnew (zoned VC) are densely developed, there are numerous opportunities for redevelopment and infill development, particularly backlands of Main Street properties and along South Quay in Wicklow. Having regard to the high density of development that could be considered on such sites, it is estimated that there is capacity for up to 50 new residential units in the town / village centres.

New Residential Zones

This plan will provide for c. 178 hectares of 'greenfield' zoned residential land. Taken in conjunction with potential infill development in the town / village centres, on 'mixed use' zoned lands and existing residential areas, the provisions of the plan provide for a residential development capacity of c. 5,699 units, with a range of densities as set out in Table 3.3 to follow. Some of these lands are located in designated 'Opportunity Areas' and 'Action Areas'.

All 'opportunity areas' and 'action areas' are to be the subject of comprehensive (not piecemeal) integrated schemes of development that allow for the sustainable, phased and managed development of the action area during the plan period.

Table 3.3 Residential / mixed use zoning

| Location | Zoning | Area (ha) | Theoretical Maximum Capacity |
|--|-------------|---------------|------------------------------|
| Bollarney | R1 | 1.549 | 62 |
| Broadlough Estate | R1 | 2.25 | 90 |
| Broadlough Estate | R2 | 0.32 | 9 |
| Ballyguile | R2 | 0.9 | 25 |
| Greenhills Road | R2 | 1.724 | 48 |
| Abbey School | TC | 0.58 | 23 |
| Brickfield Lane | R4 | 0.72 | 7 |
| Marlton | R1 | 0.1527 | 6 |
| Murrough Opportunity Area | MU | 4.729 | 189 |
| Whitegates | MU | 3.4 | 136 |
| Convent lands | R1 | 2.401 | 96 |
| Convent lands | R2 | 9.892 | 277 |
| Kilmantin House | TC | 0.2072 | 8 |
| Clermont -Tinakelly Action Area | R2 | 3.881 | 109 |
| Clermont -Tinakelly Action Area | VC | 3 | 127 |
| Clermont -Tinakelly Action Area | R2 | 16 | 448 |
| Clermont -Tinakelly Action Area | R1 | 7 | 280 |
| Marlton Action Area | R1 | 9.61 | 384 |
| Marlton Action Area (25ha inc School Site) | R2 | 23.4 | 655 |
| Knockrobin & Bollarney | R2 | 10 | 274 |
| Burkeen & Merrymeeting | R2 | 13 | 353 |
| Keatingstown & Broomhall | R2 | 29 | 822 |
| Ashtown | R3 | 8 | 158 |
| Marlton Road | R4 | 2.438 | 24 |
| Ballyguile | R3 | 2.95 | 59 |
| Ballyguile | R4 | 1.237 | 13 |
| Ballybeg | R2 | 17.74 | 497 |
| Rathnew | VC | 1.51 | 61 |
| Rathnew | R2 | 4.16 | 116 |
| Greenhills Road (Mariner's Point) | R4 | 5.2 | 52 |
| Ballyguile Beg | R4 (NH4) | 2 | 15 (max) |
| Ashtown (WRFC) | R4 | 2.6 | 26 |
| Infill | RE, TC & VC | | 250 |
| | | | |
| Total | | 191.55 | 5,699 |
| | | | |
| Phase 1 (2013-2019) | | | 3,980 |
| Phase 2 (post 2019) | | | 5,699 |
| | | | |

3.3 Phasing

In order to ensure that the 2019 target is not reached before that year, the new plan makes provision for the zoning of land for 5,699² new units in two phases:

| | | |
|----------------|-----------|-------------|
| Phase 1 | 2013-2019 | 3,980 units |
| Phase 2 | Post 2019 | 1,719 units |

It is the development strategy of this plan that lands closest to the core of Wicklow Town and Rathnew Village shall be considered first for development³. Where permission is sought for residential development on other lands designated for significant development (as shown on Map 2.1 Core Strategy), permission will only be considered during the lifetime of this plan if:

- Lands closer to the core area have been substantially developed and have not delivered the number of housing units envisaged, or
- Some barrier is impeding the development of lands closest to the core areas, or
- Lands closer to the core areas are not being released to the market.

3.4 Housing Objectives

General

- H1** To ensure sufficient zoned land is available in appropriate locations capable of meeting the housing needs of the projected population of the plan area over the plan period in a sustainable manner.
- H2** Notwithstanding the zoning of land for residential purposes, the Development Management process shall monitor and implement the population targets and shall phase and restrict, where necessary, the granting of residential planning permissions to ensure these targets are not exceeded.
- H3** Housing development shall be managed and phased to ensure that infrastructure and in particular, community infrastructure, is provided to match the need of new residents.
- H4** The development of zoned land shall be phased to ensure lands closest to the centre (or to existing transport and / or community infrastructure) is developed prior to more outlying lands, unless exceptional circumstances apply.

Residential development in Wicklow Town Centre & Rathnew Village Centre (TC & VC zones)

- TC1** Encourage town / village centre in-fill developments to include an element of residential use and to encourage the greater use of backland and other under-utilised and vacant sites / vacant upper floors for accommodation purposes, to allow for 24-hour activity and night-time supervision of the urban core.
- TC2** To facilitate higher residential densities in the town / village centres, subject to a high standard of design, layout and finish.
- TC3** All new residential developments in the town and village centres shall comply with the development standards set out in this plan, unless otherwise agreed by the Planning Authority.

² The discrepancy between the 5,662 units required as set out in Table 3.2 and the capacity of the land zoned in this plan (5,699 units) is due to amendments made to the draft plan at adoption stage.

³ These are lands generally located within 750m (as the crow flies) of the centre of Rathnew Village and 1,500m of the centre of Wicklow Town – Fitzwilliam Square (as shown on Map 2.1 Core Strategy)

Residential development in existing housing areas (RE)

RE1 In the RE zone, house improvements, alterations and extensions and appropriate infill / new residential development in accordance with principles of good design and protection of existing residential amenity will be permitted. While new developments shall have regard to the protection of the residential and architectural amenities of houses / buildings in the immediate environs, alternative and contemporary designs shall be encouraged (including alternative materials, heights and building forms), to provide for visual diversity.

New Residential Development (R1/R2/R3/R4)

While a core aim of the plan is to utilise opportunities in the existing town / village core for new residential development, these areas are not sufficient in size and scope to accommodate the required growth of Wicklow Town-Rathnew up to 2019. In this regard, new residential development is also provided for on lands zoned:

R1: High density, up to 40 units per ha

R2: Medium density, up to 28 units per ha

R3: Low density, up to 20 units per ha

R4: Infill / rural fringe low density, up to 10 units per ha

NH1 All new residential developments shall comply with the development standards set out in this plan, unless otherwise agreed by the Planning Authority.

NH2 Zoned residential lands located within the identified Opportunity Area or Action Areas shall be developed as comprehensive (not piecemeal) integrated schemes that allow for the sustainable phased and managed development of each area during the plan period.

NH3 Unless otherwise specified by the Planning Authority, any development in excess of 200 residential units, or smaller developments that will accumulate to be part of larger future developments, will be required to carry out a 'social infrastructure' audit, to determine if social and community facilities in the area are sufficient to provide for the needs of the future residents. Where deficiencies are identified, proposals will be required to either rectify the deficiency, or suitably restrict or phase the development in accordance with the capacity of existing or planned services.

NH4 To provide for low density housing (maximum of 15 units) on lands zoned R4 at Ballyguile Beg (as identified on the zoning map) to be reserved for those living permanently for a period of at least 3 years in the area within 10km of the site prior to seeking of permission / purchase of a house on these lands

3.5 Social and Affordable Housing

The Local Authority has two principal functions with regard to housing supply – (a) to put in place a land-use planning framework to facilitate the delivery of appropriate housing in its functional area through the zoning of land, the provision of necessary services and appropriate control of the location and design of new housing and (b) to ensure the provision of social and affordable housing, either by direct construction or through Part V of the Planning Act.

The Planning Act requires that each Planning Authority shall include in any development plan it makes a strategy for the purpose of ensuring that the proper planning and sustainable development of the area of the development plan provides for the housing of the existing and future population of the area in the manner set out in the strategy. The Housing Strategy must include an analysis of demand and supply for the different sectors of the housing market, forecasting future needs and shortfalls and propose objectives to balance demand with supply in a sustainable manner.

In accordance with Section 94(1)(e) of the Act, a Housing Strategy has been prepared as a joint strategy between Wicklow County Council, Bray Town Council, Wicklow Town Council and Arklow Town Council, and is in Appendix 4 of the County Development Plan 2010-2016.

The procedures for the preparation of a Housing Strategy are set down in the Act. In particular, the Act specifies that the Housing Strategy will:

- Estimate the existing and likely future need for housing in the area, and ensure that sufficient zoned and serviced land is made available to meet such needs;
- Ensure that housing is available for persons who have different levels of income;
- Ensure that a mixture of house types and sizes is developed to reasonably match the requirements of the different categories of households, including the special requirements of elderly persons and persons with disabilities;
- Counteract undue segregation between persons of different social backgrounds;
- Provide that as a general policy a specific % (not exceeding 20%) of the land zoned in the Development Plan for residential use, or for a mixture of residential and other uses, shall be reserved for those in need of social or affordable housing in the area.

The strategy found that sufficient zoned and serviced land is available across the County to meet the overall County housing demand.

The Council must continue to utilise all policy avenues open to it and any new schemes that become available to ensure the greatest delivery of social and affordable housing possible and to ensure a regionally equitable balance of housing delivery.

3.5.1 Social and Affordable Housing Objectives

- SH1** To implement the Wicklow Local Authorities Housing Strategy 2010-2016 and any subsequent revisions.
- SH2** To require that 20% of all zoned land developed for residential use, or for a mixture of residential and other uses, shall be devoted to social and affordable housing, in a manner consistent with the detailed provisions of the current Housing Strategy, to be agreed with the Housing Authority.
- SH3** To require all new social and / or affordable housing development schemes (whether Local Authority /Voluntary or Part V schemes) to provide a mixture of residential unit sizes in accordance with the County Housing Strategy, which will be agreed with the Local Authority.
- SH4** To require the highest standard of design in all new social / affordable developments or developments containing an element of social / affordable housing, in accordance with the development standards set out in this Development Plan and the DoECLG social housing guidelines.
- SH5** To encourage proposals from developers to satisfy Part V obligations which are directed toward special need categories – namely, elderly accommodation, traveller accommodation, specialized accommodation for the homeless and specially adapted accommodation for persons with disabilities – where the proposal is related to an identified local need and is consistent with other policies of this Development Plan.

3.6 Housing and Urban Development Standards

Urban design considers the relationship of buildings to one another and to the spaces around them. This section sets out the principal standards that the Planning Authority will apply to all new developments in the plan area, but with particular emphasis on the standards applicable to developments that include residential use. There have been a number of guidance documents published by the Department of the Environment on urban design and all applicants for permission in urban areas are advised to consult these documents, as they will also be utilised as a tool in the assessment of planning applications. Any proposed development must consider both its site and its surroundings and respond to them in a positive way.

3.6.1 Town / Village Centre Areas

The core town / village centre areas, which are zoned TC and VC, allow for a wide range and mix of uses. New development in this zone will normally comprise infill or brownfield sites, or redevelopment sites put together through acquisition of a number of underperforming or derelict sites. Generally, the following standards shall apply to such developments:

- New developments will require to be 'integrated' with the existing built fabric, in the sense that it will knit together, both physically and visually, with the surrounding buildings;
- New developments will be required to form new street frontage or to bridge existing gaps in the streetscape. Where an access point is required, this should be in the form of a tunnel or arch. Where appropriate or necessary, buildings may however be stepped backwards or forwards, to add visual interest and variety to the town, subject always to this not undermining or interfering with an established streetscape;
- The development of new streets and squares will be encouraged, as well as the opening up of new links between sites or from backlands to the street front;
- Where the plot width of the site is considerably wider than the prevailing plot width along the street, the new building's facade will be required to be broken into visually distinguishable elements, to allow for a more seamless transition between existing and new;
- While intensification of development in town centres is encouraged, excessive height shall not be utilised as the principal mechanism for achieving this. Heights more than 1-storey above adjoining buildings will not normally be accepted, unless this will bring the height up to the prevailing height of the overall street. Any application for heights in excess of this shall submit detailed justification and visual assessment of the proposal, including rendered drawings / photomontages and day and sunlight analysis;
- As internal ceiling heights in older buildings may not meet modern needs, necessary deviations from the prevailing 'storey line' shall be mitigated by design for example, through the use of fenestration.

Additional development standards for Wicklow Town Centre and Rathnew Village Centre are set out in Chapter 4.

3.6.2 Greenfield developments

New developments on greenfield sites may need to establish their own identity, as some may be of such a scale and distance from the core town / village centre area as to render analysis of existing 'context' meaningless. In this regard, it is considered appropriate to consider two forms of greenfield development – the large-scale planned expansion area and small to medium scaled housing developments.

Large Scale Housing Developments

In large scale expansion areas (i.e. developments of **200 units or more**, or smaller developments that will accumulate to be part of larger future developments) such as the action areas of this plan, the following shall apply:

- At the outset, a vision for the area shall be established and agreed with the Planning Authority. This shall set out the 'type' of place that is envisaged, the design ethos and the influences on form and design emerging;
- An evaluation of the existing surroundings of the site, as well as future proposals / zoning for lands in proximity, shall be carried out to determine how the new development will integrate with the area and allow for maximum connectivity and permeability;
- The development shall include distinctive and / or landmark type buildings and a series of new spaces that allow for the development of a sense of place and identity;
- New roads / streets shall be laid out in a legible hierarchy from distributor to local roads.

Small – Medium Scale Housing Development

These developments would not normally be of scale that warrants the establishment of a new neighbourhood ‘identity’, but rather are intended to ‘fit’ into the existing built fabric of the settlement. These developments will normally be within or adjacent to existing developed areas or at the very edge of the settlement. At such locations, the following shall apply:-

- Visual integration and physical connectivity with the area surrounding the site will be required to be at the fore of any design model;
- While the format and design should complement the prevailing pattern of development in the area and should not degrade the residential or visual amenities already enjoyed in the area, new developments shall meet the highest standards of modern layout and design even if this means a development that is very different from its surroundings;
- Where such a small to medium scale development is to form part of a future larger development, the developer will be required to show possible future development zones / layouts in the area and compliance with the principles set out for large scale developments (above);
- Where such a small to medium scale development is adjoining future development lands or provides the only possible access route to other lands, new roads will be required to be designed to ensure that future access to other lands can be facilitated.

3.6.3 Intensity of development

The following maximum densities shall apply in the plan area:

Table 3.4 Maximum Plot Ratio / Density

| Zone | Maximum Plot Ratio |
|-----------------------|--|
| Town / Village Centre | 2.5 (25,000sqm of development / hectare) |
| R1 | 0.5 (equivalent of 40 units of 125sqm/ hectare) |
| R2 | 0.35 (equivalent of 28 units of 125sqm / hectare) |
| R3 | 0.25 (equivalent of 20 units of 125sqm / hectare) |
| R4 | 0.125 (equivalent of 10 units of 125sqm / hectare) |

- All planning applications shall provide a table of data showing site area, development area, building footprint, total building floor area and a calculation of plot ratio;
- ‘Density’ will only be allowed to be generated from land that is capable of being built upon; land which is ultimately unsuitable for such purposes (e.g. due to excessive slope) will not be considered to be part of the density equation even if it forms part of the overall site. Any such areas should be clearly shown on planning applications drawings;
- The density that can be achieved on any site will ultimately depend on compliance with ‘qualitative’ standards such as fit with surroundings, height, open space provision, adequate privacy, car parking etc and the density ultimately proposed should be the outcome of the design process rather than the starting point;
- In certain circumstances, such as brownfield sites in urban areas or sites in very close proximity to a high quality, reliable public transport network, departures from the maximum density standards specified may be considered, subject to the highest quality of design;
- Where a new ‘neighbourhood’ centre forms part of a large-scale greenfield expansion area, plot ratio in the neighbourhood hub (i.e. only that area forming an integrated part of the shopping / community facilities provided) may be allowed to increase to a plot ratio of no greater than 1:1.

3.6.4 Suitability of the proposed use at that location

The uses allowable in any zone are set out in the zoning chapter of this plan (chapter 13). However, while a particular use may be allowable, it does not imply that it is desirable or acceptable at all locations:

- In particular, in core town / village centre areas, active uses will normally be required at ground floor level i.e. retail, commercial, community or leisure uses. All non-residential floors will be required to be designed to be suitable to a range of users. The mix and balance of different type of uses

(including retail and retail services) is important to attract people to core town / village centre areas and to ensure the town / village centres remain the main meeting point for the community. Too many of certain types of outlet can destroy the balance of the town / village centre, and accordingly the Planning Authority will control the number of bookmakers, off-licences (including off-licences in convenience stores), financial institutions, amusement centres and other uses that can adversely affect the character and vitality of the town / village centre;

- 'Living over the shop' i.e. residential use over ground or first level commercial use will be specifically encouraged by allowing a relaxation in development standards such as car parking and open space.

3.6.5 Transport Accessibility

Departures from the maximum density standards specified may be considered where the site is in very close proximity to an existing or future high quality, reliable public transport network (subject to the highest quality of design). New development may also be required to include services and formats that facilitate penetration of public transport into the development / site.

New entry / exit points off a 'main street' will be strictly controlled in order to maintain free movement of vehicles and pedestrians along the street. Where no other option is available, new / expanded entry / exit points will be allowed subject to no adverse traffic congestion or pedestrian safety problems being created. Where new entrances are allowed, they may be required to be so located and designed to allow for access to other sites.

At edge of centre or greenfield locations, good connectivity to the town centre area will be required and where access roads or pedestrian / cycle links do not exist, these will be required to be provided or financed by the developer.

New developments will be required to place a high emphasis on *permeability* and *legibility* of access routes. A permeable layout is one that is well connected and offers a choice of direct routes to all local destinations, thereby encouraging walking and cycling, facilitating public transport penetration and generating higher levels of pedestrian activity, casual social interaction, informal supervision and thus security. A legible development is one that is structured in a way that creates distinctive places and spaces that may be easily 'read' and that are easy to find one's way around. A legible layout is based on designing at a human scale in response to the positive features of a site and how it relates to the wider area, rather than technical demands of traffic or the internal logic of the individual site.

Relaxation in car parking standards in town centres may be considered where

- Good public transport is or is planned to become available;
- The applicant can provide a robust model of car parking usage to show that dual usage will occur and that peak car parking demand at any time of the day / week will always be met;
- The site is located within a parking enforcement zone - in such cases, only the needs of long-term users (e.g. employees, residents) will have to be addressed by the developer.

(Car parking standards are set out in Chapter 9 of this plan)

3.6.6 Design Quality

Layout

- New urban developments shall be so laid out to have a 'relationship' with the public realm, with windows / balconies overlooking existing or proposed streets / open spaces. Buildings backing onto public areas, whether they are streets or public open spaces, will not be permitted;
- A variety in set backs and building lines may be provided to provide for visual interest and to create interesting spaces except where this interferes with a streetscape;
- Notwithstanding established separation 'rules' that may be applied to maximise privacy for dwellings (see below), traditional back-to-back rows of 2-storey houses, exactly 22m apart should be avoided and more imaginative layouts and building forms provided, subject always to adequate privacy being provided;

- Layouts shall ensure adequate sunlight and daylight, in accordance with “*Site layout planning for daylight and sunlight: a guide to best practice*”, (BRE 1991);
- Roads should be designed in a hierarchical manner, so that the bulk of traffic moves around distributor roads, with the majority of residences located on lightly trafficked routes (this of course should be balanced with the need to maximise permeability within the development). Roads, footpaths and car parking areas shall be located and designed so that obstructive on street parking or parking on kerbs is not necessary;
- Greenfield developments shall be so laid out as to maximise retention and integration of natural features, such as mature trees, hedgerows, water courses etc into the site layout;
- The maximum size of any greenfield housing development shall not be greater than 100 units where only traditional houses are proposed or 200 units where there is a mix of houses and apartments. Any development exceeding this number shall be broken up into a number of distinct ‘estates’, even if accessed from a shared road, with materially different architectural styles.

Building Design

New buildings shall be attractive, safe and secure and provide a high quality living environment. In particular, the design of new buildings shall accord with the following requirements:

(1) External Appearance

- Good modern architecture with a building language that is varied and forward-looking rather than repetitive and retrospective will be required; however, reference and ‘clues’ must be drawn from surroundings, particularly in the town / village centre area;
- Variation in external materials will be expected, again subject to ‘fit’ with surrounding buildings. Care shall be taken in excessive use of contrasting materials and generally no more than two contrasting materials shall be utilised on any façade;
- The possibility of providing roof mounted communal satellite dishes in town centre commercial and apartment developments will be required to be considered, to avoid demands for numerous individual dishes;
- Where a development takes the form of more than one structure (i.e. a number of apartment blocks or a multitude of individual houses), adequate variety in form, height, materials etc shall be employed, within an overall unified theme, to provide for visual diversity.

(2) Unit Size and Formats

- All planning applications shall be accompanied by a data table setting out number and floor area of all commercial and residential units;
- New apartment developments will be required to include a range of unit sizes to cater for different housing needs, while new greenfield housing areas shall also include a range of unit types including apartments, duplexes, townhouses, semi – detached and detached houses, including single storey dwellings;
- The minimum size apartment allowed will be 45sqm. No more than 20% of the units in any single development shall be under 50sqm. At least 50% of the units in any development shall be 73sqm or larger;
- The minimum room size and storage space standards set out in *Sustainable Urban Housing: Design Standards for New Apartments*’ (DoEHLG 2007) shall be adhered to;
- Single aspect residential units will only be permitted where the main living rooms face south, west or east;
- In the design of new residences, cognisance shall be had of the changing space demand of households over time. For example, apartment formats should allow for either the future subdivision of larger units or the merging of two or more smaller units (either horizontally or vertically) and houses should have attics capable of conversion to habitable rooms;
- In ‘edge of centre’ or ‘out of centre’ new residential development, the quantum of apartments allowable will be regulated, as this dense format of development is more suited to urban core locations, where direct access to services is available. In this regard the maximum quantum of floor

space that may be devoted to apartments in 'edge-of-centre' locations shall be 40% of the development and 20% in 'out-of centre' locations.

(3) Privacy

- Residential developments shall be so designed and constructed to ensure maximum privacy for residents;
- Windows and balconies shall be positioned and designed such that direct intrusion into private living areas from other dwelling units or from the public realm is avoided. In this regard, the design of ground levels units with little or no separation from footpaths or other public areas shall be carefully considered and mitigation measures applied;
- A separation of 22m will normally be required at first floor level and above between opposing windows serving private living areas (particularly bedrooms and living rooms). However, this rule shall be applied flexibly: the careful positioning and detailed design of opposing windows can prevent invasion of privacy even with short back-to-back distances. Windows serving halls and landings do not require the same degree of privacy as say balconies and living rooms;
- The degree of 'overlooking' afforded by different windows types shall be considered appropriately; for example, an angled roof light will not have the same impact as a traditional 'flat' window on the same elevation;
- In 'traditional' housing developments, with side-to-side and back-to-back housing, the following standards will be applied for boundary walls:
 - All walls bounding the private (usually rear) garden shall be 2m in height;
 - Side boundaries between houses shall be provided at a height of 2m and shall extend from the front façade of the house to the rear wall of the house;
 - All boundaries shall be of solid construction i.e. they form a complete screen barrier with no gaps;
 - Walls bounding any public areas shall be of solid block construction, rendered and capped on the outside;
 - If timber boundaries are utilised, they must be bonded and supported by concrete posts. Concrete post and plank walls will not be permitted for any boundary visible from the public domain.

(4) Green Issues

- To require all new buildings during the design process to incorporate sustainable technologies capable of achieving a Building Energy Rating in accordance with the provisions S.I. No. 666 of 2006 European Communities (Energy Performance of Buildings) Regulations 2006;
- All new buildings will be required to incorporate water saving measures, as set out in Chapter 10. This may include rain water harvesting for internal service uses. In particular, all new dwellings with individual surface water collection systems will be required to be provided with water butts;
- All buildings will be required to be provided with a suitable area on site for the keeping of waste storage receptacles for mixed dry recyclables, organic waste (composters) and residual waste. In apartment developments, this may be in the form of grouped individual bins in car parking areas or a designated waste building; for individual houses with no side or rear lane from the garden to the public road (e.g. mid terrace houses), this may entail a designated, appropriately designed / screened / enclosed area to the front of the house;
- Consideration should be given in the design of new buildings to the provision of green roofs or walls (i.e. roof gardens / planted balconies etc), to aid in both water absorption but also to contribute positively to the environment and visual amenity.

(5) Open Space

- Open space shall be provided in all new developments, the scale of which shall be dependent of the use of the building/site. In commercial developments, this may be limited to a small area utilised by employees for passive use, such as small courtyard area or roof garden. While the provision of such space may not always be possible in built up urban locations, new developments shall endeavour to provide a minimum area equivalent to 5% of the building gross floor area;

- All residential units shall be provided with private open space, either in the form of private balconies, terraces or rear / side gardens. Where necessary to make up for a shortfall in private open space, communal private space, for example, in the form of internal courtyards or roof gardens, shall be provided. Care shall be taken to ensure such spaces receive adequate sunlight and meet the highest safety standards;
- All apartments shall be provided with a minimum area of 30sqm private open space, which shall be at least partially made up of a private balcony or terrace. The front wall of balconies should be made from an opaque material and be at least 1m in height. The minimum balcony / terrace sizes shall be:

Table 3.5 Minimum balcony/terrace

| Apartment Size | Minimum balcony/terrace size |
|----------------|------------------------------|
| One bedroom | 5sqm |
| Two bedroom | 7sqm |
| Three bedroom | 9sqm |

- Dwellings shall be provided with private open space at a rate of 0.64sqm per 1sqm house floor area (for the first 150sqm), with the minimum garden size allowable being 48sqm;
- Public open space shall be provided in accordance with the standards set out in Chapter 8. In particular:
 - Public open space will normally be required at a rate of 15% of the site area – areas within the site that are not suitable for development or for recreational use must be excluded before the calculation is made;
 - The need to provide public open space in town centre developments may be waived if the development specifically achieves other overriding aims of this Plan, particularly where public amenity space such as a town park or beach is in close proximity;
 - In greenfield developments, a hierarchy of open spaces shall be provided to allow for the different play needs of different age groups and all efforts shall be taken to ensure that all houses are in visual range of one open area;
 - Spaces less than 10m in width or 200sqm in area will not be counted as useable public open space; nor will space that is excessively sloping or otherwise unsuitable for usage.
- New organised sports areas shall be located in proximity to existing or planned community or neighbourhood facilities such as neighbourhood retail centres, schools etc.

(6) Car Parking

- 2 off street car parking spaces shall normally be required for all dwelling units over 2 bedrooms in size. For every 5 residential units provided with only 1 space, 1 visitor space shall be provided. Parking for non-residential uses shall be provided in accordance with the standards set out in Chapter 9 except where a deviation from the standard has been justified (in accordance with Chapter 9);
- Communal car parking areas shall be conveniently located for residents and suitably lit at night-time;
- Adequate provision shall be made for visitor and disabled car parking;
- Designated sheltered and secure bicycle parking will be required in apartment developments.

(7) Social and Community Facilities

In accordance with the Objective CD 3 (Chapter 8), all applications for large-scale residential expansion areas shall include a community facilities audit and where facilities are found to be inadequate, proposals to address these deficiencies will be required.

(8) Infill/backland development in existing areas

Many older housing areas were built at densities and in such formats that resulted in particularly large plot sizes. Where opportunities arise for infill or backland type development, the following standards shall apply:

- House improvements, alterations and extensions and appropriate infill residential development in accordance with principles of good design and protection of existing residential amenity will be permitted. While new developments shall have regard to the protection of the residential and architectural amenities of houses in the immediate environs, alternative and contemporary designs shall be encouraged (including alternative materials, heights and building forms), to provide for visual diversity;
- The design of a new house should complement the area. Where an area has an established unique or valuable character worthy of preservation, particular care should be taken to match the style and materials of the area; however, where an area is a 'mixed-bag' of styles and periods, more flexibility can be applied;
- Particular attention will be required to be paid to the design and location of new windows, in order to ensure that the privacy of either the existing house on the plot or adjacent houses is not diminished;
- Gable walls abutting public areas (e.g. footpaths, car parking areas and open spaces) will not be permitted and a minimum separation of 0.9m will be required between the house gable and the side wall of the plot;
- Where the access route to a proposed development site is proposed to run alongside the external walls of the existing dwelling on the development plot or the external walls of a dwelling on an adjoining plot, there must be adequate separation available to facilitate the required driveway (normally 3m) and allow a 0.5m 'buffer' area alongside any existing dwelling. Any deviation from this standard must be evaluated on traffic safety and residential amenity grounds;
- The re-design of access and car parking arrangements for the existing dwelling on the plot must be clearly detailed, and permission included for same where required; developments accessed from a long narrow driveway must provide for the turning of vehicles within the site;
- Cognisance will be required to be taken of the potential of adjacent rear / side plots to be developed in a similar manner and separation between site boundaries, location of windows etc must not prejudice development options on the adjacent plot;
- New apartment developments dependent on access through existing established areas of predominantly single family homes will not be permitted.

(9) Sub-division of dwellings

In established areas of predominantly single family homes, the subdivision of a dwelling into apartments or bedsits will generally not be permitted, except in exceptional circumstances. Where sub-division is permissible, normal qualitative standards with regard to internal space, private open space, privacy and car parking will required to be complied with.

(10) House extensions

The construction of extensions to existing houses will be encouraged generally as it usually provides a less resource intensive method of expanding living space than building a new structure. Given the range of site layouts prevailing, it is not possible to set out a set of 'rules' that can be applied to all extensions, but the following basic principles shall be applied:

- The extension should be sensitive to the existing dwelling and should not adversely distort the scale or mass of the structure;
- The extension shall not provide for new overlooking of the private area of an adjacent residence where no such overlooking previously existed;
- In an existing developed area, where a degree of overlooking is already present, the new extension must not significantly increase overlooking possibilities. If for example a two-story dwelling already directly overlooks a neighbours rear garden, a third storey extension with the same view will normally be considered acceptable;

- New extensions should not overshadow adjacent dwellings to the degree that a significant decrease in day or sunlight entering into the house comes about. In this regard, extensions directly abutting property boundaries should be avoided;
- While the form, size and appearance of an extension should complement the area, unless the area has an established unique or valuable character worthy of preservation, a flexible approach will be taken to the assessment of alternative design concepts.

(11) Independent living units ('Granny Flats')

A 'granny flat' or 'family flat' is an independent living unit on an existing house site, used to accommodate a member of the immediate family, often an elderly parent, for a temporary period. The construction or conversion of part of an existing dwelling into a 'family flat' will only be permitted where the development complies with the following requirements:

- The need for the unit has been justified and is for the use of a close family member;
- The unit forms an integrated part of the structure of the main house – in exceptional circumstances, the conversion of an existing detached garage / store etc maybe considered subject to the structure being in very close proximity to the main house;
- The unit is modest in size and in particular, it shall not exceed 45sqm and shall not have more than 1 bedroom;
- The unit shall not be sold or let as an independent living unit and the existing garden shall not be subdivided;
- The structure must be capable of being functionally re-integrated into the main house when its usefulness has ceased. Permission for such units shall be restricted to a period of 7 years, after which it must revert to a use ancillary to the main house (e.g. garage, store, hobby room) unless permission has been secured for its continuation as an independent unit for another period.

(12) Temporary residential structures

Temporary residential structures (e.g. mobile homes, caravans, portacabins etc) form a haphazard and substandard form of residential accommodation and generally have poor aesthetic value and can detract from the overall appearance of an area. Therefore permission will generally not be granted for such structures.

(13) Naming of Developments

It shall be a condition of a planning permission for new housing schemes that the developer will submit a scheme for the naming and numbering of the estate prior to the commencement of the development. The naming of housing estates shall reflect in as far as possible the local context in which it is located. On approval of the naming of the scheme, the developer will be required to provide nameplates and numbers, as required by the Council.

(14) Entrance to Developments

The name of the development shall be clearly identified at the entrance. Measures shall be put in place to ensure parking is restricted for sufficient distance at the start of the development to eliminate potential traffic hazard on the public road. Gated developments will not be permitted, except in exceptional circumstances.

(15) Flood Routing

Flood risk assessment and the techniques to be applied to avoid or minimize the risk is dealt with specifically in Chapter 10 of this plan. One of these methods is the manipulation of the layout and design of a development to provide flood 'routes' i.e. in the event of surface water sewers, or a nearby culverted stream failing, the development shall be so laid out that the resultant flood waters can take a natural route through the site without having to flow through people's homes.

CHAPTER 4 KEY AREAS

Wicklow Town Centre Strategy Rathnew Village Centre Strategy Wicklow Port and Harbour Strategy

4.1 Introduction

The viability and vitality of any town centre is a barometer of the overall health and well being of the entire town. Traditionally, town centres consisted of a wide range of uses that included residential, retail, services, social and cultural activities. Given Wicklow's proximity to the metropolitan area of Dublin and the high speed road connections that are now available between Wicklow and south Dublin / M50 ring / Dublin City there has been a significant decline in many of the traditional town centre uses, particularly retailing, which is having a direct impact on the economy of the town centre and on the quality of the built environment as vacancy rates increase and property prices fall, resulting in many buildings falling into disrepair. Wicklow Town and Rathnew Village are not immune to these changing circumstances with the result that there are many areas within the town and village centres that are in need of renewal and redevelopment.

Wicklow Port and Harbour are important physical features, recreational and tourism amenities and an important source of economic activity associated with the town. Pursuing an enhanced role for this area would benefit the town as a whole. Whilst it is important that the port remains commercially competitive there may be opportunities for the enhancement of the area alongside the sustainable regeneration and re-development of the port, harbour and quay areas.

4.2 Wicklow Town Centre

4.2.1 Strategy

A strategy for the sustainable development and reinvigoration of Wicklow Town centre is now vital to counteract the trade draw that has occurred from the change in the economy and to revitalise the tourism potential of the town. The retail, tourism and commercial functions of the main street require to be reinforced by appropriate strategies and objectives.

The factors that make a town centre economically viable and attractive to visitors are numerous and often hard to predict and influence, but for the purpose of this land use plan, the strategy for Wicklow Town centre will comprise the following elements:

- Addressing vehicular, pedestrian and cycling traffic circulation;
- Addressing car parking and bicycle parking;
- Enhancing access to public transport
- Enhancing the 'public realm';
- Addressing dereliction and vacant sites;
- Protecting the buildings, features and places of heritage value;
- Ensuring high quality of urban design and form;
- Encouraging a varied mix of uses in the core area;
- Reinvigorating the retail role of the retail core through application of an appropriate retail strategy.

4.2.2 Vehicular, Pedestrian and Cyclist Circulation

Vehicular Access

Wicklow's traditional town centre thoroughfare starts at the Marlton Road junction with Abbey Street and includes Main Street, Fitzwilliam Square, The Mall, Market Street, Market Square and ends at the Courthouse / Gaol with a large number of small side streets that allow for, albeit restricted and circuitous, alternative routes between these two points.

While there is a looped route available between the Courthouse and the Grand Hotel via Ballynerrin – Marlton Road, this road is too long to be convenient to most car users from the south / southeast of the town centre travelling north; therefore the Main Street remains the principal distributor road in the settlement of Wicklow. Notwithstanding the recent opening of the Port Access Road, which has removed HGV traffic from the town centre, traffic flows are still therefore relatively high.

The principal vehicular link from the Main Street to the Quays, Port and Murrough areas is from Bridge Street and over the stone bridge. The use of this route results in some traffic congestion at Fitzwilliam Square; however there are two other vehicular routes to the South Quay at Salt House Lane and Quarantine Hill. Although both of these roads are one-way to the Quay and are restricted in width, they help alleviate some of the congestion from traffic accessing the South Quay.

Pedestrians

Wicklow Main Street and associated link / side streets are generally provided with public footpaths. However, many of these footpaths are quite narrow and are often impeded by signage / other items placed on the footpath. The existence of on-street car parking at many locations also diminishes the pedestrian experience.

Pedestrian crossings are available at a number of locations between the Grand Hotel and the Main Street and these allow for good linkages between the two sides of the street in the western side of the town. A pedestrian crossing in the vicinity of Market Square is however needed to improve pedestrian movement in the eastern side of the town.

Pedestrian linkages to the South Quay are good with Bridge Street, Salt House Lane and Quarantine Hill providing links, along with the 'Doctor's Steps' from Main Street. A number of the properties along the main street back onto South Quay also and have internal links to both sides. These sites provide an opportunity for increased pedestrian linkages from the main street to the South Quay to be incorporated into any redevelopment of sites/areas. While there is a significant fall in ground level from the main street to the south quay this can be overcome through appropriate design.

With a key objective of this plan being the redevelopment and enhancement of the Port and Murrough areas, improved linkages from the town centre across the Leitrim River will be required, particularly over the Leitrim River stone bridge itself.

It is important that the public realm is as inclusive as possible to all users. Some of the town footpaths and streets are at present unsuitable for wheel or push chair users. Rectifying this should be part of a broader redesign of these areas. The safety and ease of pedestrian movement must be considered in relation to vehicular movement and parking around the town, particularly along walking routes to and from car parks, schools, sports facilities and other public facilities.

Cycling

Currently there are no cycle lanes within Wicklow Town centre due to lack of width and existence of on-street car parking; cycle lanes from the town centre's environs into the core area are limited and not continuous. There are cycle parking facilities within the town at a number of convenient locations, but significant enhancement of such facilities is required.

Vehicular, Pedestrian and Cycling Objectives

- WT1** To maintain the Main Street as the principal vehicular route through the town centre and to exploit any opportunities that arise to improve safety for both vehicles and pedestrians/ cyclists.
- WT2** To promote ease of movement of pedestrians throughout the town centre and avail of any opportunities to improve footpaths, pedestrian routes and road crossings.

- WT 3** To promote ease of movement of cyclists throughout the town centre and avail of any opportunities to improve the quality of service for cyclists including the provision of safe and secure cycle parking at key locations throughout Wicklow town centre.
- WT 4** To facilitate the improvement of existing and the development of new linkages from the town centre to car/bike parks, amenity areas, to south quay and to the port / Murrough areas and to the town's environs. Any new development proposals with frontage onto both Main Street and the south quay shall incorporate new pedestrian linkages between the two where feasible.

4.2.3 Car Parking

There are over 1,000 paid parking spaces available in and around the town centre of Wicklow, at reasonable rates. These car parks are well located and convenient to the main town centre area and its side roads. There are also a number of smaller customer car parks located within the premises of a number of shops and services buildings within the town. The provision of car parking in the town centre is important for the functioning of the town centre however the location of parking should be considered more closely. It is important to strike a balance between adequate parking provision and retaining the environmental quality and historic character of the town centre.

Car Parking Objectives

- CP1** To maintain existing and provide new car parking options as funding allows, in proximity to the town centre.
- CP2** To avail of opportunities to remove public car parking on the Main Street and at amenity areas, subject to due consideration of the commercial needs of Main Street, including loading parking.
- CP3** To require new development on the Main Street to incorporate pedestrian links where feasible to existing or new public car parks.
- CP4** Deviations from the minimum car parking requirement set out in Chapter 9 of this plan shall be considered in the town centre strategy area where a public car park is within 200m walking distance to the site. In such cases and where the site allows; only the needs of long-term users (e.g. employees and residents of the development) shall be addressed by the developer.
- CP5** To facilitate the development of a multi-storey car park in Wicklow town centre at a suitable location, subject to the protection of the built heritage.

4.2.4 Enhancing access to public transport

The number 133 Bus Eireann bus services Wicklow town centre with a set down stop at the rear of Wicklow Gaol and a collection/drop off point at the Grand Hotel junction. Improved access to and facilities at these locations would encourage the use of public transport, in particular, these areas should be designated locations for the development of new / enhanced waiting, information and bicycle parking facilities and facilities for taxis. The improvement or provision of new footpaths and cycleways to these locations should also be a priority.

Objectives

- PT1** To facilitate the improvement of public transport user facilities including, inter alia, shelters, covered bicycle parking, information points with maps, routes, timetables, real-time information and designated taxi ranks at / near the bus stop at the rear of Wicklow Gaol and the Grand Hotel
- PT2** To avail of opportunities to provide new or enhance existing foot and cycleways to and from these public transport pick up locations, as funding allows
- PT3** To facilitate improved access to bus stops particularly crossing points for passengers.

4.2.5 Enhancing the 'Public Realm'

The 'Public Realm' can be best described as the form and use of outdoor areas and spaces that are accessible to the public. This includes many familiar types of place, such as streets, squares, parks, car parks and beaches, as well as the physical and visual connections between them, and with buildings. Quality public realm can provide the venue for multiple activities, including commerce, recreation, education and of course, fun and enjoyment for residents and visitors alike.

The elements in and around Wicklow's Main Street that contribute mostly to the quality of the public realm are:

- The streetscape;
- Landmark buildings and appearance of principal junctions / gateways;
- Building frontages, in particular materials, colours and shop fronts;
- The relationship of the Main Street to the river and South Quay;
- Urban open spaces and parks, and the juxtaposition of structures to spaces;
- Footpaths, lighting, seating and other 'street furniture'.

The Wicklow Town Public Realm Plan 2008 provides a number of enhancement initiatives that provides guidance on the implementation of the public realm objectives of this plan.

Public Realm Objectives

- PR1** To protect and enhance the streetscape of Wicklow's main street through the appropriate control of alterations to existing buildings and the development of new structures; in particular building lines and heights which diverge from the established form will require to be justified.
- PR2** To strive to improve the appearance of junctions and gateway areas into the main street of the Town centre, particularly the Marlton Road – Abbey Street junction.
- PR3** To appropriately control the design and appearance on building frontages, particularly shopfronts; 'dead' frontages, i.e. those with no goods on display to the street or those where views of the interior are completely blocked by non-transparent materials etc will not be considered.
- PR4** New or extended / refurbished units shall, at all times that the unit is not in active use, provide an attractive temporary display or professionally designed artwork affixed to the glass frontage. The temporary use of the space during such times for creative, cultural or community purposes will be encouraged; however, such change of use may require planning permission, and advice will be provided by the Council on a case by case basis in this regard.
- PR5** To support opportunities to create better linkages between the main street and the south quay and Church Street, in particular access routes and views between the two.
- PR6** To maintain and enhance Fitzwilliam Square and Market Square and support other possibilities for the development of new urban spaces, with hard and soft landscaping and high quality street furniture.
- PR7** To improve footpaths, lighting, seating and other street 'furniture' as funding allows, and require private developments providing such features to meet the highest standards of design and siting.

4.2.6 Dereliction and Vacant Sites

While the Main Street is substantially intact with no gap sites, a number of properties are vacant and are suitable for appropriate redevelopment. As important is the potential of side streets to be redeveloped, to draw users to these areas. A significant number of backland areas are currently used for car parking associated with the main buildings fronting onto Main Street.

In this regard, it is important that flexibility be applied with regard to car parking provision for any proposed new developments at such locations. In particular, given the proximity of such sites to public car parks, car parking requirements should be limited to the needs of the residential elements of any development with commercial needs being met by the public car parking area.

Dereliction and Vacant Sites Objectives

- VS1** To facilitate substantial redevelopment of under-utilised or vacant properties on the Main Street.
- VS2** To facilitate appropriate infill development of vacant backland.

4.2.7 Buildings, Items and Places of Heritage Value

Wicklow's main thoroughfare is the location of a number of structures / features listed for protection on the Record of Protected Structures, and the central area is also designated an 'Architectural Conservation Area' (ACA) which is designed to preserve the overall character and setting as a whole. The structures, features and character play an important part in adding to the overall attractiveness of the main street and contribute to the traditional town centre appeal of the street.

Objectives

- HV1** To positively consider proposals to improve, alter, extend or change the use of protected structures within the town centre so as to render them viable for modern use, subject to retention of their features of special interest by the application of suitable design, materials and construction methods.
- HV2** Proposals to demolish Protected Structures, or special features which contribute to the character of an ACA, only be allowed in exceptional circumstances.

4.2.8 Mix of Uses in the Core Area

In order for the Main Street to remain vibrant, it will be necessary to ensure an appropriate mix of uses. In particular, ground floors will be encouraged in all locations to incorporate commercial uses, particularly uses with active frontage such as shops and restaurants / cafés. Furthermore, in order to ensure activity at night, specific encouragement will be given to residential use of upper floors.

Objectives

- MU1** To support and facilitate activities and developments that will improve the vitality and vibrancy of the Main Street area.
- MU2** Redevelopment proposals in the town centre shall generally be required to provide commercial use at ground floor / street level.
- MU3** All non-residential floors will be required to be designed to be suitable to a range of users.
- MU4** To control and restrict where necessary uses at ground / street level to prevent an excessive concentration of single outlet types / formats e.g. bookmakers, off-licences (including off-licences in convenience stores), charity shops, fast-food takeaways, amusement centres and financial institutions.
- MU5** Active 1st floor uses will be required in all new developments and particular encouragement will be given to 'living over the shop'. Where such use is proposed, a relaxation in density, car parking requirements and open space standards will be considered, where the development meets very high quality of design and accommodation.

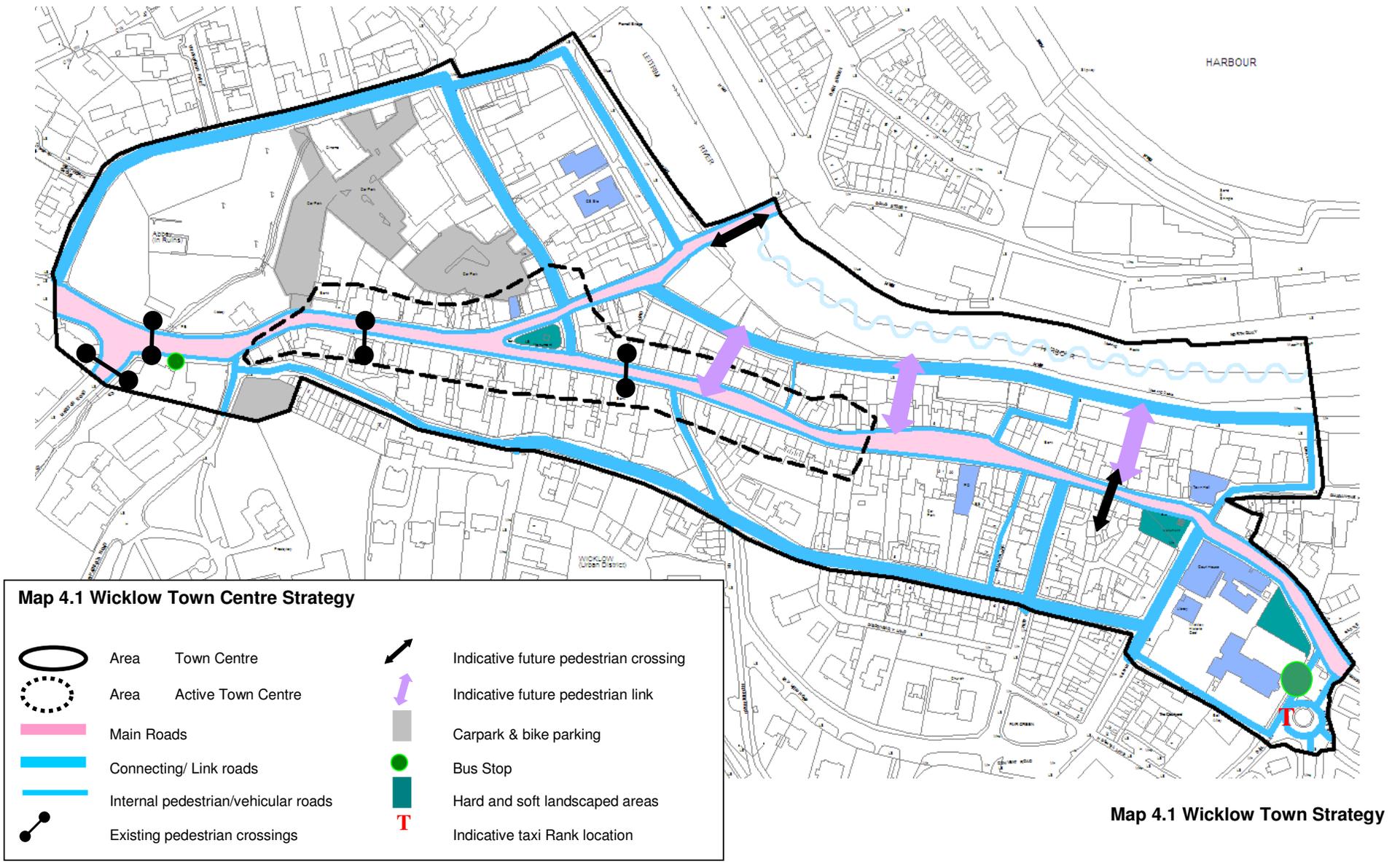
4.2.9 Retail Role of the Core

The continuation of the retail function of the Main Street is key to its future viability. A main street requires the passing trade of shoppers to maintain both the pure retail offer and other retail services such as banks, cafes, hairdressers etc. The Main Street is the traditional retail area of the town and should remain the main area - however there is the potential for further retail development on the South Quay which is within the retail core area. In this regard, it is the stated policy of the County Retail Strategy to promote and encourage and support improvements to retailing and other town centre activities in the core area of Wicklow Town and to generally control further retail development to:

- Conversion of non-retail premises in the core area to retail use,
- Renovation and expansion of existing retail premises in the core retail area,
- Redevelopment of derelict or brownfield sites in the core,
- Replacement of existing facilities within the town, and
- To facilitate and support suitable proposals to merge or assemble multiple buildings / sites in order to develop modern retailing formats, including department stores or malls, having due regard to the protection of architectural heritage within the Town Centre.

Objectives

- RC1** To support the function of the main street and associated side streets as the principal retail area in Wicklow.
- RC2** To facilitate and support suitable proposals to merge or assemble multiple buildings / sites in order to develop modern retailing formats, including department stores or malls, having due regard to the protection of architectural heritage within the Town Centre.
- RC3** To promote and facilitate the conversion of non-retail premises to retail/retail service use and to strongly resist the conversion of existing retail/retail service premises to alternative, less active uses that would diminish vibrancy and daytime activity in the area.



Map 4.1 Wicklow Town Strategy

4.3 Rathnew Village Centre

4.3.1 Strategy

The overall development strategy of this Plan is to allow for the development of the settlement around two poles – Wicklow town and Rathnew village. The strategy for Rathnew village centre is:

- to retain the unique identity of Rathnew with its own level of retail and other services appropriate to a village of its size and not allow it be absorbed as a 'suburb' of Wicklow town;
- to reinforce the commercial and retail role of the village by encouraging and facilitating new development in the identified village core;
- to resist the development of any new retail or commercial facilities outside of the village centre activities zone and within 1km of the retail core, and
- to improve accessibility to the centre, and in particular, to improve the pedestrian experience

While historically the village developed in the area around the Commons, the 'centre' is now considered to be the intersection of the R772 (old N11) with the R750 (Rathnew – Wicklow Road). For the purpose of developing a strategy, it is considered that the village can be divided into three distinct areas namely:

- the 'old village',
- the area east of the main road from Clermont to Tinakilly County House, and
- the area to the north and west of the Glenealy Road .

The Old Village

This area is the original, historic centre of the village which developed around the 'commons' and is the location of much of the village's built and cultural heritage, and social / community buildings. Of particular importance to the fabric of this area are the educational and community facilities namely St. Ernan's BNS, SN Naomh Iosef, St. Joseph's church RC, Rathnew graveyard and two community centres. The ruins of the old medieval church and former graveyard are of archaeological significance, while the Old Band Hall and the Grotto are of local cultural interest, contributing to the identity of this area.

To the west of the Commons, the area is mostly residential, in the main consisting of semi-detached former Council houses with large rear gardens, a number of which have been developed with infill housing.

There are a number of retail units in this area, as well as a public house and this section of the village is well connected to the east side of the village by pedestrian crossings; however, linkages to the north across the Glenealy Road require improvement.

Pedestrian and cyclist movements and linkages are quite good in this area given the scattered layout. A one-way system is in place around much of the historic Commons area, which is necessary given the narrow streets.

Objectives

- Rathnew 1** To enhance and protect the built and natural heritage and to facilitate improved access to these amenities.
- Rathnew 2** To improve the public realm by facilitating road and footpath improvement works
- Rathnew 3** To facilitate improved signage and interpretation of local heritage assets.

Clermont Campus to Tinakilly

This area is also part of the historical development of Rathnew with the c.18th century estate houses of Clermont House to the northwest and Tinakilly House to the east, with the Rathnew Stream dividing the two estate grounds. In the central area (i.e. around the roundabout) the village centre has developed with

strong 2-storey streetscape of retail and commercial developments that provide for some of the everyday retail and services needs of the residents of the village. The linkages between this area and the rest of the village are important given the services available here.

To the north of Rathnew Stream, the lands that historically formed part of Clermont House are designated for new village centre development and in particular, this is considered the most suitable location in the village for significant new retail development, including the provision of a supermarket, in accordance with the provisions of the Clermont Action Area. Development in this area would allow for the creation of a new streetscape that would greatly enhance the overall appearance of the village and linkages up to the Clermont College.

The area along both sides of the stream is considered suitable for the development of a riverine public park / greenway with links down to the Murrough to the east. Some lands along the south bank of the stream have also been identified in the Flood Risk Assessment as being in the high flood risk zone and therefore an 'open space' zoning is the most appropriate for this area.

There are good footpaths in the area of the village but no cycleways. Pedestrian crossings are also available towards the old village, but not to the west side of the village. The pedestrian and cyclist experience is somewhat diminished by the existence of on-street parking in front of the shops, but until an alternative off street car parking can be developed, it is considered essential that this car parking remain for the convenience of shoppers and vitality of the village centre.

It is considered appropriate that the location around the existing bus stop / car park be identified as a suitable location for further transport improvements such as additional / enhanced bicycle parking, bus shelters, information signs etc.

Objectives

- Rathnew 4** To encourage and facilitate improvements to the existing retail / services area along the main street, including the provision of new / expanded retail and retail services developments, including the provision of a new supermarket, and improved shops fronts
- Rathnew 5** To enhance the amenity value of the Rathnew Stream and to facilitate improved access, subject to objective Water Systems Objective WS4 to this area, subject to the protection of its environmental and ecological value.
- Rathnew 6** To improve pedestrian movement by facilitating the provision of pedestrian crossings to the western area from Clermont Campus to Charvey Lane
- Rathnew 7** To improve existing and provide new footways and cycleways as funding allows
- Rathnew 8** To encourage the development of a transport hub around the existing bus stops at the Woodside estate and St Ernan's School, including improved accessibility, car-parking, bus stop facilities, shelters and covered bicycle parking
- Rathnew 9** To facilitate the delivery of the Rathnew Inner Relief Road

North of the Glenealy Road

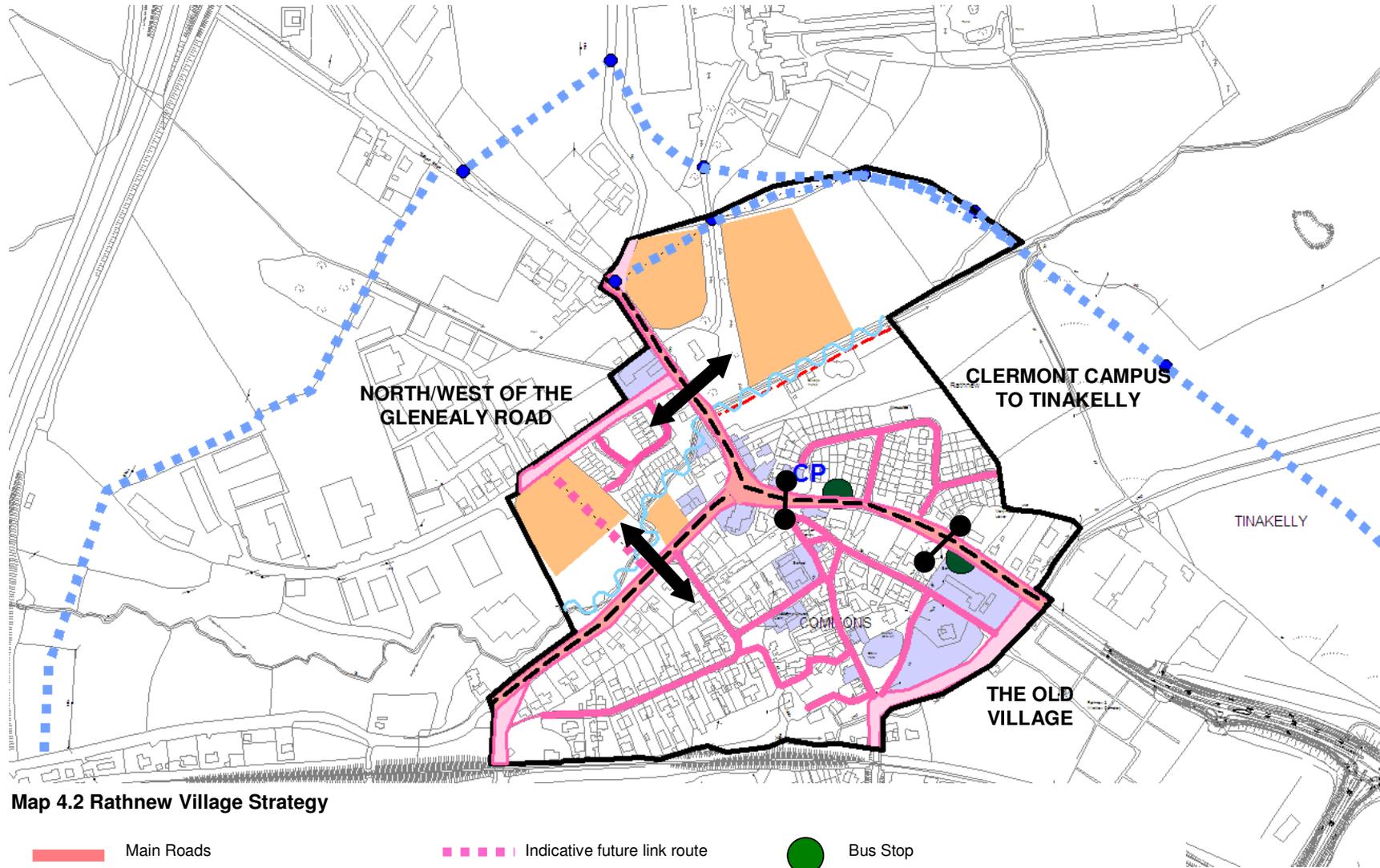
Up until the year 2000, only a very small part of this area was developed – that area with frontage onto the main road, where there are a small number of dwellings / commercial properties. A new housing estate has developed over the last 10 years on the lands to the north of the stream, while the remaining lands on the west part of this sector are still undeveloped.

The undeveloped lands present an important opportunity site as the lands have potential frontage onto both the village 'main street' and to the rear from Charvey Lane. However any significant development would be contingent on access being only from the Glenealy Road due to the deficiencies of the Charvey Lane – R752 junction unless substantial improvements / reduction in traffic flows at this junction arise. This site is considered suitable for mixed use development, including residential and retail use.

Pedestrian and cyclist movement in this area is quite restricted as there are no dedicated cycle lanes and no pedestrian crossing to the east or to the south to access other village areas / services.

Objectives

- Rathnew 10** To facilitate improved pedestrian movement and safety with the provision of additional pedestrian crossings across the Glenealy Road to the 'Old Village' and across to the Clermont Campus.
- Rathnew 11** To require the vacant lands between the R752 and Charvey Lane to be developed as a single comprehensive development, with a masterplan, that provides for new frontage on the R752 and Charvey Lane, and which addresses all traffic movement issues arising from any development.
- Rathnew 12** To enhance the amenity value of the Rathnew Stream and to facilitate improved access, subject to objective Water Systems Objective WS4 to this area, subject to the protection of its environmental and ecological value.



Map 4.2 Rathnew Village Strategy

- | | | |
|---|--|--|
|  Main Roads |  Indicative future link route |  Bus Stop |
|  Connect/ Link roads |  Indicative future pedestrian route |  Opportunity Area |
|  Internal pedestrian/vehicular roads |  Future relief road route |  Village Centre facilities and Services |
|  Existing pedestrian crossings | |  CP Carpark & bike parking |

4.4 Wicklow Port and Harbour

4.4.1 Strategy

Wicklow port, harbour and quays are an important asset in the settlement and to County Wicklow as a whole. In infrastructure terms, the port is an important economic asset with daily shipping and cargo activities. From a heritage perspective, the harbour is central to the town's maritime history and is located in an environmentally sensitive setting with The Murrough, and the Leitrim river to the north and the Black Castle and Wicklow Head to the south. Wicklow Port manages the operations of the Port and the Council will continue to liaise with the Port on their future intentions.

In the past the town developed with its back towards the port, harbour and quay with the focus of development on the main town centre. The port area developed as an industrial area with the port traffic travelling through the town centre. With the recent changes in the port activity with less cargo activity, the provision of the Port Access Road and the redevelopment of the area with some new residential and town centre uses around the harbour and quays, the potential of this area is starting to be realised. Whilst it is important that the port remains competitive, the regeneration of this area needs to be facilitated to ensure the full potential of the port, harbour and quays as an important town asset and amenity can be achieved.

The **vision** for the Port, Harbour and Quay area is for it to continue to sustainably develop as an international cargo port alongside the development of the recreational potential of the harbour and to encourage the redevelopment of the quays as an extension of the existing town centre. It is important for the town to connect with the port, harbour and quays to exploit their assets without compromising their historical and environmental amenity.

The **strategy** for Wicklow Port, Harbour and Quays is therefore to facilitate the existing and future sustainable economic development of the port and associated activity, whilst allowing for expansion and improvement of amenity and recreational opportunities, for the development of a wider mix of uses including residential, retail / commercial and community uses, and providing for the highest level of protection of sensitive / vulnerable environmental / ecological assets such as the beach, river and sea.

The Port and Quays

The port is an important employment area within the town and has traditionally always been a source of economic growth, employment and identity to Wicklow Town. It continues to be a commercially viable and important activity in the town with a secure position as one of the significant points of entry into the Greater Dublin Area for international trade. It is important that the commercial activities such as freight movement, storage and general trade supported by the port be maintained in order that Wicklow Town fulfils its role as an employment and services centre.

The north quay is the main hub of shipping, cargo and commercial fishing related activity and has a deep draft which allows for the docking of large vessels and there are a number of yards and warehouses associated with this activity in this area. It is considered important that the north quay retains this commercial function and does not become targeted for redevelopment for residential / leisure activities which would undermine the important asset that the deep water berth provides and the more recent investment in the Port Access Road. However given the location of this commercial area adjoining the shingle beach and pleasure harbour area, it will be important that any new activities or structures are appropriately controlled / designed.

While commercial vessels (mainly fishing vessels) can also dock on the south key, this area is more utilised for the docking of pleasure craft and smaller vessels due to the shallower draft. Significant investment has been undertaken in recent years to the overall public realm along the south quay in the form of footpath and parking improvements which greatly enhance the overall appearance and recreational utility of the area. While it is an objective of the plan to support continued commercial maritime activity in this area, the fact that the area has a less commercial focus in terms of shipping / cargo etc and a number of quayside buildings are now in residential / retail use, it is considered that this quay should be allowed to continue to develop as a mixed use and amenity area.

Objectives

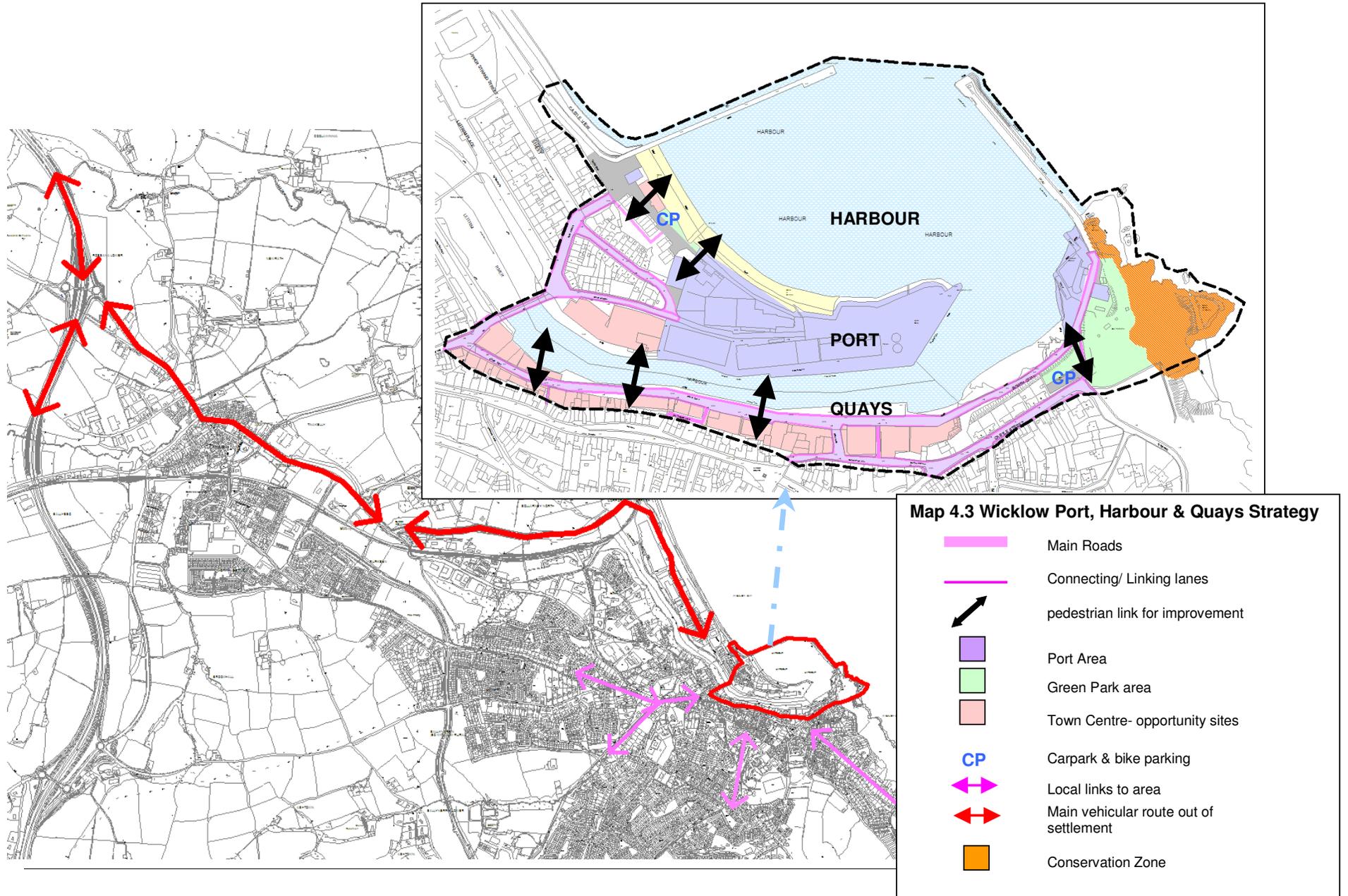
- Port 1** To support and facilitate existing and future commercial port activities on the north quay and to resist developments that would undermine the commercial potential of the area.
- Port 2** To support and facilitate maritime activity on the south quay and to encourage new developments that provide for an improved mix of uses including commercial, retail and residential uses and to particularly encourage tourism and leisure related developments.
- Port 3** To ensure that all proposals for development have cognisance of Natura 2000 sites in the area and that no development is allowed which would have a significant adverse effect on the conservation interests of these sites.
- Port 4** To require any new developments in the port area to meet a high standard of design that respects the unique historical, environmental, visual and recreational amenities of the area.
- Port 5** To support and facilitate the development of new infrastructure necessary for the continued operation and development of the port.
- Port 6** To consider the feasibility of the preparation of a Port and Environs Masterplan, to facilitate the continued development of the Port, Quays and Harbour, to be prepared by Wicklow Port Company in close conjunction with the Planning Authority. Any approved Masterplan must adhere to the overall zonings, policies and objectives of the Development Plan.

The Harbour

'Wicklow Harbour' for the purpose of this strategy is considered to be the area located within the two piers beyond the river quays. While the deep water berth for the port is located centrally in this area, in the main the harbour is utilised for leisure activities such as sailing, leisure fishing and swimming. The harbour has a small pebble beach area that mainly attracts local people and is also the location for the RNLI boat and station. These activities are an important source of recreation and amenity for the local community as well as being a potentially important tourist attraction. It will be essential to make use of the existing marine infrastructure to realise the potential of the town as a venue for these activities. (See Chapter 8 Recreation and Amenity for policy on leisure activities in the port area).

Objectives

- Harbour 1** To facilitate the enhancement of the public realm around the harbour area and to facilitate the provision of appropriate information signage in the harbour area.
- Harbour 2** To facilitate the improvement of pedestrian/cyclist/transport movement and access to the harbour area, by facilitating the provision of appropriate directional and information signage that increases access to and the legibility of the routes between attractions and facilities on the port, harbour and quays.
- Harbour 3** To facilitate appropriate tourism and leisure development in the harbour area including the provision of new clubhouses, pontoons / marinas, shops, cafes and other leisure and tourism related developments subject to a higher quality of design, having regard to the protection of Natura 2000 sites, as well as the existing environmental, visual and residential amenities in the area.
- Harbour 4** To protect the unique historical character and recreational value of the harbour.



SECTION THREE
ECONOMIC DEVELOPMENT

CHAPTER 5

ENTERPRISE & EMPLOYMENT

5.0 Introduction

This chapter will set out the strategy and objectives of the Councils for enterprise and employment that are relevant to and implementable through a land-use plan. The strategies and objectives of this plan aim to complement and enhance the strategies of the County Development Board (CDB), County Enterprise Board / Enterprise Ireland and the IDA, all of which have a wider remit than this town and environs development plan in the area of economic development.

5.1 Context

National Context

Improving Ireland's economy is a recognised priority at national level and this has been reflected in "Building Ireland's Smart Economy: A framework for Sustainable Economic Renewal" (2008). This sets out Government policy on the restructuring of the economy with the primary objective of returning Ireland to sustainable growth in the medium-term. The framework focuses on building a smart economy with thriving enterprises, a high quality business environment, secure energy supplies, and an attractive environment.

Regional Context

The Greater Dublin Area is seen as the power house of the national economy, accommodating over 40% of the population of Ireland. The Regional Planning Guidelines (RPGs) for the Greater Dublin Area (GDA), (2010-2022) set out a strategy for the continuing economic development of the region. The RPG strategy identifies key areas of enterprise development potential in the GDA and focuses on enhancing strategically important aspects of the business environment so as to create the conditions for attracting investment by both foreign and indigenous companies, stimulating entrepreneurship and enabling companies to grow and target international markets. The RPGs state that targeted investment in physical, green and social infrastructure provides the most efficient and effective long-term use of resources.

Local Context

The promotion of sustainable economic development is a priority of this plan. The future economic development of Wicklow Town-Rathnew is linked to that of the County and the key message is that Wicklow has to compete internationally in order to attract and retain investment and skills. There is recognition of the need to develop and attract more strategic activities in the manufacturing sectors and re-orientate the County towards high value-added traded services. At a strategic level the County Development Plan advocates the importance of identifying locations that have the highest potential for the attraction of high-tech, high value-added and research intensive activities and that these sites be identified specifically for those developments.

Economic Profile of Wicklow Town - Rathnew

For the purposes of analyzing the employment characteristics of the area, the CSO place of work data known as POWCAR data was used to assess employment within the area. Unfortunately, POWCAR results from the 2011 census were not available at the time that the draft plan was drawn up and therefore use was made of the 2006 data. Data from 2006 provides an indication of the employment capacity and potential of the plan area, as this was a time during which the area would have experienced high employment.

The 2006 Census showed a resident labour force¹ in the settlement of 5,738 persons, of which 563 were either unemployed or looking for their first job (9.8%). This rate of unemployment was slightly higher than that for the State as whole (8.5%). It should also be noted that the number of people resident in Rathnew who were unemployed was 16.8% compared to 8.4% for Wicklow Town.

Of the 5,175 persons who were employed at that time, 4,993 of these gave information in the Census regarding their place of work. Only 1,293 (or 25% of those at work) of these identified their 'place of work' as Wicklow Town – Rathnew. Clearly the settlement experiences a very high degree of out bound commuting.

The 2006 Census does however reveal that 2,607 persons indicated that their place of work was Wicklow Town – Rathnew and therefore it is clear that there is a significant inflow of workers from outside the settlement, which is to be expected given the employment catchment of the town.

Table 1 to follow shows the breakdown of the jobs located in the settlement by industrial sectors in 2006.

Table 5.1: Principal industrial sectors of jobs located in Wicklow Town – Rathnew 2006

| Industrial group | No. of jobs | % of total |
|--|--------------|------------|
| Not stated | 6 | 0.2% |
| Agriculture, forestry and fishing | 12 | 0.5% |
| Manufacturing industries, mining, quarrying and turf production, electricity, gas and water supply | 136 | 5% |
| Construction | 101 | 4% |
| Commerce | 874 | 34% |
| Transport, storage and communications | 104 | 4% |
| Public administration and defence | 451 | 17% |
| Education, health and social work | 634 | 24% |
| Other | 289 | 11% |
| Total | 2,607 | |

Source: CSO Census of Population 2006 POWCAR

The largest group is clearly those employed in public services, with the 'public administration and defence' and 'education, health and social work' group combining to account for 40% of all jobs. This is clearly due to Wicklow town's position as the County Town thereby being the HQ for many County services such as the County Council, the Health Board and the VEC, and a hub in the sub region for health services, secondary schools etc.

5.2 Strategy

As set out in the Wicklow County Development Plan 2010-2016, depending on their degree of accessibility and their economic function, the hinterland towns (i.e. those outside the metropolitan area, of which Wicklow Town – Rathnew is one) have varying roles to play in acting as attractors for foreign and local investment. The towns of Arklow and Wicklow Town/Rathnew constitute higher order towns which are most likely to be successful in attracting a concentration of major employment generating investment from foreign, as well as local, investment. Having regard to their County level of economic importance, these towns should target a variety of investment types, ranging from 'product' to 'people' intensive industries; including foreign owned high technology manufacturing and services sector, local enterprise and general industrial processes.

Furthermore, settlements along the main transportation corridors of the N11 and N81 are strategically located so as to take advantage of their accessibility to the main transportation routes of the County and

¹ The labour force is defined as the total number of people aged 15 and over who are employed, unemployed and seeking a new job or first time job seekers.

as such, settlements along these routes should be specifically targeted for growth in 'product' based intensive industries. These industries, by reason of the product based nature of the traded commodity, require ease of access to the main transportation networks, for efficient and rapid transportation of goods from the source of manufacture to markets, including the GDA, other regions of the Country, and other settlements within the County.

Strategic Objectives:

To promote the successful economic development and growth in employment of the town and environs by:

- Providing the infrastructure and zoned land necessary to attract inward investment and growth in indigenous industry;
- Supporting the development of new employment opportunities in the right locations in the plan area;
- Fostering entrepreneurial activity by promoting and supporting opportunities for training and education, and business start-up and incubator facilities;
- Supporting and facilitating to the highest degree possible (subject to environmental and other relevant planning considerations) all forms of employment generation;
- Exploitation and development of existing assets - regions, counties and towns are now in completion with each other to draw in new investment and employment creating opportunities. Wicklow town, Rathnew and their environs have many characteristics and assets which could act as a catalyst for major employment growth in the region. It is therefore the strategy of this plan to ensure that the appropriate framework and services are in place to allow these assets to be developed to their full employment potential.

Employment growth strategy

County Wicklow residents are currently highly dependent on jobs located elsewhere in the region and therefore in order to make the County more self-sufficient and improve the quality of life of Wicklow residents by making their employment locations closer to where they live, it will be necessary to increase the number of jobs available in the County.

A measure often used to determine what a sustainable target for job creation would be is the 'jobs ratio'. This is the ratio of the number of jobs in any given geographical area compared to the number of people in the labour force living in that same area. In 2006 (a time of high national levels of employment), the jobs ratio in County Wicklow was 46% and in Wicklow Town – Rathnew was 45%.

The RPGs indicate that a healthy jobs ratio would be around 70% and this is the target set out for job creation for the County in Wicklow County Development Plan 2010-2016. A 70% jobs ratio in the County would equate to a need for there to be c. 60,650 jobs in the County by 2022, compared to 28,778 jobs which were located in the County in 2006².

Clearly in order to achieve a jobs ratio of 70% overall in the County, some areas would need to have a higher jobs ratio than 70% as some areas will always be much lower (such as rural areas and small towns).

Given the 45% jobs ratio that existed in Wicklow Town-Rathnew in 2006, it is considered reasonable to aim to increase this to 80% for the target year of 2022. This will require the number of jobs in the settlement to grow from c. 2,600 in 2006 to c. 9,400 in 2022.

² Source: Derived from CSO POWCAR data

5.3 Factors influencing future economic development

5.3.1 Employment Creation Agencies / Employment Initiatives

Agencies including IDA Ireland, Enterprise Ireland, Forfas, FAS and Wicklow County Enterprise Board (and their successors) have an important role to play in the creation of employment and enterprise initiatives within the County. Wicklow County Development Board (CDB) acts as an agency co-ordinator in the implementation of the economic, social and cultural strategy for the County ('Outlook 2002-2012'). Wicklow County Council, through the County Development Board, provides a co-ordinating role for all development agencies and is a facilitator for local employment initiatives.

5.3.2 Economic Development & Enterprise Trends

Particular regard should be paid to the fact that while foreign direct investment has been a major growth engine of the Irish economy in recent times and will continue to be an important driver in the future, there is general agreement that the indigenous enterprise sector must assume greater importance in sustaining and driving growth going forward. In this regard, it should be noted that, in general, foreign owned companies display a preference for locations in or near large urban areas that provide labour force, skills, infrastructure and business and social networks. In contrast the existing base of Irish owned firms is distributed more widely.

5.3.3 Availability of Infrastructure

Adequate infrastructure is vital for the facilitation of future economic development activity in the town. This includes water services, effective road and public transport networks, energy, telecommunications, waste management, education facilities etc.

While Chapter 10 of this plan addresses all of these areas in detail, there has been substantial investment in all necessary infrastructure in this settlement and it is not considered that employment creation will be hindered by any lack of facilities during the lifetime of this plan.

5.3.4 Quality of life

The importance of quality of life is a key component to facilitate future economic development. Factors that make a town attractive for both firms and their employees are the key to a successful economic development strategy. Specific actions to improve quality of life include:

- Providing high quality residential development with supporting social and community facilities;
- Ensuring a vibrant town centre with a high quality public realm;
- Creating an attractive urban environment to facilitate residency of the projected labour force;
- Ensuring the appearance of development complements existing environments and is of the highest quality;
- Increasing and improving the range of quality of recreational, amenity and cultural facilities.

5.3.5 Availability of land for employment purposes

While a land-use plan has no direct role in creating jobs or bringing new employers to the County, the plan can ensure that sufficient zoned land is available for employment uses and can set out objectives to facilitate this aim.

As set out above, the employment target for the settlement in 2022 is c. 9,400 jobs.

In order to calculate how much 'greenfield' land should therefore be designated for new employment development, a number of assumptions are required to be made:

1. It is assumed that 50% of all future jobs (4,700) will be located on already developed land / sites through intensification or infilling in existing employment areas or through change of use of existing non-employment generating buildings to employment uses in the town / village centre or mixed use areas;
2. The remaining new jobs required (4,700) would be provided on 'greenfield' sites.

In order to ensure that the potential is there to allow up to 4,700 new jobs to be created, this plan will zone sufficient 'employment' land for the potential creation of c. 9,400 new jobs³.

In this regard, this plan makes provision for the zoning of the following greenfield sites for employment development:

Table 5.2: 'Greenfield' lands zoned for employment

| Location | Zoning | Undeveloped land (ha) | Floor area potential (sqm) ⁴ | Employment type | Employee density (sqm per employee) | Potential number of employees |
|--------------------------|--------|-----------------------|---|-------------------------------|-------------------------------------|-------------------------------|
| Rosanna Lower 1 | E1 | 9.74 | 116,880 | Business Park / Manufacturing | 50 | 2,338 |
| Newrath | E1 | 13.91 | 166,872 | Business Park / Manufacturing | 50 | 3,338 |
| Rosanna Lower 2 | E3 | 2.97 | 8,901 | Retail warehousing | 75 | 119 |
| Milltown North | E1 | 10.67 | 42,680 | Business Park / Manufacturing | 50 | 854 |
| Merrymeeting 1 | E3 | 1.46 | 4,392 | Retail warehousing | 75 | 59 |
| Merrymeeting 2 | E1 | 5.42 | 65,040 | Business Park / Manufacturing | 50 | 1,301 |
| Ballynabarny 1 | E1 | 12.63 | 50,520 | Business Park / Manufacturing | 50 | 1,010 |
| Ballynabarny 2 | E2 | 4.36 | 13,083 | Warehousing | 100 | 131 |
| Ballybeg | E2 | 4.12 | 12,357 | Warehousing | 100 | 124 |
| Ballynerrin Lower | E3 | 7.88 | 23,664 | Retail warehousing | 75 | 316 |
| Along PAR | E2 | 10.5 | 31,500 | Warehousing | 100 | 315 |
| Along PAR (CZ zone) | E2 | 2.64 | 7,920 | Warehousing | 100 | 79 |
| Ballynerrin (roundabout) | E2 | 0.45 | | Objective PF2 | | |
| Rathnew | E1 | 3.84 | 46,080 | Business Park / Manufacturing | 50 | 921 |
| Total | | 90.59 | | | | 10,905⁵ |

It should be noted that while the lands zoned 'Clermont Campus' also have the potential to generate employment, they are not include in this table for the following reasons:

- the key concept behind the development of these lands is to develop them as a 'Centre of Excellence in Enterprise, Education and Innovation' which will in time create an environment that will attract 'Knowledge Based Industry and Enterprise'. As this is a long term project, it is not clear what final manifestation the project will take, how many jobs it might generate or when these jobs will be created;
- this is considered a potential 'Regional' employment hub rather than a local employment development site.

5.4 Objectives for enterprise and employment development

General objectives

EMP1 To support all forms of employment creation, especially where this can mitigate long distance commuting, subject to the proper planning and sustainable development of the area and compliance with all other objectives of this plan.

³ In other words, 'headroom' or 'market factor' in employment zoning of 100% has been allowed in this plan.

⁴ This is based on the following assumptions:

- 60% site coverage for business parks, 40% for manufacturing and 30% for warehousing / retail warehousing
- 2-storey development for business parks and single storey for manufacturing / warehousing / retail warehousing

⁵ The discrepancy between the 9,400 new jobs required and the total potential number of employee's, 10,905 as set out in Table 5.2 is due to amendments made to the draft plan at adoption stage.

EMP2 To promote and support the development of employment zoned land and to protect employment zoned land from inappropriate development that would undermine future economic activity or the sustainable development of such areas.

EMP3 To encourage the redevelopment of already developed or brownfield employment / mixed use lands for enterprise and employment creation throughout the settlement, subject to the proper planning and sustainable development of the area and compliance with all other objectives of this plan.

EMP4 To promote the development of employment generating uses at locations which comply with sustainable transportation objectives, i.e.

- Promoting the development of 'product' intensive industries (typically manufacturing and logistics based uses) at locations that are accessible to strategic roads infrastructure;
- Promoting the development of 'people' intensive industries (typically office, services and start-up entrepreneur based uses) at locations that are accessible by public transport networks;
- Promoting the intensification of existing employment land uses that are in proximity to good public transport facilities;
- Where appropriate, promoting the integration of employment uses with other land uses, including residential, tourism and retail uses, in an effort to provide mixed use developments, which can reduce the need to travel.

EMP5 To encourage and facilitate the provision of office developments and small-scale service industries at appropriate locations. The most suitable location for local or small-scale office developments and small-scale service industries is in above ground floor commercial premises at appropriate locations in town / village centres and neighbourhood centres⁶.

The development of these types of uses in neighbourhood centres can reinforce the existing service function of these centres, as well as create new opportunities for local employment in locations that are accessible to residential areas.

The Council will permit office development in appropriate employment zoned locations that are deemed suitable with regard to sustainable traffic and land use considerations.

EMP6 To encourage, where appropriate, home-based economic activity⁷ including the provision of small-scale individual enterprises. Proposals which involve the change of use and/or new development for purposes of home-based employment will generally be considered favourably where it can be clearly demonstrated that:

- the nature of the proposed process or activity to be carried out shall be appropriate to and compatible with the character and amenity of the adjoining area;
- the proposed development is of an appropriate scale for its location;
- there is no adverse environmental, health and safety impacts;
- the development is not detrimental to residential amenity.

Objectives for specific locations

EMP7 Wicklow town centre

For Wicklow Town Centre to remain the hub of activity in the wider settlement and wider region, where people come together to work, shop, recreate and interact, high levels of employment must be maintained in the town centre. It is the objective of the Council to support and facilitate all forms of employment development in Wicklow Town Centre, particularly retail and retail services uses, in accordance the objectives and standards set out in Chapter 6.

⁶ This objective does not relate to the use as an office, as set out in Class 2 of 'Part 4, Exempted Development-Classes of Use' of the 2001 Planning and Development Regulations.

⁷ Home based economic activity is defined as small scale commercial activity carried out by residents of a house which is subordinate or ancillary to the use of the dwelling as a place of residence.

EMP8 Rathnew

While employment in retail, retail services and other village centre type commercial uses in Rathnew will be somewhat limited having regard to the higher range and order of services that are / will be available in Wicklow Town, Rathnew is the location of two existing / planned major employment nodes in the settlement, namely the existing Rathnew Business Park and the planned R&D hub at Clermont Campus. It is the objective of the Council to:

- support the continued operation of Rathnew Business Park as a manufacturing and warehousing area;
- support the development of lands zoned 'Clermont Campus' (see objectives EMP9) and adjacent employment zoned lands on the east side of the R772 for higher order employment types such as science / ICT / green technology uses.

EMP9 Clermont Campus

The Clermont Campus is considered a unique site in the County with the potential to re-invigorate employment in the whole County, by combining third level education with a research and development hub with associate spin off businesses. It is considered a 'County' facility, with a regional draw. It is the objective of the Council to develop Clermont Campus in conjunction with the Carlow Institute of Technology and other stakeholders as a third level education facility and as a centre of excellence for enterprise development, education, training, research and development.

EMP10 Wicklow Port

The existence of a commercial and leisure port in the town provides opportunities for increased economic activity in the port and harbour area and combined with new road access which removes port bound traffic from the town centre, the opportunity for significant redevelopment arises. It is the objective of the Council to facilitate the development of the port and harbour area in accordance with the objectives and standards as detailed in the **Port and Harbour Strategy** (Chapter 4).

EMP11 Murrough North

For the purposes of this plan, the Murrough is divided into two distinct areas – that area north of the Port Access Road ('Murrough North') and that area between the port access road and the harbour ('Murrough Opportunity Area'). Chapter 12 sets out the objectives and standards for the 'Murrough Opportunity Area'.

In 'Murrough North', it is the objective of the Council to:

- Facilitate the continued operation of established / permitted existing business / commercial activities and the development of new employment facilities in this area;
- To encourage business to develop in a manner which is respectful of the local environment, use environmentally friendly / innovative technologies and improve the visual amenity of the area;
- To ensure that no development is permitted which would give rise to significant adverse impacts upon the conservation objectives of Natura 2000 sites. In accordance with EU Habitats Directive, any development with the potential to give rise to significant adverse impacts upon a Natura 2000 site shall be subject to Appropriate Assessment;
- To encourage site operators to improve the overall visual amenity of the area including the provision of additional landscaping using native species appropriate to this natural coastal setting;
- To restrict any new development within 20m of the high water mark and to cooperate with landowners to manage commercial, recreational and employment related uses in the area subject to the protection of the conservation interests of nearby Natura sites.

EMP12 Wicklow Port Access Route & Town Relief Road

The completion of the PAR-TRR provides opportunities to develop the lands along the route for employment creation activities, which are relatively close to the town centres and residential areas, while benefitting from good access to radial routes out of the town to the N11. It is the objective of the Council to support employment creation on identified sites along this route subject to the proper planning and sustainable development of the area and compliance with all other objectives of this plan.

Design / layout objectives

EMP13 To only permit proposals for employment generating development where it can be demonstrated that the development complies with the relevant development standards and is not detrimental to residential amenity or to environmental quality, and is acceptable with regard to its impact on the character of the area.

EMP14 To require the development of childcare facilities at places of employment, and in particular at 'people' intensive places of employment (see Chapter 8).

EMP15 To require employment based developments to be of the highest standard of architectural design and layout, (in accordance with the standards set out in Section 5.5 of this chapter).

5.5 Design standards for Business Parks, Warehousing, Retail Warehousing & Industrial Developments

All employment developments are required to be of the highest quality design. By developing a physically attractive and harmonious business environment, the Planning Authority seeks to create a quality business environment that encourages existing businesses to expand and that attracts new industrial development to the County. Existing businesses, which propose to develop existing facilities, will be encouraged to design their projects in accordance with the following design standards, to the greatest extent possible.

5.5.1 Building Form & Materials

A high quality design, finish and layout is required for all developments. The following standards should be applied:

- Variation in building form is recommended to reduce the mass of building walls. Overly long rectangular buildings will not generally be acceptable – the impact of these structures will be expected to be softened by breaking up the mass into appropriately stepped sections;
- Accented entry ways are recommended to create an architecturally pleasing entrance feature;
- The sides of each building on a site, particularly buildings visible from multiple street frontages, shall be consistent in design and should be compatible with other developments in the immediate vicinity;
- All external elevations should be suitably clad or fully rendered and painted, save for where brick or other similar finished material, such as fairfaced blockwork, acceptable to the Planning Authority, is proposed;
- Architecturally enhanced metal clad buildings may be permitted, however corrugated metal buildings will generally not be permitted;
- In the case of developments of two or more industrial or warehouse buildings, a uniform design, including architectural treatment, roof profiles, boundary fences and building lines is essential.

5.5.2 Intensity of development

The Council will require all employment developments to be of an appropriate intensity, measured by plot ratio and site coverage. The following standards will normally apply:

Table 5.3: Employment site coverage

| | Site coverage | | Plot ratio |
|-----------------------------------|-----------------|---------------|------------|
| | Maximum initial | Maximum final | |
| Offices | 60% | 75% | 1.5 |
| Manufacturing | 40% | 60% | 1 |
| Distribution / Warehousing | 30% | 50% | 1 |
| Retail warehousing | 30% | 50% | 1 |

The Council will not permit an employment development where it is considered that there is an unacceptable over development of the site.

5.5.3 Colours

Colour schemes that promote a sense of a unified planned business park are encouraged. Painting of buildings in repetitive bold colours, corporate liveries, or painting buildings to serve as signs will not be permitted. All rendered buildings should be painted an appropriate colour.

5.5.4 Building Lines

Generally, development should not be carried out in front of established building lines or in a position where it would be in conflict with the building lines determined by the Council to be appropriate for that area. The Planning Authority, in determining an appropriate building line, will examine each application on its merits and will have regard to the needs of the area in terms of maintaining a good townscape, protecting from traffic and preserving the character and amenity of the area (see also Chapter 6).

5.5.5 Building Heights

Building heights should be appropriate to the design and scale of development proposed and to that of the adjoining area. Developments that result in a significant degree of visual obtrusion or overshadowing, which is detrimental to the character of the area or to the amenity of adjoining residential properties will not be permitted. The height of buildings should be no more than is necessary for the operation of the business. Regard will be paid to the following matters in making an assessment on the suitable height of a building:

- the size and configuration of a site, and whether it is large enough to provide a visual transition from the scale of surrounding developments;
- the quality of the design;
- the requirements of the activities undertaken therein;
- any detrimental impact to residential amenity, including overlooking or overshadowing;
- detraction from structures or spaces of architectural or historic importance, and important landmarks.

5.5.6 Boundary Treatment

In order to soften the visual appearance of buildings and to screen adjoining properties and views from roads, all new development proposals shall be accompanied by proposals for suitable boundary treatment, including walls, fencing or landscaping:

- The design, materials, finishes and colours of walls or fencing along road frontages shall be compatible with the main building and adjoining properties in the vicinity;

- Inordinately long walls or fences should be broken up by landscaping, pilasters, offsets in the alignment of the wall or fence, and/or changes in materials and colours;
- No steel security fencing with sharpened spears/pickets should be installed forward of the front building line of any industrial or warehouse facility;
- Priority should be given to the preservation of existing trees and hedgerows along site boundaries and to enhancing biodiversity through the planting of appropriate native species;
- Landscaped strips along public roads will normally be required.

5.5.7 Landscaping

Landscaping proposals should accompany all applications. Landscaping plans should be prepared by a qualified landscape architect, and shall be in accordance with the following:

- A minimum of 10% of the total site area shall be for soft landscaping. The landscaped areas should generally be provided along the front of the property;
- Existing trees and hedgerows should be protected, where possible;
- Landscaping proposals should provide for planting of trees and shrubs in an informal pattern with a preference for the use native species to enhance biodiversity;
- Trees should be planted within the landscaped area along public road frontages in order to provide screening.

5.5.8 Developments adjoining existing residential areas, or adjoining land that is planned or zoned for residential use

The following particular standards shall apply to all developments, which are adjoining existing residential areas, or adjoining land that is planned or zoned for residential use:

- All exterior elevation walls and boundary walls shall have a material, finish and colour that is compatible with adjoining properties. Metal clad buildings will generally not be permitted;
- Trees shall be planted within the landscaped area along public road frontages in order to provide screening;
- Particular regard shall be paid to ensuring that the height and setback of a building is acceptable, and in accordance with the standards set out above;
- The building height proposed shall provide a suitable transition between residential and employment areas.

5.5.9 Access and Roads (also see Chapter 9)

- Developments that result in a significant increase in traffic congestion or a hazard to road safety will not be permitted;
- Roads and facilities should be provided in accordance with the 'Traffic Management Guidelines', the 'NRA DMRB (Design Manual for Roads and Bridges) Manual' and the 'National Manual for Urban Areas: Provision of Cycle Facilities';
- Generally only one vehicular access point will be permitted to serve the development;
- Pedestrian, cyclist and public transport access should be considered in the layout of new employment areas. Where there are high volumes of HGV movements, cyclists and pedestrians should be protected from general traffic by segregated facilities;
- Adequate turning areas must be provided within the curtilage of the site unless satisfactory alternative arrangements are agreed with the Planning Authority. Turning space should be provided for 15 metre articulated vehicles and 9 metre fixed axle vehicles. In this regard, the Planning Authority may require the submission of an 'auto-track' analysis.

5.5.10 Car Parking & Loading (also see Chapter 9)

Functional parking provision (car parking for staff/visitors, loading/unloading area etc) shall be in accordance with the Planning Authority's vehicle parking standards (see Table 9.2, Chapter 9).

- Parking should be provided in proximity to the main access points of the building;
- Adequate soft landscaping should be provided to soften the appearance of parking areas that are in the view of the general public;

- Parking areas that are visible from public roads should be screened from view by landscaping or walls;
- It is essential that each industrial / warehousing unit be provided with adequate space for loading and unloading goods, including fuels, in an area clear of the public road and preferably behind the building line.

The following minimum car parking standards shall apply:

Table 5.4: Employment car parking requirements

| Use | Car parking requirement |
|--|---|
| Offices | 4-5 car spaces per 100m ² gross floor area |
| Manufacturing (including science & technology based) | 3 car spaces per 100m ² gross floor area |
| Distribution Warehousing | 1 car space per 100m ² gross floor space |
| Retail warehousing | 2 car spaces per 100m ² gross floor area |

5.5.11 Cycle Facilities (also see Chapter 9)

An appropriate amount of cycle parking facilities should be provided. Cycle parking facilities should be covered and should be located so as to maximise convenience to main entrances, and positioned so as to ensure safety, security and supervision.

5.5.12 Services (also see Chapter 10)

There shall be adequate availability of services to serve the development – water, sewerage, surface water drainage, waste, lighting, communications etc. All electricity and service lines should be laid underground.

5.5.13 Lighting, Noise and Air emissions (also see Chapter 10)

Impacts resulting from lighting and noise from sites should be minimised. A detailed study may be required prior to the commencement of development in sensitive locations (e.g. adjacent to dwellings, nursing homes etc) to outline probable impacts and mitigation measures.

Noise arising from any industrial/employment development should not exceed 55dB(A) Leq (1 hour) with a maximum peak of 65 dB(A) between 0800 to 1800 hours, Monday to Saturday inclusive, but excluding public holidays, when measured along any point along the site boundary. At all other times the noise level should not exceed 45 dB(A) Leq (1 hour) when measured at the same locations. No pure tones should be audible at any time. All noise should be measured from the point of the nearest sensitive receptor.

Regard will also be paid to the recommendations/requirements of the Environmental Protection Agency.

The proposed development shall be capable of dealing satisfactorily with any emission or effluent, with particular caution being applied where industrial / commercial developments are located in proximity to vulnerable receptors, such as rivers.

5.5.14 Storage Requirements (also see Chapter 10)

All external storage including bin storage, oil tanks etc. shall be visually screened from the public areas with adequate screening by fencing or walls.

Proposals for and location of safe storage on site and disposal of waste is required. A storage area of sufficient size for all recyclable materials generated from the development to the requirements of the Waste Management (Packaging) Regulations 2003 – 2006 (as amended), should be provided. All overground oil chemical storage tanks should be adequately bunded to protect against spillage.

5.5.15 Signage

A co-ordinated signage system throughout industrial estates / business parks will be required. Within the curtilage of industrial estates, signage should be restricted to a single sign identifying all occupiers of the site at the entrance and to fingerpost signs at junctions throughout the estate where such are considered necessary by the Council.

5.5.16 Use

Details should be submitted of the nature and scale of operations, including full details of proposed use, including industrial processes involved, any toxic materials, chemicals or solvents used.

Details should be submitted on the hours of operation, particularly where the proposed development is located in proximity to residential areas.

5.5.17 Mobility Management Plans (also see Chapter 9)

The Council shall require all planning applications for large employment based developments, where the Council considers that a significant peak and/ or off peak travel will be generated, to include a Mobility Management Plan. Developments for which mobility management could be applied include:

- People intensive employment developments, including office (including office based industrial) and high technology and services based developments;
- Retail (e.g. large one-off stores), including retail warehousing and distribution;
- Health, education and community based institutions.

A Mobility Management Plan is an integrated strategy designed with the common aim of addressing the total mobility requirements of the development in a sustainable way. Its aim is to shift the emphasis from car borne commuting to increased use of sustainable transportation modes. The plan should include aims and specific works objectives which minimise the impact on traffic of a development through:

- Providing appropriate parking spaces;
- Optimising links with the public transport system;
- Providing facilities for cyclists and pedestrians;
- Meeting the needs of people whose mobility is impaired;
- Respecting existing public rights of way;
- Encouraging modes of transport other than personal travel by private car.

5.5.18 Home based economic activities

In dealing with applications for such developments, the planning authority will have regard to the following:

- the nature and extent of the work;
- the effects on the amenities of adjoining properties particularly as regards hours of operation, noise and general disturbance;
- the anticipated level of traffic generation,
- the generation, storage and collection of waste.

Permissions for change of use shall be temporary for a period of five years, to enable the Planning Authority to monitor the impact of the development. Permission will not normally be granted for such changes of uses in apartments.

The Planning Authority will determine the appropriate number of employees that will be permitted at a development. In certain cases, it may be appropriate that a development is restricted to owner-operator use only, and no other employees will be permitted. In any case, no more than three people, including the owner-operator will be permitted to be employed at such a development.

CHAPTER 6

RETAIL

6.1 Introduction

The Retail Planning Guidelines for Planning Authorities 2012 issued by the Department of the Environment, Community and Local Government, require Local Authorities to prepare retail strategies and policies to guide and manage retail development, particularly having regard to the protection of the retail function of town centres.

The Retail Strategy for the Greater Dublin area (GDA) 2008-2016 is to guide the activities and policies for retail planning across the seven local authorities in the GDA, including Wicklow. The strategy aims to set out a co-ordinated, sustainable approach to the assessment and provision of retail development within the GDA so that:

- Adequate and suitable provision is made to meet the needs of the growing and changing population, both overall and locally, and provide for healthy competition and consumer choice;
- Retail developments are provided in suitable locations, integrated within existing growth areas and public transport investment;
- There is not significant overprovision, which would place more marginal locations under severe pressure and undermine sustainability driven policies aimed at revitalising town centres.

The Greater Dublin Area strategy sets out a strategic vision and guidance for retail planning in the GDA, and sets out a series of principles and recommendations for each Council to consider as part of their individual retail strategy.

6.2 Wicklow County Retail Strategy

The County Retail Strategy is drawn from the higher-order Regional Retail Strategy and is fully consistent with the aim and objectives of same.

The purpose of the Retail Strategy for County Wicklow 2010-2016 is to:

- Confirm the retail hierarchy for the County, the role of centres and the size of the main town centres;
- Define the boundaries of the core shopping area of town centres;
- Provide a broad assessment of the requirement for additional retail floorspace;
- Provide guidance on the location and scale of retail development;
- Include policies and action initiatives to encourage the improvement of town centres;
- Set out criteria for the assessment of retail developments.

Wicklow Town is located in Level 2 of the retail hierarchy, which is classified as “Major Town Centres and County Town Centres” while Rathnew is located in Level 4 “Local Centres / Small Towns”. This category is also synonymous with “neighbourhood centres” in larger towns.

6.2.1 Strategy for Wicklow Town - Rathnew

It is envisaged that the role of Wicklow as a County town is to have a full range of all types of retail services from newsagents to specialist shops and boutiques, department stores, foodstores of all types, shopping centres and high level of mixed uses including the arts and culture to create a vibrant, living place.

The strategy also identifies Rathnew village as part of the settlement, with retail provision in the village being on par with the scale of retail envisaged for ‘local centres / small towns’ in the County Retail Strategy.

The County Retail Strategy allocates Wicklow Town-Rathnew 7,000-15,000sqm growth in comparison floor space and 3,000-5,000sqm of convenience floorspace between 2006 and 2016. While this plan has a lifespan up to 2019, it is considered prudent to comply for the time being with the 2010-2016 strategy,

and to update the plan at a later date should the growth allocations change or a new regional or County retail strategy be adopted.

The growth allocations are based on a baseline for a survey date in 2007. Since then the following retail space has been granted permission / constructed as follows:-

- c. 350sqm of extension / conversion to retail uses in Wicklow town centre at Abbey Street and Fitzwilliam Court (all convenience space);
- neighbourhood centre in Broomhall of c. 400sqm (convenience space);
- new Tesco development which would entail an increase in convenience floor space by c. 1,250sqm and comparison by c. 425sqm⁸;
- c. 13,000sqm of retail warehousing floor space (i.e. bulky comparison goods) has been granted permission on Marlton Road (Lusra Teoranta).

The Lusra Teoranta development has not commenced to date (October 2013) and in the event that this permission is implemented, there will be limited scope for additional comparison space in the town. The residual growth allowed by this strategy will be required to be reserved for non-bulky good floorspace in the centre or edge of the core retail area.

Therefore the retail strategy for Wicklow Town - Rathnew is:

1. To promote and encourage enhancement and expansion of retail floorspace and town centre activities in Wicklow Town to enhance its role and importance as a County Town Centre in the GDA and to develop Wicklow Town as a retail centre of excellence. The upgrade of the Town Centre is paramount and the priority of any future development must stem from the centre of the town outwards. Where the opportunity for development of new retail arises and it is found that no suitable locations are available within the immediate town centre then provision must be provided for such developments within the time scale of the plan at 'edge of centre' locations;
2. To strictly control the growth of convenience floorspace to that set out in this strategy;
3. To direct new retail development in the first instance into the retail cores of Wicklow Town and Rathnew as shown on Maps 6.1 and 6.2 and in particular to derelict or under-utilised sites;
4. Only when retail core sites have been discounted shall significant retail provision be considered at 'edge of core' locations.
5. In the event of the delivery of the Lusra Teoranta retail warehousing development within the plan period, no further significant retail warehousing permission will be granted other than:
 - i. conversion of non-retail premises in the core area to retail warehousing use,
 - ii. renovation and expansion of existing retail warehouse premises in the core retail area,
 - iii. redevelopment of derelict or brownfield sites in the core, and
 - iv. replacement of existing facilities within the town.
6. To develop the retail role of Rathnew at a 'local centre' scale, commensurate with its local catchment and its development as an employment and education hub (having regard to its role vis-à-vis Clermont Campus);
7. To allow for only one further (small scale) neighbourhood centre in the plan area, that is in proximity to the Rocky Road / Town Relief Road junction, on the grounds that this will allow all existing / planned residential areas to be within 10 minutes walk of either a core retail area or a neighbourhood centre⁹.

⁸ While the Tesco application is currently on appeal, it is considered prudent to take cognisance of this decision and in the event that permission is not granted, this strategy can be updated as may be required.

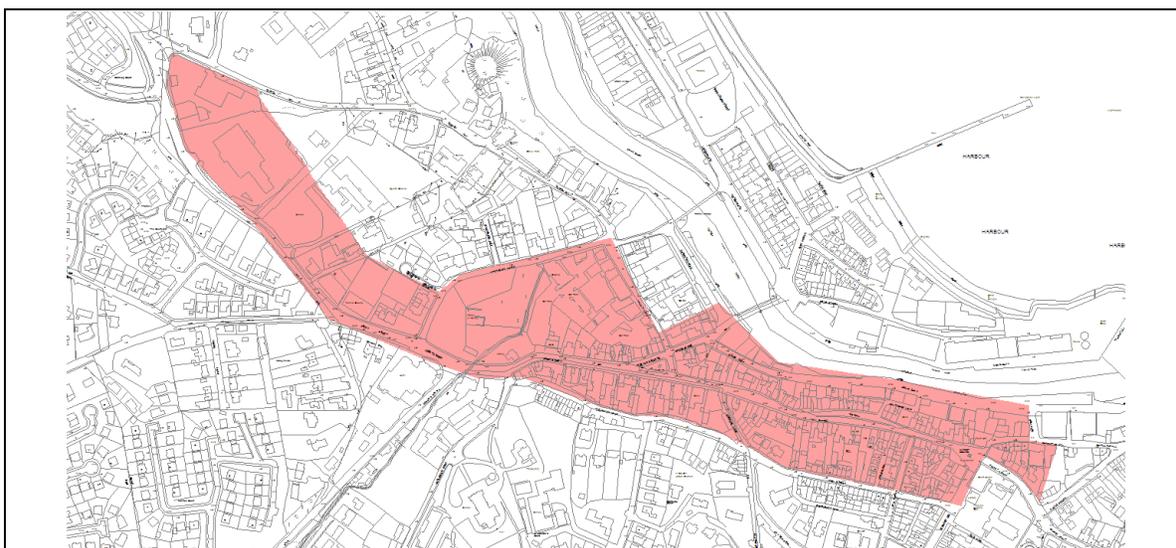
⁹ The Marlton Action Area objectives, set out in Section 6 of this plan, set out the specific requirements for this neighbourhood centre.

6.3 Retail Objectives

General

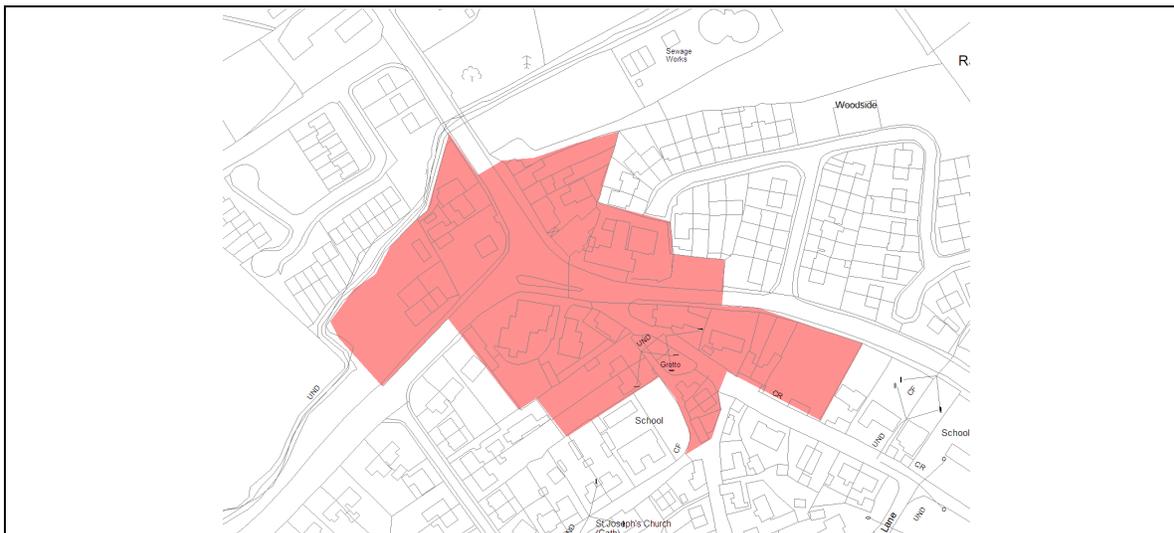
- RT1** Applications for new retail development shall accord with “Retail Planning Guidelines for Planning Authorities”, (DOEHLG 2005) and any subsequent Ministerial Guidelines or directives.
- RT2** Applications for new retail development shall accord with the County Retail Strategy and where appropriate shall be accompanied by a Retail Impact Assessment.
- RT3** The preferred location for new retail development where practicable and viable, is within the retail core of the town / village centre zones. Where it is not possible to provide the form and scale of development that is required on a site within the core, then consideration can be given to a site on the edge of the core, but still within the town / village centre zone. Wicklow Town must be developed as a retail centre of excellence. The upgrade of the Town Centre is paramount and the priority of any future development must stem from the centre of the town outwards. Where the opportunity for development of new retail arises and it is found that no suitable locations are available within the immediate town centre then provision must be provided for such developments within the time scale of the plan at edge of centre locations.
- RT4** There will be a presumption against large retail centres located adjacent, close to, or on a high-speed route directly to existing, new or planned national roads/motorways. Such centres can lead to an inefficient use of costly and valuable infrastructure and may have the potential to undermine the regional/national transport role of the roads concerned.
- RT5** The ‘sequential approach’ to the location of new retail development will be applied i.e. having assessed the size, availability, accessibility, and feasibility of developing both new sites and existing premises, firstly within the retail core and secondly on the edge of the retail core, alternative out of centre sites should be considered only where it can be demonstrated that there are no retail core or other zoned town / village centre sites which are suitable, viable and available.
- RT6** Where an application for new retail development is made within the defined core retail area it will not always be necessary to demonstrate the quantitative need for retail proposals in assessing such proposed developments. In setting out the retail impact of the development the report should focus on how the scheme will add/deduct from the vitality of the town centre - both in relation to improving retail, urban design, integration with the built fabric and quality of life in the town/centre.

Map 6.1 Wicklow Town Core Retail Area



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Map 6.2 Rathnew Village Core Retail Area



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Town / village centres

- TR1** Shopping provision is a key component of town / village centres, and makes a major contribution to their vitality and viability. It is important therefore that they retain retailing as a core function. Where an application is made for a new development with street frontage in the defined retail core, retail or commercial use will normally be required at street level.
- TR2** The mix and balance of different type of retail (including retail services) is important to attract people to these centres, and to ensure town / village centres remain the main meeting point for the community. Too many of certain types of outlet can destroy the balance of the town / village centre, and accordingly the Planning Authority will control the number of bookmakers, off-licences (including off-licences in convenience stores), financial institutions, and other uses that can adversely affect the character of a town / village centre.
- TR3** In order to sustain and enhance the vitality of town centres, active 1st floor uses will be required in all new developments and particular encouragement will be given to 'living over the shop'. Where such use is proposed, a relaxation in density, car parking and open space standards will be considered, where the development meets very high quality of design and accommodation.
- TR4** New retail developments in town / village centres will be required to provide proximate and easily accessible car parking or to make a financial contribution towards car parking where it has been or will be provided by the Local Authority. Access to public transport services (where available) shall be provided which may include the provision of new bus stops with the agreement of service providers and shelters / waiting areas.
- TR5** Applications for new retail developments in town / village centres shall make every effort to successfully integrate new retail development (much of which will be of a scale larger than the existing urban grain) into the existing townscape of existing centres. Attention shall be given to the location of service yards and treatment of car parking areas so as to avoid unsightly views and special consideration shall be given to the detailing of extensive frontages and flank walls.
- TR6** Where new retail development is considered 'large scale' in relation to the existing town / village centre, the onus is on the applicant to demonstrate compliance with the development plan and that there will not be a material adverse impact on the vitality and viability of any existing town / village centre. In submitting evidence in relation to retail impact the applicant shall address the following criteria and demonstrate whether or not the proposal would:

- support the overall strategy for the town / village centre as set out in the development plan and not materially diminish the prospect of attracting private sector investment into one or more town centres;
- cause an adverse impact on one or more town / village centres, either singly or cumulatively with recent developments or other outstanding planning permissions, sufficient to undermine the quality of the centre or its role in the economic and social life of the community;
- diminish the range of activities and services that a town / village centre can support;
- cause an increase in the number of vacant properties in the primary retail area that is likely to persist in the long term;
- ensure a high standard of access both by public transport, foot and private car so that the proposal is easily accessible by all sections of society;
- link effectively with an existing town / village centre so that there is likely to be commercial synergy.

TR7 Positive consideration shall be given to the re-configuration of existing retail provision to accommodate large modern retail units, subject to compliance with all other planning criteria, in particular those relating to architectural heritage. Where the merging of two or more buildings is proposed, regard should be had to the established streetscape and the need to preserve traditional shopfronts.

Large foodstores

Large foodstores comprising supermarkets, superstores, discount foodstores or hypermarkets are an accepted component of the retail hierarchy. They serve mainly the large weekly convenience goods shopping requirements of families. They require large clear areas of floorspace together with adjacent car parking as the majority (but not all) of families undertake their weekly bulk convenience shopping by car.

LF1 Large foodstores shall generally be required to be located on lands zoned 'town centre' or 'village centre'. Where no such zoned lands are available and a need can be shown for this form of retailing, the applicant must show through the application of the sequential approach that the site selected is suitable and optimal.

LF2 Where a proposal for foodstore development involves the sale of a significant amount of non-food goods (as is common in hypermarkets) the application drawings accompanying a planning application shall delineate clearly the area to be devoted primarily for the sale of convenience goods. The balance between the convenience and comparison element of the proposed store drawings is a critical element in the assessment of the suitability of the development proposal. Where a significant element of the store is indicated to be for comparison goods the potential impact of that element of the store on existing comparison goods stores within the catchment must be included in the assessment of the application. To prevent any adverse impact on town centres, the proportion of comparison goods floorspace may be limited to a maximum of 20% of retail floor area.

Neighbourhood centres

C1 New / expanded neighbourhood centres shall generally be required to be located on lands zoned / identified for such usage. All efforts should be made to integrate neighbourhood centres with any existing / new community facilities due to be provided in the area e.g. schools, childcare facilities, sports fields etc.

Tourism retail

RT1 Tourism retail¹⁰ shall be encouraged at appropriate and established tourist locations, subject to the following criteria:

- the applicant must show that the tourism attraction concerned is well established and has a suitable existing flow of visitors sufficient to make a retail facility viable;
- the retail facility shall be sufficiently proximate to the tourism facility but shall be suitably located so as to not detract from the feature;
- in order to ensure that the retail unit in itself does not supersede the existing tourist attraction as the main tourism feature of an area, any application for tourism retail in excess of 200sqm shall be required to justify the need for a larger retail unit and to include proposals (to be fully implemented by the retail developer) to effectively link the retail facility to the tourist attraction (both in terms of physical links¹¹ and linkage of the tourism identity / product¹²);
- the retail facility shall include significant links with the local tourism community in terms of providing a tourist office or tourism information and space for the sale of locally produced goods / crafts.

Retail warehousing

A retail warehouse is defined as a large, usually single-level, store specialising in the sale of bulky household goods such as carpets, furniture and electrical goods, and bulky DIY items, catering mainly for carborne customers and often in out-of-centre locations. Retail parks comprise a single development of a least three retail warehouses with associated car parking.

RW1 New retail warehouse developments and retail parks shall be required to be located on suitably zoned lands. Where no such zoned lands are provided and a need can be shown for this form of retailing, the applicant must show through the application of the sequential approach that the site selected is suitable and optimal.

RW2 A recent trend in a number of parks has been a blurring of the division between bulky and non-bulky goods retailers, with some parks now containing major clothing chains and food retailers. Continuing to allow this mixing of uses, such as fashion chains, into retail parks is likely to result in a negative impact on adjoining town centres, as the large size units readily available in retail parks are easily accessible by car, but not public transport, and divert trade away from the town core. Therefore where permission is granted for new retail warehouse development, the planning authority shall apply strict conditions on floor size (including restricting internal expansion by the construction of 1st floors or mezzanines), the type of goods to be sold or restricting the subdivision into smaller units.

RW3 Single retail warehouse units may be considered on infill sites in built up areas and flexibility with regard to the type of goods sold may be considered where the location is easily accessible by foot from the core retail area, the form of development is in keeping with good urban design and the development would not detract from local plan aspirations for the area.

¹⁰ Tourism retail is defined in this plan as retail space to be utilised principally for the sale of goods to visitors and tourists to an area, mainly craft or luxury items and which would not offer goods associated with normal convenience and comparison shopping and would not be expected to have a large draw / attraction from the local population.

¹¹ For example footpaths / cycleways or shuttle bus / jaunting car connections from the retail facility to the tourism feature

¹² For example joint marketing strategies, co-ordinated signage etc

Factory shops

- FS1** Factory shops (i.e. as a shop adjacent to the production unit and specialising in the sale of manufacturers' products direct to the public) shall be positively considered where the following criteria are met:
- the shop is strictly ancillary to the main production activity on the site;
 - additional car parking (over and above that required by the manufacturing facility alone) is available or can be provided for shoppers.

Garden centres / nurseries

- GC1** Garden centres (i.e. the use of land, including buildings, for the cultivation, storage and/or the display and sale of horticultural products and the display and sale of related goods and equipment) shall generally be required to locate on suitably zoned lands. Garden centres shall only be considered on unzoned / agricultural lands within the plan boundary where it can be shown that the principal activity is the cultivation of plants and the retail activity is purely ancillary to the main use. In such cases, retail space shall not be expected to exceed 500sqm (indoor and outdoor retail sales area) and car parking shall be restricted to that strictly required to serve the permitted retail area.

Petrol filling stations

- PF1** Notwithstanding the sequential approach, a shop of up to 100sqm of net retail sales area may be allowed when associated with a petrol filling station. Where retail space in excess of 100sqm of net retail sales area associated with petrol filling facilities is sought the sequential approach to retail development will apply, i.e. the retail element of the development shall be assessed by the planning authority in the same way as would an application for retail development (without petrol filling facilities) in the same location.
- PF2** Land is zoned at the Town Relief Road roundabout for the provision of a Petrol Filling / Service Station, subject to high quality urban design, landscaping and layout.

Vacant retail units

- VR1** Vacant properties have a very negative impact on our town centres - visitors and shoppers can be discouraged from return visits, the look and feel of the town centre is one of decline, the retail offer is weakened and investment stagnates. In this regard, it will be condition of the grant of permission for any new or extended / refurbished units that at all times that the retail unit is not in active use, the street front display area will be required to be provided with an attractive temporary display or professionally designed artwork affixed to the glass frontage. The temporary use of the retail space during such times for creative, cultural or community purposes will be encouraged; however, such change of use may require planning permission, and advice will be provided by the Council on a case by case basis in this regard.

6.4 Criteria for the assessment of retail developments

Retail developments shall be assessed for:

- the need for the development;
- compliance with the 'sequential approach';
- impact on existing centres;
- availability of transport, and
- qualitative aspects of the proposal, including scale.

All in accordance with the standards set out in the County Retail Strategy.

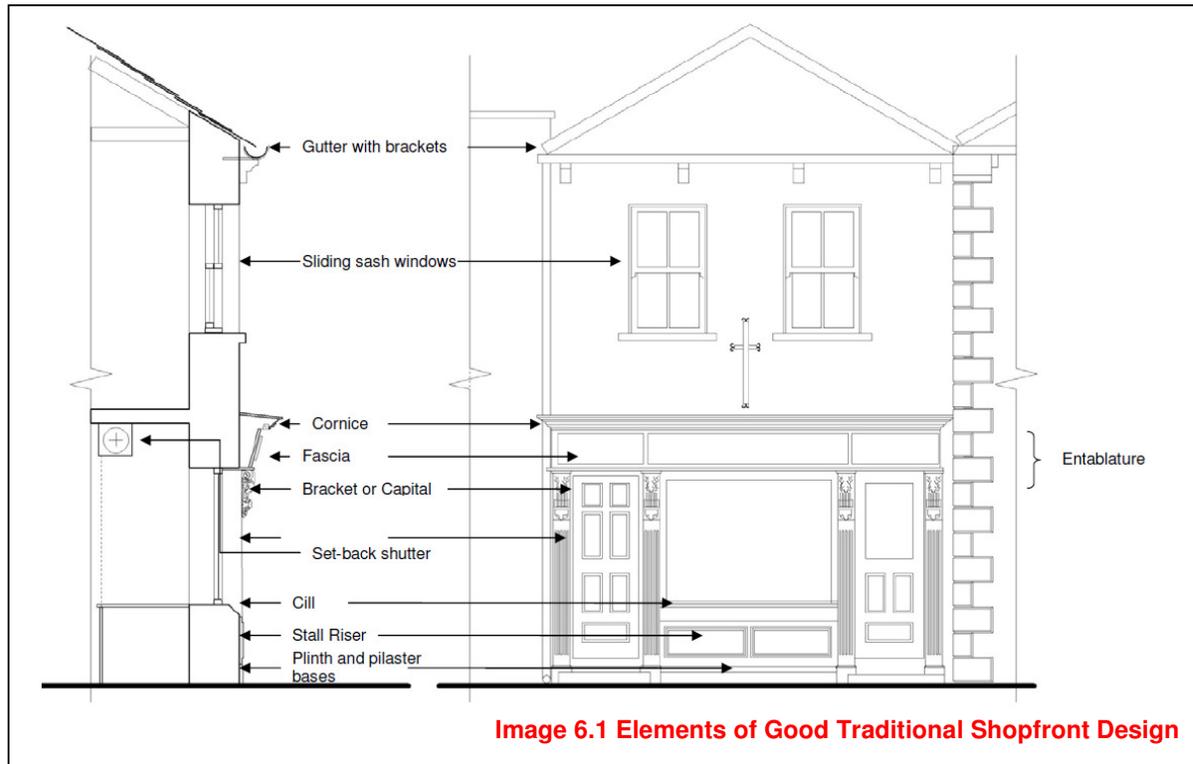
6.5 Development Management Standards

Retail Development

All retail proposals shall meet the design standards set out in the County Retail Strategy, however the following standards pertain to shopfronts.

Shopfront Design Standards

These shopfront design standards are drawn from the County Development Plan and from “Wicklow Town – A Gallery of Shopfronts” (inventory and guidance for the repair and renewal of Town Centre Shopfronts November 2010) and reference should be made to this document in the designing of any new shopfronts. The function of the shopfront is two-fold; to identify a retail premises within a street by way of name, signage and window display and to express the architectural character of a building at ground floor level.



Shopfront Style

- The shopfront is part of the building and the building is part of the street. Where a shopfront is to be installed, it should normally be of materials or finishes appropriate to the age, style and character of the building and its surrounding area. While contemporary design is generally encouraged, in the town/village cores with traditional shopfront formats, a traditional style shopfront may be the most appropriate solution. The typical wall finish in Wicklow Town - Rathnew is a painted lime plaster render on a rubble stone masonry wall. Untypical materials include brick and polished tile or stone finishes and should generally be avoided. However, at locations where there are a range of shop front styles, and no common vernacular, a modern solution is preferred over inaccurate historical representations.

Fascia

- The primary function of the fascia is to advertise the name of the shop. The fascia also gives visual support to the upper floors and helps frame the shop window. The fascia should be of an appropriate height, in scale with the overall height of the shopfront and other elements of the

building. The fascia should not encroach on or above first floor level or extend uninterrupted across a number of buildings.

- The typical material for shopfronts is painted timber.

Signage

- Signage shall generally be limited to the fascia, but may also be considered on or behind glazing and on columns or doorways.
- Lettering is to be in proper proportion to the size of the fascia and to the scale of the building. As a general rule, the lettering should be restricted to half the fascia width, taking care to leave sufficient space at top, bottom and sides. Shop lettering should convey the essential message of the retailer. The shop name alone will generally have most effect.
- The illumination of shopfronts and signage is generally considered unnecessary. In certain circumstances, for example where the business is open in the evening, modest levels of discreet lighting (the purpose of which is to light the lettering and not bathe the whole façade and pavement in a pool of light) may be permitted.

Doors and Windows

- Shop windows should be set in the same plane as the building front with any recessed areas being confined to the entrance door;
- Windows are typically vertical sliding sash painted timber windows recessed from the façade. Projecting windows or outward opening sash windows are not typical. Materials which cannot be readily painted should be avoided.
- Frosted glazing rather than solid signage should be used where the use requires a degree of privacy (e.g. non-retail services such as solicitors, surgeries etc) or where the layout of the shop requires functional elements or shelves to be located directly behind the window;
- Access should be made easy for everybody including those in wheelchairs or with other aids to mobility; the visually impaired; parents with pushchairs and young children; the elderly and those carrying heavy bags. Shopfronts should be designed with level access at pavement level. Where this is impossible, a ramp rather than steps must be provided.

Fixtures and fittings

The building façade needs to accommodate many practical items:

- Brackets for hanging baskets should be made of wrought iron to a consistent style and should not be made of simple box section steel.
- Rainwater gutters and down pipes should be well maintained and consideration should be given to diverting rainwater below the pavement level to discharge to the kerbside gutters.
- Where canopies are used, they should be placed on the south side of the street only and they should be incorporated into the design of the shopfront. The use of canopies as advertisements should be secondary to the primary purpose.

Materials

- Materials used in shopfront construction should be of good quality, durable, and should respect the age and character of the building and adjoining street.
- Timber is an appropriate material for shopfront construction, it is versatile, durable, easily and cheaply maintained or altered. Modern materials such as aluminium and plastic may be considered for contemporary shopfronts. Other high quality materials such as marble, terrazzo, bronze or chrome might also be suitable for use in such locations.
- The number of different materials shall be minimised, as too wide a range can result in a confused or chaotic appearance.

Colour

- When considering the colour of new or replacement shopfronts it is important that the selected colour scheme complements the character and style of the building, rather than conflicting with it. Shopfronts are traditionally painted in strong colours, which are slow to fade. The use of rich colours, such as dark shades of green, blue, red and black is recommended.
- Corporate colours should be restricted to the main signage of the shopfront and not the entire shopfront.

Security

- Solid external shutters which completely cover the shopfront when closed have a major impact on the street scene and therefore will not be permitted.
- Where there is an obvious need for enhanced security, the use of alternative methods of protection should be considered, such as toughened / laminated glass, additional glazing bars reduce glazing size or internal open-mesh window grilles.
- Appropriate use of lighting may reduce the likelihood of a break in. The lighting should generally not be so strong as to illuminate the area outside the shop, as this might affect the character of the area.
- The use of upper floor for residential use is an effective way of improving security. Having a constant presence over the premises is one of the most efficient ways of reducing crime and vandalism and often involves little alteration which might affect the character of the building.

CHAPTER 7

TOURISM & RECREATION

7.1 Introduction

Wicklow Town and its environs is an attractive seaside resort on the lower slopes of Ballyguile Hill about 26 kilometres south of Bray. A pebble beach runs for 19 kilometres north of the town. The street pattern is complemented by a number of well maintained attractive structures at key points throughout the Town Centre. The richness of the Town Centre is further enhanced by a broad range of retail, commercial and professional outlets providing a good range of goods and services. Tourism has been a major industry for County Wicklow for many years. Wicklow Town has developed its own tourism and visitor economy capitalising on its qualities as a cultural destination and area of local distinctiveness.

The tourism industry affords significant potential for economic development and employment opportunities in Wicklow Town and Rathnew and in County Wicklow as a whole. The settlement has a number of characteristics and assets and activities that it can capitalise on, such as:

1. The proximity of the settlement to a wide range of tourism and recreation attractions in the region, such as Brittas Bay, Glendalough, the Vale of Avoca, Avondale;
2. The well developed tourism 'infrastructure' in the settlement including tourist office / tourist retail / services / accommodation etc;
3. The well developed 'recreation' infrastructure in the form of numerous sports clubs and opportunities to engage in outdoor pursuits (e.g. walking routes, golf, angling, sea fishing, sea swimming, tennis, Gaelic games, soccer, rugby, hockey) ;
4. Its social and cultural assets such as:
 - Seasonal festivals (Wicklow Regatta, Round Ireland Yacht Race and Sailfest, Arts Festival, St Patrick's Day Parade, etc);
 - Wicklow Gaol, (museum, ghost tours, craft shop);
 - Its historic town centre and harbour area and the events and products that have been developed therefrom;
 - Captain Robert Halpin historical trail (born in The Bridge Tavern, educated in Leitrim House in Leitrim Place and built and died in Tinakilly House; with a granite obelisk monument in Fitzwilliam Sq);
 - A good representative selection of historic buildings as well as archaeological sites;
 - Well established artistic and crafts community;
 - Well established evening culture with many restaurants and bars.
5. Its natural assets, such as the Leitrim River and existing riverside walk, beach, the Murrough, amenity trees and the proximate countryside.

7.2 Strategy for tourism and recreation

It is the strategy to promote and facilitate the development of sustainable tourism and recreation and this chapter will set out objectives to deal with land use matters pertaining to the planning and development of the tourism and recreation sectors, including general matters, tourism related developments including tourist accommodation, facilities and services, tourist / recreational infrastructure and the promotion of specific tourist themes and products.

Strategic Objectives

- To secure the tourism and recreation sectors as key economic drivers which will contribute to balanced economic development within the County and within the settlement of Wicklow Town - Rathnew;
- To increase the number of tourists visiting the settlement;

- To increase the length of stay of tourists, and in particular, encourage day-trippers to stay overnight in Wicklow Town - Rathnew;
- To protect the conservation objectives of Natura 2000 sites, ensuring that any development with the potential to cause adverse impacts on these, either directly, indirectly or cumulatively, is subject to an Appropriate Assessment in accordance with article 6 of the EU Habitats Directive;
- To preserve the character and distinctiveness of scenic landscapes that are of high amenity value;
- To protect Wicklow Town – Rathnew’s principal strengths and capitalise on the distinct tourism and recreational attractions that are on offer – scenic beauty, woodlands and waterways, coastal areas and beaches, and built and natural heritage;
- To ensure a focus on high quality tourism and recreation products;
- Improve tourism and recreation infrastructure;
- Promote tourism and recreation development in co-operation with relevant tourist agencies, including Fáilte Ireland and the Wicklow County Tourism.

Subject to the proper planning and sustainable development of an area, and subject to compliance with all other objectives of this plan, it is the objective of the Council to favourably consider development proposals that contribute towards the achievement of these strategic objectives.

7.3 Tourism & recreation objectives

7.3.1 General Objectives

- TR1** To support opportunities to improve the tourist product in Wicklow Town-Rathnew and to co-operate with the appropriate statutory agencies, private tourism sector and community groups.
- TR2** To promote, encourage and facilitate the development of the tourism and recreation sectors in a sustainable manner. This means that the Council will permit the development and maintenance of tourism and recreation developments which help generate income and employment for locals, so long as the development is in a manner and at such a scale that it remains viable over an indefinite period and does not degrade or alter the natural and built environment or the local culture in which it exists.
- TR3** To support the development of new / improved tourist facilities, including accommodation and attractions, particularly those taking advantage of the existing assets of the settlement, subject to such assets being protected from any adverse impacts arising from new development.
- TR4** To ensure that all tourism and recreation developments are designed to the highest quality and standards.

7.3.2 Accommodation Objectives

- TA1** To facilitate the development of a variety of quality accommodation types, at various locations, throughout the settlement of Wicklow Town - Rathnew.
- TA2** To positively consider the development of
- a) new hotels in Wicklow Town – Rathnew;
 - b) the (part) conversion of existing dwellings to Bed & Breakfasts (B&Bs) and Guesthouses;
 - c) the development of touring caravan and camping sites (not static mobile home parks) having due regard to surrounding land uses and proper planning and development of the area;
 - d) the development of purpose built holidays homes;
 - e) the development of hostels along established walking / hiking routes and adjacent to existing tourism / recreation facilities;
 - f) the improvement of, and extension to, existing tourist accommodation related developments, subject to the proper planning and sustainable development of the area, and subject to compliance with design criteria and standards as set out in Section 7.4.

7.3.3 Tourism & recreation infrastructure

- TF1** To promote and facilitate improvements to tourism and recreation infrastructure within the settlement. The Councils will favourably consider proposals for developments that place a particular emphasis on improving traffic flow, sign posting, car parking facilities, service/rest facilities etc., subject to the proper planning and sustainable development of the area, and the objectives of this plan.
- TF2** To cooperate with Wicklow County Tourism, Fáilte Ireland and other appropriate bodies in facilitating the development and erection of standardised and branded signage for tourism facilities and tourist attractions.

7.3.4 Tourism & Recreation Themes & Products

- TTP1** To encourage and facilitate tourism and leisure related uses in the harbour area including hotel / accommodation facilities and leisure uses to complement the marina and associated boating uses and activities.
- TTP2** To encourage and facilitate developments related to 'cultural tourism', that is, tourist and recreation facilities / activities that improve access to and develop products / attractions around the themes of: maritime heritage, historical trails, architectural heritage, genealogical heritage, arts and crafts, museums, galleries.
- TTP3** To promote and encourage the sustainable recreational use of coastline, rivers and lakes for eco tourism activities. Where such recreational uses involve the development of structures or facilities, the Council will ensure that the proposals will respect the natural amenity and scenic character of the area. No developments will be allowed that individually or in combination with other developments, may have a significant adverse impact on the integrity of the conservation objectives of the Natura 2000 sites.
- TTP4** To support initiatives in association with landowners, recreational users and other stakeholders to improve the management of existing walking trails and amenity areas along the coast in order to alleviate the impact from existing recreational pressures on the conservation objectives of Natura 2000 sites and ensure a more long term sustainable tourism product.
- TTP5** To promote the development of new walking and cycle trails, including facilities ancillary to trails (such as car parks), ensuring that all such facilities are designed to the highest standards and ensuring that no developments are permitted that would have an adverse impact (directly, indirectly or cumulatively) on the conservation objectives of Natura 2000 sites.
- TTP6** To support the development of linkages to connect Wicklow Town-Rathnew with adjoining towns / villages via cycle and walking trails, ensuring that no developments are permitted that would have adverse impacts (directly, indirectly or cumulatively) on the conservation objectives of Natura 2000 sites.
- TTP7** To promote the development of a 'National Cycle Network Hub' within the town environs. Each hub would consist of a number of looped cycle routes consisting of half or full day walking or cycling.

7.4 Tourist Development Standards

7.4.1 General Criteria for Tourism and Recreation Developments

1. Tourism and recreation developments shall generally be assessed against the following criteria:
 - The nature, scale and use of a development shall be appropriate to the character of the area in which it is to be located and shall be visually sympathetic to its surroundings. This shall apply to matters such as the type of use, number of employees, hours of operation, amount of expected visitors, site area, building size, design, layout etc, as well as to the particular land use, and the economic and social requirements of the area and its surroundings;
 - The development shall not give rise to any significant adverse impact on the scenic value, heritage value qualities of the area and shall not have a negative impact on the surrounding area in terms of nuisance, noise, odours or other pollutants;
 - No development will be allowed, that directly, indirectly, individually or in combination with other developments, may have a significant adverse impact on the integrity of the conservation objectives of the Natura 2000 sites;
 - The development shall not be detrimental to the amenity of nearby properties, and in particular, to the amenity of nearby residential properties;
 - Any proposal shall be acceptable in terms of the following traffic and parking issues:
 - Car parking is required to be in accordance with the standards of the plan. Car parking shall be provided within the boundary of the site, unless the Planning Authority agrees other suitable arrangements;
 - There shall be safe vehicular access to and from the road network;
 - The capacity of access roads shall be adequate for the likely levels of traffic generated by the proposal;
 - There is adequate provision for pedestrians and public transport providers.
 - The proposal shall be acceptable in terms of water supply, wastewater disposal and surface water drainage;
 - Developments should generate economic and social benefits for local people and enhance the wellbeing of host communities.
2. It is the objective of the Council to ensure that tourism and recreation related developments do not destroy the qualities which visitors come to the plan area to enjoy.
3. All planning applications should include details of the nature and scale of the proposed operation, and include opening hours and anticipated traffic levels. A business plan should also be submitted, where appropriate.
4. Applications for tourism and recreation developments in agricultural / rural zones within the plan area shall be accompanied by the following information, in addition to that required to be submitted under the Planning Regulations:-
 - Comprehensive justification of need for the development;
 - Overall master plan for the development;
 - Evaluation of compliance of the proposed development with the rural development requirements of the Wicklow County Development Plan
 - Evidence that, where feasible, existing ruinous or disused buildings have been re-used to maximum potential.

7.4.2 Overnight Accommodation

TOA1 Applications will be considered on the basis of the particular characteristics of the proposed scheme. Proposals that have a detrimental impact on the amenity, character and environmental quality of the area will not be permitted. In this regard, the Planning Authority will have regard to the following matters in the determination of planning applications, in addition to those set out above:

- The size, scale, design and nature of the accommodation;
- The availability of existing accommodation facilities in the vicinity;
- The standard of accommodation for the intended occupiers of the premises (including indoor and outdoor space and amenity requirements, noise insulation, parking provision, access, etc.)

TOA2 The scale of overnight accommodation allowable on any site may be restricted according to the amenities proposed to be provided for guests and the impact of the facility on the amenities of the area.

TOA3 Adequate information will be required to be submitted to satisfy the Planning Authority that the design, size and nature of a proposed facility is such that no doubt exists regarding the intended use of the facility as tourist accommodation. In particular, the Planning Authority shall be satisfied that the development is to be retained for visitor accommodation use and will not be used for long term, permanent residential use or other non-tourist use.

TOA4 The Council will only permit the development of touring caravans and camping sites in areas where the local environment can absorb such development. Sites should have significant existing natural screening. All proposals should be accompanied by comprehensive planting schemes. In particular, the Council will discourage touring caravans from locating on the actual amenity which attracted them to the area in the first instance in order to protect the interpretation and tourist value of the site in question.

7.4.3 Holiday Homes

Where the principle of holiday homes has been accepted at a particular location the layout and design of the development shall accord with the following standards:-

- The design of holiday homes should be of a high standard, incorporating imaginative layouts, well laid out communal open spaces, significant and appropriate landscaping, sufficient private space and parking facilities for both occupants and visitors;
- The design of units themselves should be imaginative, of a high quality and respect the character of the area in which they are located. Favourable consideration will generally not be given to detached suburban type developments - courtyard type developments will be particularly encouraged;
- Site features such as hedgerows, trees, etc. shall be maintained wherever possible;
- A management company will be required to maintain and manage the upkeep of holiday home developments in particular with respect to landscaping and the maintenance of communal buildings / services and letting / occupancy. A management company will also be required to maintain and repair any private effluent treatment plant or water supply;
- The developers / owners of new holiday homes / self catering developments will be required to enter strict legal agreement (under Section 47 of the Planning & Development Act) with the Planning Authority specifying that
 - the units may only be used for tourism purposes and shall not be allowed to be used as a permanent residences;
 - in the case of small-scale developments¹³, the entire development, including all buildings, land and any on-site tourist facility, shall be held in single ownership and shall not be subdivided. All units shall be available for short term letting only of a maximum duration of 4 weeks;

¹³ Small-scale holiday home / self-catering developments are generally those associated with on-farm accommodation and small-scale tourist attractions or developments, and would not normally be in excess of 10 units.

- in the case of larger scale developments¹⁴:
 - (a) all lands, including any on-site tourist facility shall be held under the management of a single Estate Company (including all lands included in the site boundary and land which adjoins, abuts or is adjacent to the land to be developed and which is under the control of the applicant or the person who owns the land which is the subject of the application) and
 - (b) in the event that any unit is sold or leased, the owner/lessee shall enter a legal agreement with the Estate Company stipulating that the purchaser, lessee and any successors in title be, and remain, members of the Estate Company, and stipulating that the unit may only be used by the owner/lessee for holiday use for a maximum of 3 months in any year and shall at all other times be used/leased/marketed by the Estate Company for short term (maximum 4 weeks) tourism use.

7.4.4 Caravan and Camping Developments

Where the principle of touring caravans or camp sites has been accepted at a particular location, the layout and design of the development shall accord with the following standards:

- Design and layout should be of a high standard ensuring adequate safety, separation between plots and well located communal areas such as shower blocks and common open spaces;
- A grant of permission for a caravan park will not imply, unless otherwise stated in the permission, a grant of permission for additional facilities such as a shop, café, restaurant or the building of other commercial purposes;
- Sites should normally be accessible to existing local services and public utilities, but should not adversely affect them;
- The overall level of development in any one area should not detract from the amenity currently enjoyed by local residents. No such sites should be located immediately adjacent to existing residential properties or be overlooked by same;
- High quality and extensive landscaping and tree planting will be required around all boundaries and throughout the site. Any new planting should only be necessary to reinforce existing substantial tree cover and not to compensate for a lack of existing cover. New planting should normally comprise indigenous species and a comprehensive and detailed landscaping scheme, prepared by an appropriately qualified professional, should be submitted with any application;
- Public lighting should be on low level posts and of low intensity;
- Compliance with the Regulations for Caravan and Camping Parks, (Bord Failte 2009).

¹⁴ Large-scale holiday home / self-catering developments are generally those associated with significant tourism / recreation complexes such as hotels, golf courses, adventure centres etc.

SECTION FOUR
INFRASTRUCTURE

CHAPTER 8

SOCIAL AND COMMUNITY INFRASTRUCTURE

8.1 Introduction

The provision of accessible social and community infrastructure contributes to the quality of life for all and it is important that such facilities also be provided in tandem with the development of new dwellings and neighbourhoods. The Planning and Development Act requires that Development Plans include objectives for the integration of the planning and sustainable development of a respective area with the social and community needs of its population. The increased emphasis on the provision of social and community infrastructure has been emphasised by the DoE through the production of guidance documents relating to childcare, school provision and urban design, which have in turn been further expanded upon, through publications and work carried out by the Planning and Community & Enterprise Sections of Wicklow County Council.

8.2 Community Development

The term “community development” refers to a complex and broad range of actions and measures involving a wide range of practitioners and bodies with the common aim of improving various aspects of local communities. There are however two key strands to the development of “sustainable communities”:

- (1) Facilitating communities in developing the skills, capacities and projects needed to enable them to have a greater say in the management of their own futures;
- (2) Facilitating access to the goods, services and power structure within society for all, and particularly for those that are marginalised and powerless (social inclusion).

Land use planning plays the following roles in delivering these aims:-

- (1) Facilitating the delivery of community projects, through:
 - The reservation of land for community uses in the plan area;
 - Managing the expansion of residential development commensurate with the community facilities available;
 - Requiring the delivery of new community facilities as part of development proposals;
 - Co-operating with other services providers in the delivery of new facilities.
 -
- (2) Facilitating improved physical access to goods and services through:
 - Directing new facilities to suitable locations and in particular, to the locations where people live or locations that are easily accessible by public transport, cycle or foot;
 - Requiring all new facilities to be accessible and useable by all.
- (3) Facilitating an overall improvement in the quality of the built environment, which contributes substantially to our perception of places and communities.

8.2.1 Community Development Objectives

- CD1** To ensure sufficient zoned land is available to meet the community needs of the projected population of the plan area over the plan period.
- CD2** The Council will promote and facilitate the delivery of community facilities in accordance with the Hierarchy Model of community facilities prepared under Strand 3 of the Development Levy Scheme (under Section 48 of the Planning and Development Acts).

CD3 Unless otherwise specified by the Planning Authority, new significant residential developments¹ will be required to carry out a social infrastructure audit, to determine if social and community facilities in the area are sufficient to provide for the needs of the future residents. Where deficiencies are identified, proposals will be required to either rectify the deficiency, or suitably restrict or phase the development in accordance with the capacity of existing or planned services.

8.3 Social Infrastructure

The provision of 'social infrastructure', in the form of buildings, facilities, clubs and the means of accessing and using services, is necessary for the development of sustainable communities. The purpose of such infrastructure is both to provide a service and also to promote community cohesion and community identity and in doing so combat social isolation and alienation. A wide variety of facilities are required in order to have a functioning and developing society, and one's use of facilities will depend on a range of factors including age, family structure and physical ability. Essentially there are four broad categories of facilities:-

- (1) Those providing education and development, including primary, secondary and third level schools and colleges and vocational or training centres (Montessoris and pre-schools are addressed under 'childcare');
- (2) Those providing physical and mental care and development, such as health services, nursing homes, childcare and pre-schools;
- (3) Leisure and recreational facilities including community / youth centres, youth cafes, indoor halls, dance / gymnastic studios, playing pitches, courts etc;
- (4) Cultural facilities, such as arts centres, theatres, libraries and places of public worship and burial grounds etc.

8.3.1 Education and Development

Education and training have a key role to play in all three dimensions of 'sustainable development' - environmental, economic and social. It is widely recognised as a key component of a competitive economy and a vibrant society.

The Council seeks to create an environment in which everyone can develop to their full potential to enable them to participate in and contribute to all aspects of social, economic and cultural life.

Primary Education

The population target for Wicklow Town-Rathnew by 2022 is 24,000 persons. The Department of Education advises that 12% of the population at any time is of primary school going age. Therefore this plan will make provision for 2,880 school places (current equivalent of 96 classrooms).

At present, there are **52 permanent classrooms** in the settlement as follows:

| | |
|--------------------------|---------------|
| Scoil an Choroine Mhuire | 16 classrooms |
| Padraig Naofa BNS | 16 classrooms |
| Wicklow 2 NS (Glebe) | 8 classrooms |
| St. Ernan's BNS | 4 classrooms |
| SN Naomh Iosef | 4 classrooms |
| Wicklow Montessori | 4 classrooms |

There are currently 2 schools in temporary accommodation as follows:

| | |
|--------------------------|----------------------|
| Gaelscoil Chill Mhantain | 8 classrooms |
| Wicklow Educate Together | 10 classrooms (2012) |

Therefore this plan must make provision for 44 additional permanent classrooms.

¹ This is determined in the case of Wicklow Town – Rathnew to be any application in excess of **200 housing units** or smaller developments that will accumulate to be part of larger future developments.

Permission has already been granted for a 32 classroom primary school in Merrymeeting, but this will only generate 24 additional classrooms as it is intended that St. Ernan's BNS and NS Naomh Iosef will relocate to this new school.

Therefore the remaining shortfall that must be planned for is 20 classrooms.

Secondary Education

There are currently three post-primary schools in Wicklow Town and its environs, with a 2011/2012 attendance of 1,553 students and a capacity of 1,940 students². The Department of Education estimates that 8% of the population at any time is of secondary school going age, however the current secondary population in the settlement as a percentage of the population of Wicklow Town – Rathnew is closer to 12%, which reflects the fact that secondary schools in the settlement have a wider catchment than the immediate area. In this regard, this plan shall endeavour to provide for sufficient zoned land for the delivery of up to 2,280 secondary school places by 2019 and 2,880 places by 2022.

Therefore by 2019 there may be a shortfall of 340 places and a shortfall of 940 places by 2022 compared to current capacities.

In order to ensure that sufficient opportunities and choices will be available to develop additional primary and secondary classrooms, this plan shall designate the following sites as potential locations for new schools:

| Location | Site size | Site capacity |
|----------------------------|-----------|--|
| Action Area 2 | 1.6ha | 16 classrooms primary or 250 pupil secondary |
| Former girl guides site | 2.8ha | 32 classrooms primary or 500 pupil secondary ³ |
| Ballynerrin – Marlton Road | 3.6ha | Potential school campus for 16 classrooms primary and 250 secondary OR 750 pupil secondary |

It should also be noted that the relocation of the De La Salle and the Abbey College secondary schools out of the town centre sites to the new secondary school at Burkeen may provide an opportunity to develop one or both of these sites for school use.

Other lands zoned CE in this plan also provide opportunities for the expansion of existing schools or indeed new build schools. Furthermore, Objective CD3 above also requires that where school capacities are found to be inadequate to accommodate significant new residential development, the developer will be required to address the deficiency, which may involve setting aside residentially or employment zoned land for further school development or existing school expansion. In this regard, the development of schools will be allowable generally in other zones as well as the CE zone.

Third Level Education

Wicklow County Campus is the County's third level institute, located in the former Clermont College in Rathnew. Clermont Campus is a joint venture between Wicklow County Council and the Institute of Technology Carlow. The Strategic Plan adopted by Wicklow County Council for Wicklow County Campus is to develop it as a Centre of Excellence in Enterprise, Education and Innovation in County Wicklow and to act as a catalyst for Economic Development in the County. Higher education courses and training seminars are being provided at the Campus with student numbers increasing annually. This institute is also supported with additional adult education services that are provided by the VEC.

² In 2012 Dominican College has a capacity of 540 female students, Colaiste Chill Mhantain has a capacity of 1,000 students and East Glendalough School has a capacity of 400 students.

³ The DES currently recommends a minimum site size of 3.1ha for a 500 pupil secondary school

Education Objectives

- ED1** To co-operate with the Department of Education & Skills, the Vocational Education Committee for Co. Wicklow and school management boards in the provision of school places.
- ED2** To promote and facilitate the development of facilities that provide for linkages between schools types. For example, particular encouragement will be given to primary and secondary school campuses, the linking of pre-school services with primary schools and the linking of secondary schools with vocational training facilities.
- ED3** Where lands are zoned for employment use, to promote and facilitate the development of employment training facilities (privately and/or publicly funded).
- ED4** Where practicable, education, community, recreational and open space facilities shall be clustered and in locations that maximize opportunities for the sharing of facilities. However schools shall continue to make provision for their own recreational facilities as appropriate.
- ED5** To promote the provision of dedicated facilities for adult and community education in recognition of the growing demand for life-long learning opportunities and the perceived shortage of such facilities at present.
- ED6** To promote the use of education facilities after school hours / weekends for other community and non-school purposes, where possible.

8.3.2 Health, Care and Development Facilities

Health

A number of public, voluntary and private agencies are responsible for the provision of healthcare facilities within the plan area, with the Health Services Executive being the primary agency responsible for delivering health and personal social services.

Health Objectives

- HC1** To facilitate the development of healthcare uses at suitable locations, in liaison with the appropriate health authorities. Health facilities will be considered on appropriately zoned lands subject to:
- The location is readily accessible to those availing of the service, with a particular presumption for facilities close to services. Locations distant from services will not generally be considered except where it can be shown that the nature of the facility is such that it demands such a location;
 - The location is generally accessible by means other than private car, in particular by public transport services, or by walking / cycling;
 - The location is accessible to those with disabilities.
- HC2** To support the establishment of centres of medical excellence, hospices, respite care facilities or facilities for those with long term illness.
- HC3** To allow for the change of use of all or part of an existing dwelling in a residential zone to health care usage, subject to normal planning considerations, paying particular regard to car parking availability, impacts on traffic flow and obstruction and impacts on residential amenities.

Residential and Day Care Facilities

Having regard to the 'ageing' of the Irish population, in addition to health care facilities, there is a growing need for the provision of specific residential and day care facilities for the elderly. The Council recognises that the provision of residential / day care and nursing homes is an essential community requirement within the plan area.

A number of agencies are active in the plan area providing residential and day care services to those with physical or intellectual disabilities. The Council recognises the special services provided by these bodies and aims to facilitate them wherever possible.

Residential and day care facilities can take many forms, ranging from day time activities / services to care / nursing homes, to assisted living units to independent (but supervised) living units and it is not therefore always possible to craft policies that will address all development types. All applications for development will be considered on their merits with particular regard to their location and the type of service being provided.

Residential and Day Care Objectives

- NH1** To encourage the development and improvement of new and existing residential and day care facilities in appropriate locations located close to shops and other community facilities required by the occupants and easily accessible to visitors, staff and servicing traffic.
- NH2** 'Retirement villages', made up of a number of independent housing units, with limited / no on site care facilities will be required to locate on residentially zoned lands.
- NH3** Edge of centre locations at the fringe of the plan area (e.g. SLB zone) will only be considered for residential or day care facilities where:
- There are good vehicle and pedestrian linkages available to town facilities;
 - The site would not comprise an isolated, stand alone development;
 - The design and scale of the facility is reflective of the semi rural location.

Childcare and Pre-School Facilities

The provision of childcare and pre-school facilities is recognised by the Council as a key piece of social infrastructure enabling people to play a more active role in society, particularly in accessing employment and education. Childcare services range from childminding a small number of children in a private home, to pre-schools and crèches. A large number of childcare facilities now provide a full range of services from caring for newborns to pre-school and Montessori type education. The DoE guidelines on childcare require the provision of 20 childcare places for every new 75 housing units granted permission.

Childcare Objectives

- CC1** To facilitate the provision of childcare in a manner which is compatible with land-use and transportation objectives and adheres to the principles of sustainable development.
- CC2** To require the provision of childcare facilities in all new residential developments comprising 75 houses or more (including local authority and social housing schemes). In accordance with Department of Environment guidelines, childcare places shall be provided at a ratio of 20 places per 75 residential units, having regard to cumulative effects of permitted development, (unless it can be demonstrated that having regard to the existing geographic distribution of childcare facilities and the emerging demographic profile of the area that this level of childcare facilities is not required). Without substantial cause, it is the policy of the Council not to allow a change of use of these premises within five years.

8.3.3 Leisure and Recreational Facilities

The types of leisure and recreational facilities provided/required vary greatly from person to person ranging from active to passive activities. The Council recognises this fact and aims to provide for adequate leisure and recreational facilities throughout the plan area, which are capable of meeting the requirements of the resident population.

Children's Play Facilities

In addition to childcare facilities, pre-schools and after school services (dealt with previously) children also require opportunities to socialise, play and exercise. Wicklow Local Authorities through the Office of Community & Enterprise has responded to this need by preparing a Play Policy for County Wicklow. The purpose of the Play Policy is to change the culture of thinking on play and provide more opportunities for children to play. The policy makes a clear commitment to play as a right and to ensuring that children and their needs are considered when it comes to policy making and that provision is made to meet their needs.

Objectives

- CP1** To facilitate opportunities for play and support the implementation of the County Council Play Policy and its objectives, including the collection of development levies.
- CP2** In all new significant residential developments⁴, the developer shall provide, in the residential public open space area, a dedicated children's play zone, of a type and with such features to be determined following consultation with the Local Authority.
- CP3** All new estates, streets, open spaces/parks and community facilities shall be designed with the needs and safety of children as a priority.
- CP4** Subject to safety considerations, natural features (trees, streams etc) shall be retained in new developments.

Facilities for Teenagers and Young Adults

Many teenagers and young adults feel disenfranchised in society, particularly with regard to the lack of facilities provided specifically to meet their needs. These youths are too old for playgrounds and while many are active in sports clubs, there is still a lack of facilities for socialising and relaxation. Depending on the age, there are a number of facilities that are considered attractive to teenagers and young adults including Mixed Use Games Areas (MUGAs), which would typically provide a hard surfaced area allowing for basketball and other hard court sports, skate parks, youth clubs and Internet cafes.

Objectives

- TY1** In accordance with Objective CD3, where a deficiency in facilities for teenagers / young adults is identified in an area, the developer of any significant new residential estate shall submit proposals to address the deficiency.
- TY2** All new 'neighbourhood parks' or 'active open space' zones shall include a MUGA of a size and nature to be following consultation with the Local Authority.
- TY3** New community buildings / facilities shall be designed to facilitate the operation of youth clubs and youth services (see Objective CM2 to follow).

Community Centres

Community centres provide an important function for all groups in society, by providing for an indoor space for active recreation and for meetings / club use. While many 'outdoor' sports clubs also have indoor spaces, these many not be suitable for non-sport activities such as support group meetings, bridge clubs, parent-and-baby groups etc. In Ireland there is a particular dependence on the use of function rooms in hotels and public houses for club or meeting use, which are similarly not often ideal in design or size.

⁴ This is determined in the case of Wicklow Town – Rathnew to be any application in excess of **75 housing units** or smaller developments that will accumulate to be part of larger future developments.

Objectives

- CM1** In accordance with Objective CD3, where a deficiency in indoor community space is identified in an area, the developer of any significant new residential estate shall submit proposals to address the deficiency.
- CM2** New community buildings / facilities shall be fit-for-purpose and multi – purpose, designed to facilitate a wide range of uses including active uses (e.g. basketball, badminton, gymnastics / dance, martial arts etc) and meeting / club use, they shall be inclusive, accessible and cater for all ages.

Sport Facilities

In addition to the Play Policy, Wicklow Local Authorities have also developed a Sports & Recreation Policy. This policy recognises the importance that sport and recreation contributes to the quality of life of individuals, communities and the County as a whole. It provides a strategic approach, which includes the identification of deficiencies, needs and priorities and the inclusion of underpinning principles of social inclusion and sustainable development framework. Its implementation will be carried out in partnership and co-operation, to enable all residents of the plan area to have equal access to sport and recreation facilities and opportunities for participating in the sport or recreation of their choice.

Objectives

- SR1** To contribute to the improvement of the health and well being of the inhabitants of the plan area and to facilitate participation in sport and recreation.
- SR2** To be guided by the Sports & Recreation Policy in the provision and expansion of sport and recreation opportunities in the plan area. In addition the policy will inform the development levy scheme for community facilities, in particular the provision of sport and recreation facilities.
- SR3** Facilities for sports shall normally be located close to the population, on designated Active Open Space land. All efforts should be made to locate new sports facilities close to existing community facilities, schools or areas of dense residential development. The Council may consider providing sites for these purposes or may be prepared to make financial or other assistance available, subject to reasonable access being made available to the public and to reasonable safeguards for the continued use of the land as open space.
- SR4** The redevelopment for alternative uses of open space and recreational lands whether owned by private recreational clubs or publicly owned, will normally be resisted by the Council unless suitable alternative recreational facilities can be provided in a convenient location.
- SR5** The development of new sports or active open space zones shall be accompanied by appropriate infrastructure including car parking and changing rooms.

8.3.4 Cultural Facilities

Cultural facilities are places for the creation, production and dissemination of culture and include buildings and cultural sites.

Arts

The Arts create opportunities for the cultural development of all the community. In addition it offers all the community, young, old and minority groups, a creative outlet and an alternative to sport and active recreation.

In order to provide for the existing and future development of the Arts in County Wicklow the Council has developed the Wicklow County Arts Plan. A number of objectives and actions have been identified in the Arts Development Plan and these will be reflected in increased resources and support to the arts

community from Wicklow Local Authorities, Statutory Agencies, Local Development Agencies, the private sector and the wider community.

Libraries

The purpose of the public library is to support the community's needs for education, information, recreation, arts and culture. The public library is a publicly funded resource providing a cost-effective means to equity of access. The library is regarded as a service that promotes social inclusion in providing public access to the Information Society. The library is a means to ensure support for literacy, independent learning and distance education.

Places of Worship and Burial

In many communities, churches, burial grounds and other places of worship form a focal point for the local population and often provide not only a religious service, but also meeting places and other cultural services.

Objectives

- CA1** To maximise the opportunities for the Arts and support the implementation of the Wicklow County Arts Plan and its policies.
- CA2** To encourage and support the creation and display of works of art in public areas, including appropriate locations within the streetscape, provided no unacceptable environmental, amenity, traffic or other problems are created.
- CA3** To support the implementation of the Wicklow Library Development Plan.
- CA4** To facilitate the development of new, improved or expanded places of worship and burial grounds at appropriate locations in the plan area, where the demand for the facility has been demonstrated.

8.3.5 Parks and Open Spaces

Open Spaces are vital part of the urban environment. Open space amenities create benefits not only for the enhancement of the quality of life of residential areas but also provide opportunities for recreational activities and for nature conservation through connecting green spaces. The planning process plays a vital role in ensuring that existing parks and open spaces are protected and enhanced. In addition it is key that appropriate, high quality additional parks and open spaces are delivered as new residential areas are created and the population increases. Maps 8.1 and 8.2 indicate the existing and potential future open spaces and green networks in Wicklow town.

Open space can take a number of forms, with some use types overlapping:

- (1) Private open space – open space owned and / or dedicated to use of single individuals or small groups for example private gardens, terraces, yards, balconies or shared private spaces in apartment developments;
- (2) Residential open space – space generally provided in housing developments, that is public in the sense that there are no barriers to access, but its function is to provide for passive and active use by the residents of that development;
- (3) Public open space – space that is open to general public use, which can be further divided into active and passive public open space:
 - Passive POS: Squares and civic spaces, picnic areas, walkways, parks, greenways etc
 - Active POS: Playing fields, hard surfaced courts, MUGAs etc.

- (4) An emerging new form of open space is the use of land for allotments. Allotment gardens allow a number of people to cultivate their own vegetables in individual plots/land parcels on lands owned by another private individual or body. The individual size of a plot/parcel ranges between 200-400sqm and often the plots include a shed for tools and shelter. The individual gardeners are usually organised in an allotment association which leases the land from the owner who may be a public, private or ecclesiastical entity, provided that it is only used for gardening (i.e. growing vegetables, fruits and flowers), but not for residential purposes.

Open Space

In accordance with the County Sports and Recreation Policy, active open space should be provided for at a rate of 2.4ha per 1,000 population. In this plan area for a target population of 24,000, this equates to 57.6ha, to be divided as follows:

- 38.4ha of outdoor sports areas
- 4.8ha of equipped play areas
- 14.4ha of casual play areas

There is currently:

Table 8.1 Open Space

| | Location | Area (ha) | Total (ha) | Deficiency (ha) |
|-----------------------------|--|-----------|-------------|-----------------|
| Outdoor sports clubs | St. Patrick's GAA | 3.3 | 16.5 | 21.9 |
| | Rathnew GAA | 3 | | |
| | Wicklow Rovers AFC | 1.3 | | |
| | Wicklow Town AFC, Finley Park | 0.76 | | |
| | Rathnew AFC | 2.3 | | |
| | Wicklow Rugby Club | 2 | | |
| | Wicklow Tennis Club | 0.25 | | |
| | Pitches at Dominican Convent | 2.4 | | |
| | Pitches / courts at Colaiste Cill Mhantain | 1.25 | | |
| Equipped play areas | Park St. Laurence's Road | 0.9 | 0.9 | 3.9 |
| | Ball Alley | 0.023 | | |

Wicklow Golf Club also occupies a major land bank of 38ha.

While the only designated casual park is that on St. Laurence's Road, there are many areas where casual recreation takes place in all parts of the settlement such as:

- residential open spaces available in most housing areas;
- open areas around the Murrough, around the Black Castle and the beach.

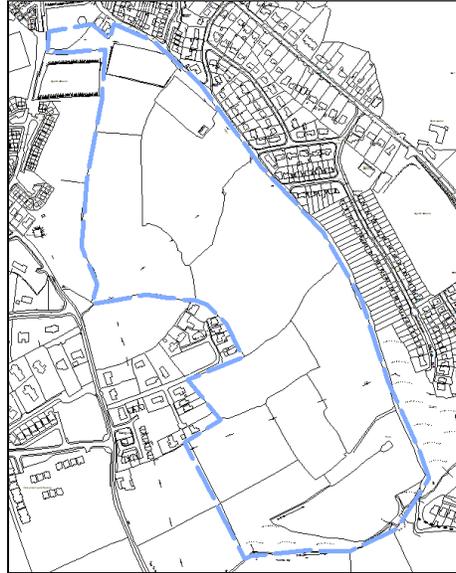
Therefore it is an objective of the plan to:

- seek the delivery of two major sports grounds in AA1 and AA2 totalling c. 25.8ha and facilitate the extension of sport facilities at Wicklow Rugby Club on surrounding lands of c.4.5ha, as well as substantial areas of passive open space to be developed as landscaped parks (some of which may also be suitable for more 'active' uses such as outdoor gyms, playgrounds and MUGAs);
- develop the concept of 'greenroutes' which will allow for walking / cycling etc and in particular, to prevent development along river / stream corridors (see maps 8.1 and 8.2);
- require any development proposals for the Murrough Opportunity Area to contribute to the enhancement of open spaces in the Murrough area;
- require the delivery of new playgrounds in any large scale housing development;
- Support initiatives in association with landowners, recreational users and other stakeholders to improve the management of existing walking trails and amenity areas along the coast.

Open Space Objectives

- OS1** To encourage the provision of open space for both passive and active recreation to serve the needs of the plan area's existing and future population, concurrent with new residential development.
- OS2** To develop and facilitate the provision of public open space generally in accordance with "Sustainable Residential development in Urban Areas - Guidelines for Planning Authorities" (DOEHLG 2009).
- OS3** Prohibit non-community uses on areas of lands permitted or designated as public open space in existing residential developments.
- OS4** To facilitate and encourage a series of high quality open spaces throughout the town, preferably as part of a larger linked green network that is available to all ages and accessible to everyone, including people with mobility impairments.
- OS5** To retain open space lands with established recreational uses.
- OS6** To preserve, manage and maintain to a high standard the existing parks and open spaces in the settlement and to preserve the open green spaces within developments that have been identified as open space as part of a planning permission.
- OS7** To facilitate the development of allotments of an appropriate scale on lands which meet the following criteria:-
- Lands situated within or adjacent to the edge of plan area;
 - Lands that are easily accessible to the residents of the plan area;
 - Where an adequate water supply can be provided;
 - Where adequate parking facilities can be provided.
- OS8** To facilitate the provision of a skate-park within the town. In this regard, the development of a skate-park will be 'open for consideration' in a number of zones of this plan and in particular, it shall be a desired use in the Murrough Opportunity Area.
- OS9** To develop and facilitate the provision of public open space subject to compliance with the provisions for the protection of Natura 2000 sites as set out in the EU Habitats Directive
- OS10** To encourage and facilitate the development of the upper slopes of the 'Convent Lands' (zoned CE) for uses relating to ecological management / interpretation, innovative agriculture / horticulture and recreation. Any development proposal should have regard to the highly visible nature of the site and its identification as a valuable habitat in the Wicklow Urban Habitat Study, 2008. In this regard, particularly important habitat areas of the site should be retained and incorporated into any design proposals.

Image 8.1 Convent Lands

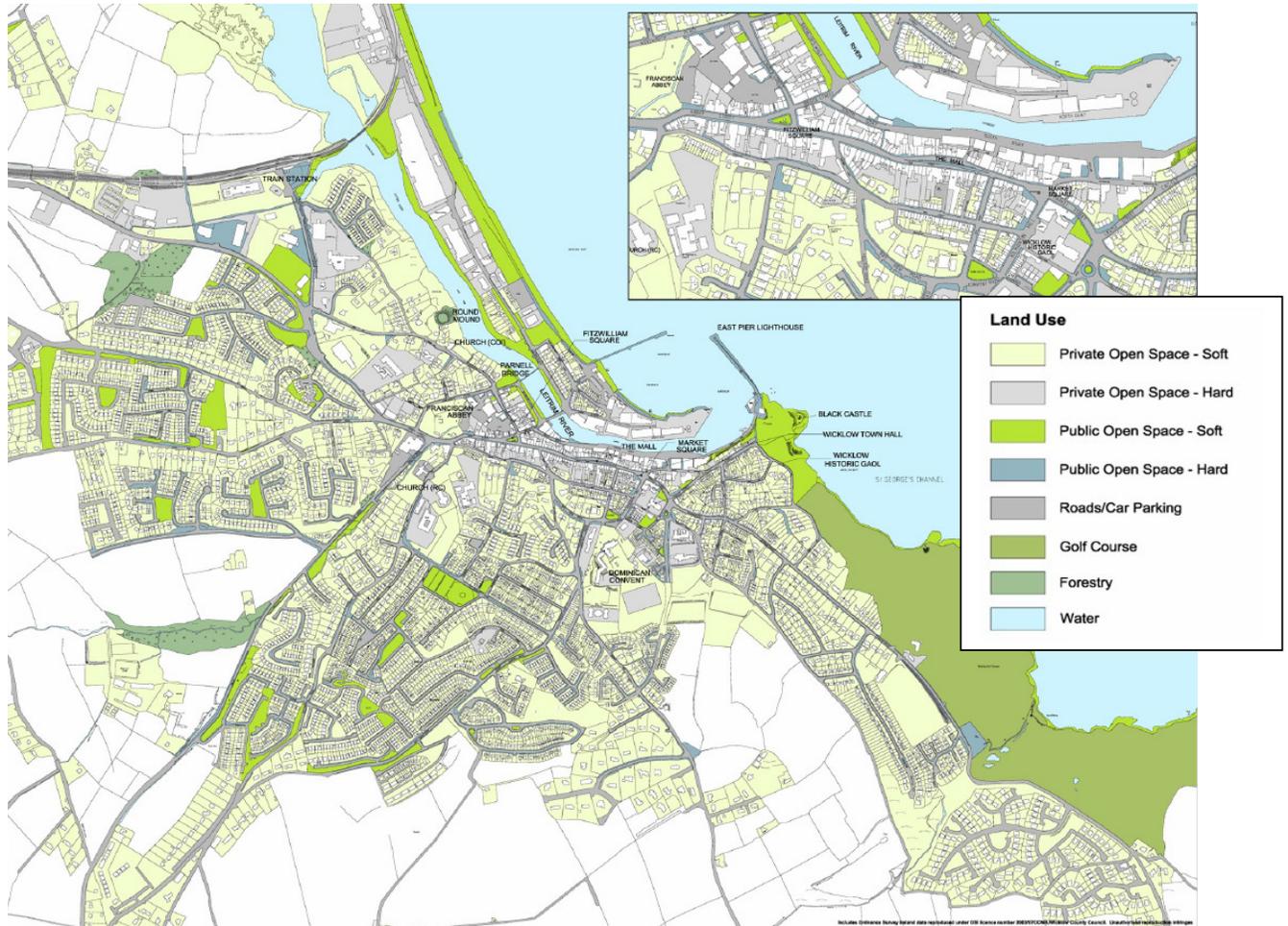


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Map 8.1 Greenways



Map 8.2 Open Spaces



8.3.6 Harbour Leisure Uses

The potential of the harbour as a recreation and amenity resource has remained largely unexplored to date. As the town fulfils its role as a regional services and employment centre and a concentration of population there may be greater demand water based sports activities. Water based sports activities, such as sailing, also have the potential to attract more visitors to the town. The proximity of Wicklow Town to Dun Laoghaire Harbour underlines this potential.

Objectives

- PL1** To encourage any recreational use of the harbour, waterside or landside, where appropriate, which does not compromise the commercial operation of the port, the environmental quality of the surrounding area, or the conservation objectives of Natura 2000 sites.
- PL2** To support the provision of a pontoon to facilitate recreational or pleasure craft, where this is also compatible with the commercial operation of the Port.

8.4 Development Management Standards

Open Space

These standards will apply to all new residential developments and should be read in conjunction with Chapter 3 of this plan.

8.4.1 Sports Grounds

- New organised sports areas shall be located in proximity to existing or planned community or neighbourhood facilities such as neighbourhood retail centres, schools etc and opportunities for the sharing of facilities, including changing rooms shall be explored and exploited;
- Where shared indoor facilities are not available, new sports facilities shall be accompanied by a building of scale commensurate with the size and nature of the sports facility for indoor changing and administration;
- Sports areas should be located such that a suitable separation from residential properties is provided, in order to limit disturbance from noise and light;
- Sports facilities shall be provided with access to suitable roads and car parking facilities shall be required on site;
- Proposals for the floodlighting of playing fields/pitches shall be accompanied by details of external lighting schemes. All lighting shall comply or be so altered to comply with the *Guidance Notes for the Reduction of Light Pollution* (Institute of Lighting Engineers, 2000).

8.4.2 Neighbourhood Parks

- Neighbourhood parks should be ideally located within 800 metres of the population served;
- While not specifically for the purpose of sport or organised recreation, all parks shall be so laid out, contoured and landscaped to allow for walking, jogging, cycling and casual play;
- Neighbourhood parks may be provided as part of a number of housing developments, in part delivery of residential open space requirements (see below).

8.4.3 Equipped Play Spaces

- The siting and location of playgrounds / mixed use games areas (MUGAs) shall take account of the surrounding environment and be sited in order to ensure passive surveillance by neighbouring residential properties with minimum impact on residential amenity;
- The layout and positioning of apparatus shall exploit existing landscape features to provide adequate shade and shelter from wind and sun for users and create visual harmony with the surrounding area;
- Play equipment shall generally be located in accordance with the following standards:
 - 10 metres from the edge of a building or major structure;

- 20 metres from adjoining residential property lines, the edge of any local road or car park pavement area;
- 30 metres from distributor road pavements (if proposed to be closer, a perimeter fence will be required);
- 20 metres from hazards such storm water drains, bike tracks and playing fields.

8.4.4 Allotments

Proposals for the development of allotments shall be evaluated against the following criteria:

- The suitability of the site location vis-à-vis the location of the population served – sites in or at the edge of the plan area will be preferred;
- The adequacy of the public road
- The adequacy of water supplies;
- The suitability of the land to absorb the somewhat haphazard appearance of allotments, which often include randomly positioned sheds, tunnels and greenhouses.

8.4.5 Residential public open space

- Public open space in residential developments shall be provided in accordance with the following standards:
 - public open space will normally be required at a rate of 15% of the site area – areas within the site that are not suitable for development or for recreational use must be excluded before the calculation is made;
 - where a public park is being provided by the same developer (or by a group of developers in a combined Action Area) in close proximity to the residential development site, the residential public open space provided on site may be reduced to 7.5% of the residential site area, with the remainder being made up in the park;
 - the need to provide public open space in town centre developments may be waived, particularly where public amenity space such as a town park or beach is in close proximity;
 - open spaces shall be attractively landscaped through the use of both hard and soft landscaping where appropriate. Open spaces should incorporate existing features and encourage pedestrian use by suitable paving;
 - in greenfield developments, subject to the size of the site, a hierarchy of open spaces shall be provided to provide for the different play needs of different age groups. In this regard, all developments shall aim to include:
 - at least one, flat space with dimensions on not less than 20m x 40m, suitable for ball games (trees should only be planted around the perimeter); and
 - a number of smaller spaces immediately adjacent to dwellings, with interesting contours and natural features, suitable for play activities of younger children,
 - the layout and orientation of residential developments should maximize the potential for passive surveillance of open spaces - all efforts shall be taken to ensure that all houses are in visual range of one open area.

8.4.6 Private Open Spaces - gardens, terraces, balconies

- All residential units shall be provided with private open space, either in the form of private balconies, terraces or rear / side gardens. Where necessary to make up for shortfall in genuinely private space, communal private space, for example, in the form of internal courtyards or roof gardens, shall be provided. Care shall be taken to ensure such spaces receive adequate sunlight and meet the highest safety standards;
- All apartments shall be provided with a minimum area of 30sqm private open space, which shall be at least partially made up of a private balcony or terrace. The minimum balcony / terrace sizes shall be:

Table 8.2 Balcony/terrace size

| Apartment size | Minimum balcony / terrace size |
|----------------|--------------------------------|
| One bedroom | 5sqm |
| Two bedrooms | 7sqm |
| Three bedrooms | 9sqm |

- Dwellings shall be provided with private open space at a rate of 0.64sqm per 1sqm house floor area (up to 150m²), with the minimum garden size allowable being 48sqm;
- In certain development circumstances, the open space requirements, as set out above are not appropriate to special housing needs categories, including the special needs requirements of certain social and affordable housing categories, such as the elderly and disabled. The open space requirements to be provided for certain special needs housing developments, (including social and affordable housing) shall have regard and be appropriate to, the special needs of those to be accommodated in any development.

8.4.7 Landscaping

- Tree planting can be used to complement hard-landscapes in high-density / urban developments and re-inforce and enhance existing natural features and integrate development with surrounding landscape. A landscaping plan shall be designed as an integral part of all new residential estates and shall be submitted with the planning application. This plan shall highlight existing landscape features to be retained and detail new landscaping including species, number, size and location. The plan should put an emphasis on the use of native species, and biodiversity enhancement where possible.

8.4.8 Community Facilities

- New community facilities shall be conveniently located and accessible by both residents of the development and others that have reason to use the facility. They should be well integrated with pedestrian and cycle routes and where they serve a wider community, located on or close to a quality public transport route;
- Community facilities must be accessible to all members of society, including those with disabilities.

8.4.9 Childcare

- The location and design of new childcare facilities shall generally in accordance with the guidance set out the 'Childcare Facilities: Guidelines for Planning Authorities' (DoEHLG) and the 'Child Care (Pre- School Services) Regulations 1996 & 1997' and any other relevant statutory guidelines which may issue during the life of this plan;
- As a general rule 20 childcare spaces shall be provided for every 75 dwelling units. A childcare facility within a residential development shall be sited at or near the entrance/exit to the proposed development so as to allow for ease of access, drop off/pick up points;
- Where a large development (or a development in conjunction with other developments in an Action Plan area) comprises more than 75 units, a single large childcare facility capable of serving all proposed units (and future units) may be permissible, subject to a ceiling of 100 places (full and part time);
- The internal layout and design of proposed childcare facilities should allow, where possible, for the dual usage of the proposed facility e.g. night time community uses;
- All applications for a childcare facility shall be accompanied by the following information in addition to those set out in the policies set out for childcare developments:
 - The need for the proposed development;
 - The nature of the facility e.g. full day care, sessional care, after school care;
 - Number and ages of children to be catered for;
 - Compliance with standards for parking, traffic impacts and turning areas;
 - Proximity to public transport/areas of employment;
 - Hours of operation;
 - Open space provision and measures for management of same;

- Impact on residential amenity.
- Childcare facilities will be required to be provided in large-scale employment zones developments. Any application for employment development with in excess of 100 employees shall include a childcare facility unless it can be shown, with regard to the demographic of the workforce or the availability of existing facilities in the immediate area that no such service is necessary.

8.4.10 Education

Primary and Secondary schools

While the location, layout and design of new public primary and secondary schools shall generally be determined by the Department of Education, new schools shall be required to comply with the following criteria;

- Sites shall be well serviced by road infrastructure and in particular, shall be on or adjacent to a road network capable of accommodating existing or future public transport facilities;
- Complete foot and cycleways shall be available to the site from the residential areas that are located in the school catchment;
- Pedestrian crossings of the existing / new road network serving the site shall be provided as may be required;
- Adequate car, bicycle and bus parking shall be provided on site, including convenient short term set down area;
- Building design shall meet the highest standard possible with regard to architectural quality, visual integration with the area and minimisation of impacts on adjoining properties or residences;
- The layout and design of the school shall facilitate possible out of school hours use by other bodies/ the community.

Temporary School structures

- While certain exemptions apply for temporary classrooms at school sites, where the exemptions are not applicable, positive consideration will be given for temporary structure subject to the following controls:
 - Permission shall be granted on a temporary basis for a period of a maximum of 5 years;
 - The development of temporary classroom developments shall not impede traffic movements and circulation within the school premises or significantly reduce open space;
 - The structures shall be of a high design quality and shall be painted or coloured to integrate with any existing school structure.

8.4.11 Nursing Home Developments

- Nursing home developments and facilities for the elderly shall be located close to local amenities and where adequate pedestrian infrastructure has been or is capable of being provided;
- Individual/independent housing units proposed as part of a nursing home / retirement village shall generally be held in single ownership with the overall site, with lease agreements to the occupants. Where for the viability of the project the sale of units required, this shall be strictly only on the basis of a legal agreement specifying that the units shall at all times be utilised only for accommodation for the elderly / those in need of nursing home care;
- Developments comprising of a number of independent dwellings shall comply with the housing layout and design standards set out in this plan. Deviations from the density, car parking and open space may be considered where this can be suitably justified having regard to the needs of the future residents;
- Facilities shall be so laid and designed to meet standards and obligations specified in Nursing Homes (Care and Welfare) Regulations, (1993) and the Building Regulations, in particular Part M.

8.4.12 Care Facilities

- In accordance with the Planning & Development Regulations 2001, change of use from residential to a care facility for more than six persons with an intellectual or physical disability or mental illness requires planning permission;
- Applications for permission for change of use to care facility or a new care facility shall be evaluated against the following criteria:
 - Care facilities shall be located close to local amenities and where adequate pedestrian infrastructure has been or is capable of being provided;
 - Adequate provision shall be made for car parking and open space facilities.

8.4.13 Accessibility

- In considering access for those with a disability, the Council will adhere to the criteria set out in Part M of the Building Regulations (S.I. No.179, 2000) and Part M (Amendment) Regulations 2010 (S.I. No.513 of 2010) and associated Technical Guidance Documents. Developments should also have regard to the National Disability Authority's Building for Everyone – a Universal Design Approach document (2012);
- New dwellings should be designed in order to ensure that they are visitable and accessible by people with disabilities or mobility impairments. Design considerations shall include:-
 - The provision of a level/gently sloped or ramp approach access to the dwelling from the entrance point to the site or from a suitable parking spot.
 - A level access at one entry point to the dwelling.
 - A front door and living room door wide enough to accommodate a wheelchair.
 - Circulation space for a wheel chair at entry storey.
 - A ground floor toilet located so as to be usable by wheelchair users and other people with disabilities or mobility impairments.

CHAPTER 9

TRAFFIC, TRANSPORT & ACCESSIBILITY

9.1 Introduction

While the overarching rationale for the production of a development plan is to guide land-use, the integration of good land use planning with transportation is a key that can unlock significant improvements in the quality of life, in ways that are tangible to many in Wicklow, who have long identified commuting as being a major drawback to living in this County. Reducing the need to travel long distances by private car, and increasing the use of sustainable and healthy alternatives, can not only bring multiple benefits to both our environment and communities, but also to our own mental and physical wellbeing.

It is therefore the strategy of this plan to:

- Provide for a land use strategy that produces a settlement of such form and layout that facilitates and encourages sustainable forms of movement and transport, prioritising walking and cycling, and public transport. To achieve this aim, an IFPLUT⁵ study was prepared in 2005, which will continue to inform future policy formulation;
- Promote the delivery of local transport links within the settlement (such as feeder buses to the train station), and between the town and outlying rural areas;
- Promote the improvement of public transport services, in particular the upgrading of the Dublin – Rosslare train line and the development of improved bus services;
- Allow for the improvement or provision of new walking and cycling facilities throughout the settlement;
- Facilitate the improvement of the existing road network, to remove bottlenecks and increase free flow;
- To improve facilities for pedestrians and access for people with special mobility needs.

The overarching consideration in transport planning for the settlement is the hierarchy of road users. This considers transport user needs in the following order:

1. Pedestrians (including those accessing public transport);
2. Cyclists;
3. Public transport users;
4. Private vehicles users.

The application of this hierarchy will guide transport investment in Wicklow Town- Rathnew over the life of this plan.

9.2 Walking and Cycling

The compact form of Wicklow Town - Rathnew lends itself to walking and cycling; however, the topography of much of Wicklow Town and the traffic in Wicklow Town and Rathnew Village centre combine to undermine the potential of walking and cycling as popular transport modes. Many of the residential areas within Wicklow Town - Rathnew are hilly and this acts as a deterrent to the use of pedestrian or cycle transport. The opening of the Port Access Road has greatly enhanced the pedestrian and cycling environment within Wicklow town and this road, along with the Town Relief Road, has provided an important walking and cycling route around Wicklow Town-Rathnew Village and their environs. The development of this new road infrastructure has opened up new possibilities to develop new walking and cycling routes around the environs of the settlement.

Government Policy, as set out in “Smarter Travel - A New Transport for Ireland 2009-2020”, places an emphasis on walking and cycling as alternatives to vehicular transport. The provision of walking and

⁵ IFPLUT – Integrated Framework Plan for Land Use and Transportation.

cycling routes within Wicklow Town - Rathnew forms an essential part of the linked-up transport system, involving a variety of transport modes where public transport facilities can be availed of. While the land-use plan cannot influence whether members of the public will walk or cycle to a destination it can include objectives that would promote these forms of transport.

Walking & Cycling Objectives

- CW1** To enhance the permeability of the settlement through the facilitation and promotion of opportunities for safe pedestrian and cycling linkages to and within the town / village centres, employment areas, schools and public transport nodes that will maximise travel by sustainable modes; to improve existing or provide new foot and cycleways on existing public roads, as funding allows.
- CW2** To require all new (district or local) distributor roads, that is, roads that carry traffic between industrial, commercial and residential areas to regional road / national primary roads and roads between district distributors to local access roads (i.e. roads abutting properties with amenity, safety and aesthetic aspects having priority over the vehicle movement function) to include footways and to provide for cyclists in accordance with the NTA National Cycle Manual.
- CW3** To require new foot and cycleways developed as part of large scale development proposals outside of the town centre to be integrated where possible with existing foot and cycle networks in the town, at the developer's expense.
- CW4** To facilitate the development of foot and cyclepaths off road (e.g. through open spaces), where they will provide greater levels of permeability for these modes, while ensuring that personal safety, particularly at night time, is of utmost priority. Such developments will be subject to assessment for environmental sustainability, and protection of the conservation objectives of Natura 2000 sites in accordance with the EU Habitats Directive.
- CW5** To encourage the provision of secure bicycle parking facilities at strategic locations within the settlement, such as within Wicklow town centre, Rathnew village centre, Wicklow train station, at community facilities within the settlement and at transport nodes.
- CW6** To promote and encourage the Green Schools Programme within Wicklow and to liaise with all relevant Departments/agencies involved in the operation of the programme.
- CW7** To facilitate the better management and formalisation of cycling and walking routes along the coast and looped walk along the east bank of Broadlough, ensuring that these help to alleviate current recreational pressures on the conservation objectives of Natura 2000 sites.

9.3 Public Transport

Public transportation into and within Wicklow Town and Rathnew is available by means of rail, bus routes and taxi/hackney services. The Dublin-Rosslare railway line serves Wicklow Town with approximately 9 services per day in each direction from Monday to Sunday. The train station is located to the north of Wicklow town centre and is relatively remote from both Wicklow Town Centre and Rathnew Village Centre. Bus services are made up of a national bus route operated daily by Bus Eireann, a local/rural commuter services from the surrounding villages and a local bus service from Wicklow to Arklow via Avoca. The services range from approximately twenty-one return journeys on the expressway route to two daily returns to Wicklow via Avoca. There are also a number of local taxi/hackney services within the town.

There is no official 'park and ride' facility in Wicklow, however there is a large (c. 80 spaces and c.15 bike spaces) car park at the train station. While there is strong daily demand for spaces in this car park, given the limited train services, the car park adequately caters for this demand. Provision shall be made in this plan to reserve undeveloped land in close proximity to the train station for a larger car park, should the train service / demand for carparking significantly increase.

There has been an increased emphasis in recent times on public transport as an alternative to the private car; however, while it is noted that there has been significant progress made in the national public transport network, the level of investment in services has not kept pace with the increased levels of population growth, which has contributed to the increase in the car-based commuting to Dublin. While the Development Plan is a land-use, rather than a transport plan, it will endeavour to put in place the necessary policy framework to encourage and facilitate the improvement of public transport.

Public Transport Objectives

- PT1** Facilitate the use of public transport for travel within the settlement and to external destinations.
- PT2** To encourage and co-operate with the statutory bodies responsible for improving the public transport facilities within the town.
- PT3** To reserve lands of c. 1ha to the north of the train station for future expansion of car parking facilities
- PT4** To ensure that possibilities for the improvement of the Dublin-Rosslare line are maintained and to ensure that land uses adjacent to the station and rail lines are appropriate and will facilitate future improvements.
- PT5** To encourage the development of the train station and the surrounding lands / roads as the primary 'transport interchange' where a number of transport types can interchange with ease. In particular:
- To improve the bus links within the plan area to the train station and to examine the potential for buses to service the train station directly;
 - To encourage the improvement of bicycle facilities at the station;
 - To improve existing and provide new footway / cycleway linkages to the train station;
 - To encourage the development of a designated taxi rank at the station;
 - To work to improve signage between Whitegates and the station;
 - To improve linkages between the station and development land to the north of the railway line.
- PT6** To encourage the development of two secondary 'transport interchanges' at Wicklow Gaol and in Rathnew Village, in particular:
- To improve bus turning and parking facilities;
 - To facilitate the development of covered shelters and bike parking stands;
 - To encourage the development of designated taxi ranks at these locations;
 - To improve existing and provide new footway / cycleway linkages to these hubs;
 - To work to improve signage at these locations.
- PT7** To promote the delivery of improved and new bus services in Wicklow Town-Rathnew by:
- Facilitating the needs of existing or new bus providers with regard to bus stops;
 - Facilitating the development of bus shelters and improved signage throughout Wicklow Town-Rathnew;
 - To facilitate a shuttle bus between the train station and Wicklow Town Centre, Rathnew and Clermont Campus.

9.4 Roads

Wicklow is strategically located between Dublin and Rosslare and benefits from its location on the N11/M11. Wicklow town centre is connected to the N11 by two major regional roads – the R750 which links the town to the N11 Rathnew-Ashford interchange via Rathnew and the R751, which links the town centre to the N11 at the Beehive. Wicklow town centre is also linked via local road L509 (Rocky Road) to the N11 Ballinabarney interchange. All of these routes from and to Wicklow town centre connect to the new Town Relief Road, which allows for circulation around the town from any entry point from the N11.

Rathnew village centre is located in close proximity to the N11 Rathnew-Ashford interchange and is also connected to the Ballinabarney interchange via the old N11 (now a regional road).

The R750 is the principal local distributor road through the settlement from the N11 to the north, through Rathnew, through the Main Street of Wicklow town and onto Dunbur and the coast road to the south. The Regional Road R752 connects Rathnew to Rathdrum and on to the west of the County. The new Port Access Road connects both centres to the Murrough area obviating the need to travel through Wicklow town centre.

Below this distributor level network are secondary routes that provide both through and loop access to the town centre, residential areas and other sectors of the town. Traffic flows on a number of the main routes within the town centre is constrained due to the restricted capacity of the junctions.

Road Objectives

- RP1** To facilitate the future improvement of the settlement's roads hierarchy to distribute vehicular traffic on appropriate distributor routes whilst minimising the number of car trips through the town centre.
- RP2** To facilitate the development of a new inner relief road to the east of Rathnew Village (as shown on Map 12.1) which would facilitate access to new developments from the existing road network, would prevent congestion at the Rathnew mini roundabout due to the development of AA1 and achieve good traffic circulation in the area.
- RP3** To facilitate the development of a continuation of the distributor link road west of Marlton Park estate to the Town Relief Road.
- RP4** To facilitate the upgrading of Rocky Road in Wicklow Town and environs to a distributor road.
- RP5** To facilitate the upgrading of the Greenhills Road to serve future development of zoned lands in this area.
- RP6** To facilitate the development of a speed restricted link road from Crinion Park to the Broadlough residential estate, alongside the Convent lands to the south within the town.
- RP7** To facilitate the development of a new distributor road from the Rathnew – Glenealy Road (west of the village centre) to the R772, north of the village centre (as shown on Map 9.1) which would facilitate access to new developments from the existing road network, would prevent congestion at the Rathnew mini roundabout due to the development of employment zoned lands at Milltown / Charvey and achieve good traffic circulation in the area

9.5 Parking

It is national policy to reduce the dependency on the private car and move to a more sustainable form of transport namely public transport and / or cycling / walking. However notwithstanding this shift in policy there is still a requirement to cater for the needs of car users in terms of efficient traffic management, car parking, road infrastructure improvements and provision. There are over 1,000 paid parking spaces in Wicklow town centre with provision for short and long term parking and there is limited free parking in Rathnew Village.

Parking Objectives

- P1** New / expanded developments shall be accompanied by appropriate car parking provision as detailed in Table 9.2. Deviations from this table may be considered in the following cases:
- In the town / village centres where it is illustrated that there is sufficient public parking, and there is parking enforcement;
 - In multi-functional developments, where the developer provides a robust model of car-parking usage to show that dual usage will occur and that peak car parking demand at any time of the day will be met;
 - Where a residential development is in close proximity to a public transport node.
- P2** Provision shall be made in all new / expanded developments for disabled parking (and associated facilities such as signage, dished kerbs etc), at a suitable and convenient location for users.
- P3** Provision shall be made for off street loading / unloading facilities in all new / expanded developments, which are to receive regular deliveries.
- P4** To facilitate the operation and free flow of traffic in a safe manner in particular in the town / village centres and in locations proximate to schools, health and community facilities, by appropriately controlling car parking at such locations.
- P5** To facilitate the development of a multi-storey car park in Wicklow town centre at a suitable location, subject to the protection of the built heritage.

9.6 Harbour and Port

Wicklow Port and Harbour are an important physical feature and source of economic activity associated with the town. However, the full potential of the port and harbour is not being realised and investment in this asset could provide significant economic benefits to the settlement. This however must be balanced with competing demands to develop the amenity and recreational potential of the area.

Key to the development of this area, for either further commercial activity or leisure uses is access - with the construction of the Port Access Road in 2009, vehicular access to the Port was improved significantly with the effect of re directing Port HGVs away from the town centre.

Harbour and Port Objectives

- HP1** To promote and facilitate through appropriate land-use zoning and development management the expansion or development of recreational facilities and/or marinas at the harbour in Wicklow subject to compliance with the protection of the conservation objectives of surrounding Natura 2000 sites in accordance with the EU Habitats Directive.
- HP2** To support and facilitate the continued development of commercial marine and shipping activity at Wicklow Port, and to support proposals for port expansion and / or relocation subject to compliance with all of the objectives and standards set out in this development plan.

9.7 Development Management Standards.

9.7.1 Public Transport

Rail Network:

- Development in the vicinity of existing railway lines shall comply with the set back and construction requirements of Iarnrod Eireann.

Bus Network:

- New and improved roads shall generally be designed and include infrastructure for bus use unless otherwise advised by the Local Authority;

- In areas of large-scale housing expansion and employment development, road layouts shall be designed to allow for high permeability of buses;
- New / improved bus stops shall be of a suitable design in order to assist mobility-impaired passengers in boarding / leaving the vehicle;
- Proposed bus shelters should be sited and designed with due cognisance of both the needs of the bus users and bus routes and the visual sensitivity of the location of the proposed shelter.

9.7.2 Park and Ride Facilities

In all proposed park and ride facilities, the Council shall require the provision of the following:

- Pedestrian and cycle paths connecting the proposed facility to the public transport node it is serving and to the surrounding developments;
- Environmentally friendly lighting along all pedestrian and cycle paths connecting the facility to the transport node
- Adequate set down, waiting and turning areas for feeder buses;
- Bicycle parking facilities.

9.7.3 Public Roads

National Road & Regional Road Development Control Objectives

- Any works carried out on national and regional roads shall comply with the National Roads Authority publication 'Design Manual for Roads & Bridges', 'Manual for Streets' and the 'National Cycle Manual' as may be amended and revised, unless local conditions determine otherwise;
- No development shall be permitted that would involve direct access to or from a motorway in accordance with Section 46 of the Roads Act (1993);

Local Road Development Management Objectives (General)

The design of new urban local roads or improvements to existing urban roads and new means of access onto urban local roads and rural local roads shall generally comply with the guidance set out in the "Traffic Management Guidelines" (DTO), the National Cycle Manual and "Recommendations for Site Development Works for Housing Areas"(DoE), as appropriate. In particular-

- Positive measure for pedestrian and cycle safety, including designated tracks and junction facilities, will be required on district distributor roads;
- Local access roads should be principally designed with the pedestrian in mind (particularly at junctions) and in some circumstances shared pedestrian/vehicular areas may be appropriate.

District Distributor Roads-urban

- The existing urban regional and local road network in the plan area provide "district distributor road" functions. However in large scale developments or new expansion areas, new district distributor roads will often be required and the location and route of required new district distributor road will be indicated within the plan area;
- New district distributor roads will be required to be designed to the standards of (urban) regional roads, unless otherwise specified by the Planning Authority.

Local Collector Roads/Local Access Roads (Urban)

- Regardless of the nature of the development serviced, new local roads should be designed in a hierarchical manner, with collector or spine roads distributing traffic around local access roads providing direct access to properties and buildings;
- Measures to control the speed of roads to reflect their function in the hierarchy shall be employed as appropriate. This does not always imply the use of traffic calming devices such as ramps or rumble strips, but speed may be controlled through the manipulation of road alignment or the use of different surfaces;

- Local collector roads will normally be at least 6m in width, with footpaths and cycleways on both sides.
- Entrances and car parking shall generally be kept to a minimum on collector roads and shall only be provided where design speed is low and visibility is high;
- Local access roads shall be kept to the minimum width necessary to serve the scale and type of development proposed to reduce speed, and in housing areas, widths as narrow as 4.8m may be considered. However, the needs of emergency and refuse vehicles must also be accommodated.
- In employment areas, as local access roads will normally be serving industrial / warehousing / office buildings, adequate width will be required for larger vehicles, turning etc;
- Where new 'town centres' or 'streets' are being created, they should be designed on the 'local access road' scale. However, through careful design, appropriate provision shall be made for deliveries and commercial vehicles;
- In new housing areas, innovative road layouts will be encouraged and in particular, local access roads should be designed to give the highest priority to pedestrians and cyclists. The creation of 'home zones' should be a priority.

9.7.4 Pedestrian and Cycling Facilities

- New pedestrian and cycle facilities shall be designed in accordance with the standards set out in the Traffic Management Guidelines and the NTA National Cycle Manual and shall ensure ease of connectivity with the environs and between origins and destinations;
- Footpaths shall be provided on all new urban roads (from district distributor down to local access roads) to allow for full permeability of residential districts by pedestrians. All footpaths shall be designed to accommodate those with mobility difficulties or who are wheelchair bound;
- Cycleways shall be provided on urban district distributor roads and local collector routes e.g. spine routes through new housing estates. They will not be required on local access roads; instead the design of such roads should be based on reducing vehicular speeds and concentrate on making the road a safe environment for cyclists and children at play;
- The use of shared road space, that is suitable for safe use by vehicles and cyclists / pedestrians may be considered in lieu of footpaths and cycleways; the requirements of the Planning Authority should in such cases be determined prior to the making of any application;
- Pedestrian and cycleways will be required to follow the most direct route from origin to destination, subject to safety considerations. In particular, such routes should have adequate surveillance surrounding the development;
- Street lighting along foot and cycle paths shall be provided in accordance with the recommendations made in 'Site Development Works for Housing Areas' (DoEHLG 1998) as may be revised or replaced.

9.7.5 Vulnerable Road Users

- Particular design solutions will be called for in areas where vulnerable users might be present e.g. at or near schools / crèches, near youth or sports facilities. At these locations, vehicular traffic shall be required to be slowed appropriately or stopped to give priority to cyclists and pedestrians.
- Developers of such facilities may be required to fund such alterations as deemed necessary to accommodate their users;
- Suitable measures shall be put in place at junctions and crossings for those with mobility or visual impairment, such as ramps and tactile pavements;
- Facilities with vulnerable road users shall be located in areas with minimum conflicting traffic movements on local roads and allow access by the greatest number.

9.7.6 Parking

Car Parking

- Where on-site car parking is provided, the car parking area shall be suitably surfaced and all bays and aisles marked out with white durable material. Spaces shall meet the following size requirements:

Table 9.1 Car parking spaces

| | |
|-----------------------------|---------------------------------|
| Car-Parking Bays | 5.0m x 2.5m |
| Disabled Parking Bay | 5.0m x 2.5m + 0.9m between bays |
| Loading Bay | 6.0m x 3.0m |
| Circulation Aisles | 6.0m in width |

- Loading bays shall be located to prevent any obstructions to traffic circulation or use of other spaces;
- Where parking is permitted in the view of the general public, adequate soft landscaping shall be provided to soften the appearance of hard surfaced areas;
- Parking areas shall be reserved solely for the parking of the vehicles and should not be used for the storage of materials or goods associated with the development, nor for the parking of goods or other heavy vehicles;
- The standards set out in Table 9.2 to follow shall apply to all new developments, be it new construction or additions to or material change of use of existing buildings;
- Disabled car parking spaces shall generally be provided at a rate of 5% of the total number of spaces, for developments requiring more than 10 car parking spaces, with the minimum provision being one space (unless the nature of the development requires otherwise).

Bicycle Parking

- The Planning Authority will require the provision of a minimum level of bicycle parking facilities in association with new developments and the change of use of an existing property. Where the provision of bicycle parking facilities are intended for use by the staff of that particular development, stands should be located within the curtilage of the development to ensure security and supervision. Bicycle stands for use by visitors should be located to maximise convenience to the entrance of buildings and positioned so as to ensure safety, security and supervision; the NTA's National Cycle Manual should also be referred to for guidance.
- In residential developments without private gardens or wholly dependent on balconies for private open space, bicycle stands should be provided in secure private communal areas;

The bicycle parking standards set out in Table 9.2 to follow shall apply.

Entrances and Sight Lines

- In all areas, new entrances shall be designed having regard to the function and traffic volumes on the adjoining public road as well as pedestrians, cyclists and vulnerable road users;
- Clear sightlines will be required to be available or provided at new junctions and entrances. The sight distance required shall be calculated using the applicable road design manuals (at the time of application) having regard to the following criteria:-
 - The designation of the road, its function in the road hierarchy and existing / projected volumes of traffic;
 - The speed limit of the road;
 - The vertical and horizontal alignment of the road;
 - Any other such factors that may be pertinent to the specific location or as may be set out in road design manuals.

When locating new entrances and proposing increases in traffic movements at existing entrances, it must be shown that vehicles turning right into the entrance do not obstruct or cause a hazard to other road users. Sufficient forward sight distance must be available to (a) cars approaching an entrance in case a car is waiting on the road carriageway to turn right, (b) for cars waiting to turn right at an entrance. Right turning lanes may be required and these shall be designed in accordance with the applicable road design manuals (at the time of application).

Road Gradients

- Flat gradients (i.e. no more than 1:40 / 2.5%) will be generally required at new junctions / entrances.
- The length of this flat area shall be determined having regard to the function of the new road. For a single dwelling or smaller housing development (less than 10 units), this area shall normally be a minimum of 6m in length. For larger housing developments or commercial developments, this may increase to 10m or more in order facilitate larger vehicles such as delivery vans, refuse trucks etc
- Roads serving new housing or commercial development shall nowhere be allowed to exceed a gradient of 1:10 (10%). Where a development includes roads at such gradients, the gradients will be required to be reduced appropriately at bends and corners.

Table 9.2 Car parking standards

| Use Class | Car Parking spaces to be provided | Cycle Spaces to be provided |
|--|--|--|
| Auditorium, Theatre, Cinema, Stadium | 0.33 per seat | 1 per 100 seats |
| Church, Place of Worship | 0.33 per seat | 1 per 5 seats |
| Nursing Homes | 0.5 per bed | 1 per staff |
| Third Level Colleges | 0.5 per student | 1 per 3 students |
| Hotel (excluding function room) | 1 per bedroom | 1 per 50 bedrooms |
| School (primary) | 1.2 per classroom | 1 per 4 children |
| School (secondary) | 2.0 per classroom | 1 per 2 children |
| Hospital | 1.5 per bed | 1 per 4 staff plus 1 per 10 beds |
| Clinics & Group Medical Practices | 2 per consultant | 1 per 4 staff plus 1 per 10 beds |
| Dwelling /Apartment | 1-2 per unit | 1 per unit (apartment only) |
| Warehousing | 1 per 100 m2 gross floor area | 1 per 200m2 gross floor area |
| Retail Warehousing & Factory/ Outlet/ Garden | 2 per 100 m2 gross floor area | 3 per 100m2 gross floor area |
| Library | 3 per 100 m2 gross floor area | 1 per 4 staff +1 per 100m2 of gross floor area |
| Manufacturing | 3 per 100 m2 gross floor area | 2 per 100m2 gross floor area |
| Offices (ground floor) | 5 per 100 m2 gross floor area | 2 per 100m2 gross floor area |
| Offices (above ground floor) | 4 per 100 m2 gross floor area | 2 per 100m2 gross floor area |
| Bank or Financial Institution | 7 per 100 m2 gross floor area | 2 per 100m2 gross floor area |
| Restaurant dining room | 10 per 100 m2 gross floor area | 1 per 4 staff +4 per 100m2 of gross floor area |
| Take-Away | 1 car parking space per 18sqm gross floor area | 2 per unit |
| Ballroom, Private dance Clubs | 8 per 100 m2 gross floor area | 1 per 4 staff plus 4 per 100m2 of gross floor area |
| Bar, Lounges, Function Rooms | 10 per 100 m2 gross floor area | 1 per 4 staff plus 4 per 100m2 of gross floor area |
| Marina | 1 car space per berth | 1 per 4 berths |
| Playing Fields | 10 car spaces per pitch | 10 per pitch |
| Childcare facilities | 0.5 spaces per staff member + 1 car parking space per 10 children | 0.5 per staff member |
| Allotments | 1 space generally per plot within the plan area, however relaxation of this standard shall apply on a case by case basis | 1 per plot |
| Out of town / regional shopping centres | 6 per 100sqm floor area | 4 per 100m2 gross floor area |
| Other retail (district / neighbourhood centre, large / discount foodstore) | 4 per 100sqm floor area | 4 per 100m2 gross floor area |
| Small Shop (<500sqm Gross Floor area) | 4 per 100m2 of gross floor area | 4 per 100m2 of gross floor area |
| Leisure facilities | 4 per 100m2 of gross floor area | 1 per 4 staff plus 4 per 100m2 of gross floor area |
| Showrooms | 4 per 100m2 of gross floor area | 2 per 100m2 of gross floor area |
| Cultural or Entertainment facility | 7 per 100m2 gross floor area | 1 per 4 staff plus 4 per 100m2 of gross floor area |
| Garages | N/a | 1 per 4 staff plus 4 per 100m2 of gross floor area |
| Rail Stations | N/a | 5 per departing service in peak period |
| Bus Stations | N/a | 4 per bus bay |
| Bus Stops | N/a | 4 per stop |

Set Backs from Public Roads

- In the interests of traffic safety, residential amenity and because of the long term space requirements of roads, particularly in rural areas, the Council will normally require buildings to be set back from the edge of the hard-paved surface of the public road as set out in Table 9.3 below;
- Where a set back lower than that shown in Table 9.3 is already existing on a site or in the immediate environs of a site, the Planning Authority may consider a reduction in the set back, having due regard to:
 - The likelihood of future road widening / realignment at that location;
 - The desire to maximise development density at locations in or close to urban areas;
 - The need to ensure adequate separation between roads and dwellings, to ensure adequate residential amenity; in particular to ensure limited disturbance by traffic noise and headlight glare from the adjacent road.

Table 9.3 Set backs from public roads

| Road Type | Set back | Description |
|-------------------------------------|---|--------------------------|
| Motorway | 20m* | Employment development * |
| National Primary / Secondary | 100m | All other development |
| Rural Regional | 20m* | Employment development * |
| | 40m | All other development |
| Rural Local Roads | 20m | All development |
| Urban Distributor Roads | 10m | All development |
| Urban Collector Road | 6m | All development |
| Urban Access Road | The minimum required to facilitate necessary footpaths and a 'buffer' area between the structure and the public realm | All development |

* The Council may allow a reduction in the set back for employment development, to 20m, where it is satisfied that no adverse impact are likely to arise either in terms of future road widening needs or distraction to road users

Road Safety Audits

Road Safety Audits will be required at the discretion of the Planning Authority, but shall generally be required where new road construction or a permanent change to the existing road layout is proposed.

The objective of a road safety audit is to ensure that the road safety implications of all schemes are fully considered for all users of the road and others affected by the scheme. It evaluates a road scheme during the design, construction and before the scheme is opened to traffic to identify potential safety hazards and suggest measures to eliminate or mitigate these problems.

Road Safety Audits shall be prepared in accordance with the guidance set out in the Design Manual for Roads and Bridges HD19/09 (and subsequent amendments). The principles of Sustainable Safety should also be considered.

Thresholds for Traffic and Transport Assessment

As an indicator for all roads, Table 1.4 of the Traffic Management Guidelines (DoT / DoEHLG / DTO, 2003) gives the thresholds above which a Transport Assessment is automatically required. Table 9.4 below reproduces this.

Table 9.4: Traffic Management Guidelines - Thresholds For Transport Assessments

| |
|--|
| Traffic to and from the development exceeds 10% of the traffic flow on the adjoining road. |
| Traffic to and from the development exceeds 5% of the traffic flow on the adjoining road where congestion exists or the location is sensitive. |
| Residential development in excess of 200 dwellings. |
| Retail and leisure development in excess of 1,000m ² . |
| Office, education and hospital development in excess of 2,500m ² . |
| Industrial development in excess of 5,000m ² . |
| Distribution and warehousing in excess of 10,000m ² . |

Sub-threshold Criteria for Traffic and Transport Assessment

In some cases the impact of traffic volumes may not be significant and the thresholds for a TTA may not be exceeded. However, the type and volume of generated traffic on National Roads may be of a nature to raise concerns about effects on road safety and road structure. In such cases, the criteria in Table 9.6 below will be consulted. If the proposed development meets two or more of these criteria, then a TTA should be requested.

Table 9.6: Sub-threshold Criteria for Traffic and Transport Assessment

| | |
|-----------------------------|---|
| Vehicle Movements | The character and total number of trips in / out combined per day are such that as to cause concern. |
| Location | The site is not consistent with national guidance or local plan policy or accessibility criteria contained in the Development Plan. |
| Other Considerations | The development is part of incremental development that will have significant transport implications. |
| | The development may generate traffic at peak times in a congested area or near a junction with a main traffic route. |
| | The development may generate traffic, particularly heavy vehicles in a residential area. |
| | There is significant concern over the development's effect on road safety. |
| | The development is in tourist areas with potential for congestion |
| | Planning Authority considers the proposal will result in a material change in trips or raises significant transport implications. |

Roadside Signage

Signage serves three functions as set out below. This section covers signage on and adjacent to the public road but does not cover road traffic and directional signs erected by the Road Authority.

(a) Directional and Information Signage

These are signs that provide the public with directions to a particular location, where destinations may be difficult to find (e.g. a specified business / service, sports club, public or voluntary service, etc.) particularly at the latter stage of a journey. What differentiates these from advertising signs is that they are for the purpose of directing people to a place, club or service that they already know about, or a facility aimed at tourists, that they would be expected to be seeking. These are intended to complement, but not replace, pre-planning of the journey and the use of verbal instructions, maps and road atlases. Examples of such destinations would typically, but not exhaustively, include railway stations, football clubs, theatres, schools/colleges, national and regional attractions.

(b) Advertising Signage

These are signs whose objective is to market a business, product or service. These can take many forms, ranging from billboards and posters, to pole mounted signs (including fingerpost signs).

While the Council acknowledges the need for advertising and accepts that it is a necessary part of commercial life, it is also aware of its responsibility to protect the visual amenity in urban and rural areas and for the elimination of traffic hazards. A conglomeration of signs or a sign of inappropriate size can detract considerably from the character and visual amenity of a settlement, result in visual clutter and conflict with the interests of road safety.

(c) Identification Signage

These are signs to identify a business, service or premises, and are normally proximate to the premises/business/service. There are two distinctive ways in which consent can be applied for advertising or signposting structures.

- Firstly, planning permission is required for the erection of signs located on private property (except those exempted under Schedule 2 Part 2 of the Planning & Development Regulations 2001, as may be amended).
- Secondly, the erection of advertising signs on, over or along the public road is licensable under Section 254 of the Planning & Development Acts as amended. Such licences are granted on a temporary basis.

The nature and extent of signage allowable will be determined by its location and in particular, the classification of the road will set the control parameters.

Signage Objectives & Standards

(a) Advertising Signs

Advertising signs will not be permitted except for public service advertising. This is to avoid visual clutter, to protect and preserve the amenity and/or special interest of the area, to ensure traffic safety and where applicable, to preserve the integrity of buildings, particularly those listed for preservation.

Strictly temporary signs may be permitted to advertise permitted development, subject to an assessment of the cumulative impact of signage in the area and having regard to the particular environment of the site.

(b) Directional and Information Signs

Regional and Local Roads

Directional and information signage will be permitted on Regional and Local Routes. Such signage shall be in finger post form and shall include only the business / facility name and distance information. Subject to the following:

- These are intended to complement, but not replace, pre-planning of the journey and the use of verbal instructions, maps and road atlases;
- Supplement rather than duplicate information already provided on other direction signs. In particular signs will only be considered from the town or village (that is already well signposted) nearest to the facility;
- Tourism and leisure facilities shall be on signs of white writing on brown background. All other signs shall be black writing on a white background;
- Signs will be permitted from more than one direction only where it can be demonstrated that the different approaches are well trafficked, and add convenience to road users;
- In addition signs will also be considered where there are clear benefits to the road user, e.g. for safety reasons, where locations may be hard to find or to encourage visitors to use particular routes.

(c) Identification Signage on Sites / Buildings

Signage on sites or buildings shall comply with the following requirements:

- Signage on shopfronts or other non-retail service uses in town and neighbourhood centres shall comply with Chapter 6 of this plan;

- Signage on other commercial buildings / sites (e.g. in business parks, hotels etc) shall be tastefully designed and positioned at or near the main entrance to the site / structure, with lettering size limited to that necessary to identify the site when in visual distance (which would not normally require lettering in excess of 300mm height);
- In semi-rural areas, a wall mounted plaque type sign at the entrance gates will normally be considered sufficient for site identification purposes, with lettering not exceeding 200mm. A pole mounted traditional hanging type style, not exceeding 300mm x 500mm may also be permitted, subject to the proviso that no impacts on traffic safety arise;
- The size, scale and number of freestanding signs, flagpoles or other signage structures with logos or advertising thereon will be controlled in the interests of amenity and the preservation of the character of the area;
- Signs will not be permitted where they compete with road signs or otherwise endanger traffic safety.

CHAPTER 10

SERVICES INFRASTRUCTURE – WATER, WASTE, ENERGY & TELECOMMUNICATIONS

10.1 Introduction

The provision and operation of water, waste, energy and telecommunications services infrastructure is a key element in supporting economic growth and providing a satisfactory quality of life for existing and future residents within the plan area through sustaining environmental quality. In particular, water infrastructural capacity is a pre-requisite for new development within the plan area. Whilst universal access to these services is the ideal model the reality is that there are limitations on available resources. This stems from a combination of environmental, organisational capacity, planning and other constraints, coupled with economic reality, all of which dictate that resources must be focused in a manner that will maximize potential benefit to the settlement.

10.2 Water

10.2.1 Water Supply

The 'Wicklow Water Supply Scheme' is the water supply for the plan area which comes from the Dublin Regional Supply at Vartry Reservoir in Roundwood. This water is then piped to the Cronroe Water Treatment Plant and Reservoir in Ashford and then piped along the Glenealy Road to Broomhall before being equally split to initially serve the Broomhall Reservoir and then piped on to the Ballynerrin Reservoir.

Upon completion of a new pipeline from the Vartry supply to the Cronroe Reservoir by 2013, the town will have sufficient water supply to meet the needs of projected population growth. Notwithstanding the availability of water supply, the ability to supply all lands within the environs boundary is restricted, mainly due to the lack of a high level reservoir, and also to requirements regarding the upgrade and rationalisation of existing systems.

It is important that measures are taken to control the demand for water and focus now needs to be placed on water conservation as well as supply increase. The term 'water conservation' refers to the wide range of measures that can be employed to more efficiently utilise the water resource, such as reducing the demand for water in homes, farms and places of work, reducing leakage in the water distribution network and the reuse of rain / storm water and grey water.

10.2.2 Wastewater

The wastewater from Wicklow town, environs and Rathnew (as well as Ashford) is directed to the Murrough Pumping Station where the primary screening of the wastewater takes place. Thereafter the screened wastewater is pumped to the new Knockrobin Wastewater Treatment Plant where it goes through the treatment process. The high quality treated effluent is returned to the Murrough Pumping Station where it is discharged to sea via a surge tower and a long sea outfall pipe. The remaining sludge is treated and used for beneficial use.

This waste water treatment system has a capacity of 34,000 p.e. (population equivalent) and is currently (2012) operating at 17,500pe capacity. Therefore there is adequate capacity to meet the needs of the 2022 projected plan area population and its associated commercial and community development.

10.2.3 Surface Water

Surface water in the town is mainly collected in the combined sewer system and treated in the waste water system before being discharged directly to the sea. In accordance with current practice, newer developments have separate surface water collection and attenuation systems; however, they are being

collected in the main sewer system as there is no separate surface water drainage system within the town. In times of excess surface water, this is attenuated in the Murrough storage tanks to minimise the risk of overflows before being treated in the waste water plant.

10.2.4 Water Objectives

- W1** To ensure that all waste water generated is collected and discharged after treatment in a safe and sustainable manner, strictly in accordance with the standards and requirements set out in EU and national legislation and guidance documents including the provisions of the Eastern River Basin Management Plan and the Habitats Directive.
- W2** All new development on zoned land shall be required to connect to public mains system, i.e. the 'Wicklow Water Supply Scheme' and 'Wicklow Sewerage Scheme', for water supply and effluent disposal.
- W3** Permission will be considered for on-site effluent treatment and disposal systems for single houses in the Strategic Land Bank zoning in accordance with the with the EPA manual and relevant objectives of the County Development Plan.
- W4** To examine the feasibility of connecting unsewered areas, including individual properties / premises serviced by septic tanks, to existing and planned sewer networks
- W5** To ensure the separation of foul and surface water effluent through the provision of separate sewerage networks.
- W6** To ensure the implementation of Sustainable Urban Drainage Systems (SUDS) and in particular, to ensure that all surface water generated in a new development is disposed of on-site or is attenuated prior to discharge to an approved surface water system.
- W7** To protect existing and potential water resources of the Town and its Environs area, in accordance with the EU Water Framework Directive, the River Basin Management Plans, the Groundwater Protection Scheme and source protection plans for public water supplies.
- W8** To ensure that safe, reliable and effective water services infrastructure is put in place to service the existing and future development needs of the settlement. To require new developments to connect to public water supplies and it has been demonstrated by the developer that any such connection will provide for adequate water for the intended development without impacting on existing supply or pressure elsewhere in the settlement.
- W9** To seek to minimise wastage and demand for water, through ongoing monitoring and improvement of the Local Authority controlled water distribution system and requiring new developments to incorporate water efficiency measures.

10.3 Flooding (Flood Management)

Flooding is a natural phenomenon of the hydrological cycle. Different types of flooding include overland flows, river flooding, coastal flooding, groundwater flooding, estuarial flooding and flooding resulting from the failure of infrastructure. Like any other natural process, flooding cannot be completely eliminated, but its impacts can be avoided or minimised with proactive and environmentally sustainable management and planning.

The Office of Public Works (OPW) is the lead agency for flood risk management in Ireland. This gives the OPW a role in policy advice and coordination in addition to its operational roles, but not responsibility for addressing all issues related to flooding. Local Authorities are required to implement the provisions of 'The Planning System and Flood Risk Management' Guidelines (DoEHLG 2009) in the carrying out of their development management functions.

These guidelines require the planning system at national, regional and local levels to:

- (1) Avoid development in areas at risk of flooding by not permitting development in flood risk areas, particularly floodplains, unless where it is fully justified that there are wider sustainability grounds for appropriate development and unless the flood risk can be managed to an acceptable level without increasing flood risk elsewhere and where possible, reducing flood risk overall;
- (2) Adopt a sequential approach to flood risk management based on avoidance, reduction and then mitigation of flood risk as the overall framework for assessing the location of new development in the development planning processes; and
- (3) Incorporate flood risk assessment into the process of making decisions on planning applications and planning appeals.

Flood Management Strategy

The Council shall adopt a comprehensive risk-based planning approach to flood management to prevent or minimize future flood risk. In accordance with the Ministerial *Guidelines on the Planning System and Flood Risk Management*, the avoidance of development in areas where flood risk has been identified shall be the primary response. Proposals for mitigation and management of flood risk will only be considered where avoidance is not possible and where development can be clearly justified with the guidelines' *Justification Test*. The justification test has been designed to rigorously assess the appropriateness, or otherwise, of particular developments that, for the reasons of town centre location, are being considered in areas of moderate or high flood risk. Flood management should have regard to surface water, groundwater, drinking water supply, flood plains and water and wastewater infrastructure.

Avoidance of Development in Flood Risk Areas

Flood zones are geographical areas within which the likelihood of flooding is in a particular range and they are a key tool in flood risk management within the planning process as well as in flood warning and emergency planning. There are three types or levels of flood zones defined for the purposes of the guidelines:

- Flood zone A – where the probability of flooding is highest (greater than 1% or 1 in 100 for river flooding or 0.5% or 1 in 200 for coastal flooding) and where a wide range of receptors would be vulnerable;
- Flood zone B – where the probability of flooding is moderate (between 0.1% or 1 in 1000 and 1% or 1 in 100 for river flooding and between 0.1% or 1 in 1000 year and 0.5% or 1 in 200 for coastal flooding); and
- Flood zone C – where the probability of flooding is low (less than 0.1% or 1 in 1000 for both river and coastal flooding).

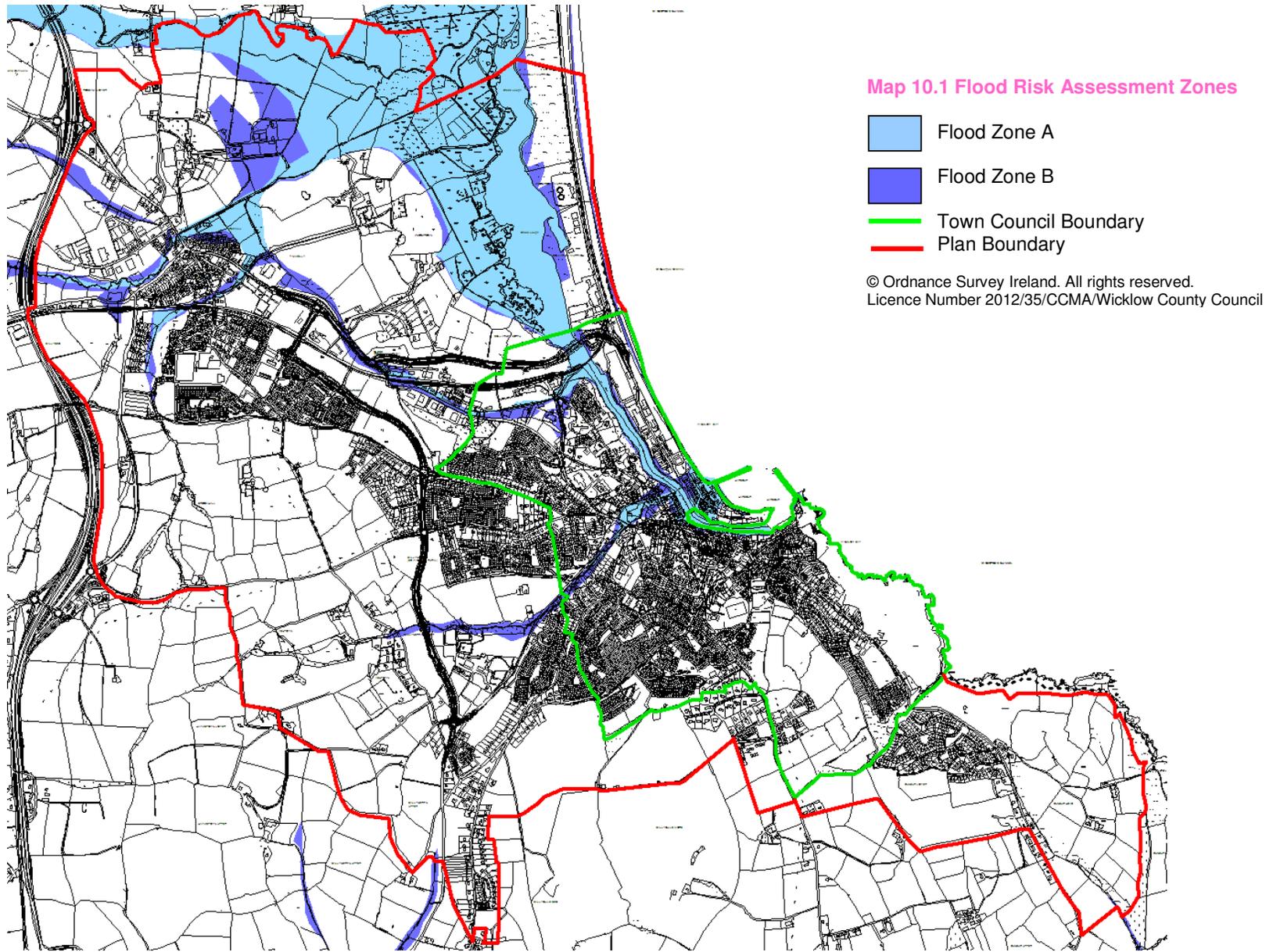
A flood risk assessment has been carried out in accordance with the *Guidelines on the Planning System and Flood Risk Management* and is included in this plan as an Appendix. Map 10.1 below illustrates Flood Zones A and B in the plan area – for clarity and legibility, Flood Zone C is not marked and can be taken to be all other areas.

Flood Management Objectives

- FL1** To implement the provisions of the *Guidelines on the Planning System and Flood Risk Management* and the Flood Risk Assessment carried out as part of this plan.
- FL2** Applications for developments in high or moderate flood risk areas (Flood Zones A and B) shall be assessed in accordance with 'The Planning System and Flood Risk Management Guidelines (Nov 2009 DEHLG & OPW)'. Where the Planning Authority is considering proposals for new development in areas at high or moderate risk of flooding that include types of development that are vulnerable to flooding and that would generally be inappropriate as set out in Table 3.2 of the Guidelines, the Planning Authority shall be satisfied that the development satisfies all the criteria of the Justification Test for development management, as set out in Box 5.1 of the Guidelines. Flood Risk Assessments shall be in accordance with the requirements set out in the Guidelines.
- FL3** Notwithstanding the identification of an area as being at low or no risk of flooding (Flood Zone C) where the Planning Authority is of the opinion that flood risk may arise or new information has

come to light that may alter the flood designation of the land, an appropriate flood risk assessment may be required to be submitted by an applicant for development permission.

- FL4** To limit or break up large areas of hard surfacing in new developments and to require all surface car parks to integrate permeability measures such as permeable paving.
- FL5** Excessive hard surfacing shall not be permitted for new, or extensions to, residential or commercial developments and all applications will be required to show that sustainable drainage techniques have been employed in the design of the development.
- FL6** To require all new developments to include proposals to deal with rain and surface water collected on site and where deemed necessary, to integrate attenuation and SUDS measures.
- FL7** For developments adjacent to all watercourses of a significant conveyance capacity or where it is necessary to maintain the ecological or environmental quality of the watercourse, any structures (including hard landscaping) must be set back from the edge of the watercourse to allow access for channel clearing/ maintenance/ vegetation. A minimum setback of up to 10-15m will be required either side depending on the width of the watercourse with riparian vegetation generally being retained in as natural a state as possible.



10.4 Waste and Emissions Control

The issue of waste management is recognised as one of the most problematic areas of environmental management. Waste generation is directly linked to trends in consumption and output, reflecting population growth and household formation, the level of manufacturing, industrial and agricultural activity, and overall economic performance. The waste produced from the above activities can be quite diverse requiring consideration of a wide range of environmental, technical, economic and market related issues in order for it to be efficiently managed.

The Councils' strategies and policies on waste management as whole are already set out in the Wicklow Waste Management Plan. This section will therefore only set out the strategies and objectives of plan with regard to solid waste and 'waste' emissions to the environment, as they impact on land use decisions and applications for planning permission.

10.4.1 Solid Waste Management

It is the policy of the Council, as set out in the Wicklow Waste Management Plan, to:

- Prevent or minimise the production of waste in the first instance
- Reduce, re-use and recycle to the maximum extent possible
- Endeavour to recover energy from waste where possible
- Ensure the efficient and safe disposal of any residual waste

The role of a land-use plan in the achievement of these objectives is somewhat limited, but it will play a role in guiding the location of new facilities and services that are necessary to implement the Wicklow Waste Management Plan.

Hazardous wastes pose a greater risk to the environment and human health than non hazardous wastes and thus require a stricter control regime. Hazardous waste is generated by all sectors of Irish society, from large industry, to small businesses, households, schools and farms. It is for the most part managed by the professional hazardous waste industry and is treated appropriately and in accordance with legal requirements. A significant amount of hazardous waste is generated in County Wicklow, in the main due to the presence of the chemical and pharmaceutical industries. While the Wicklow Local Authorities do not directly manage waste generated by these private companies it does provide for civic amenity sites for the proper collection of small quantities of household hazardous waste.

Solid Waste Management Objectives

- WM1** To facilitate the development of sites, services and facilities necessary to achieve implementation of the objectives of the Wicklow Waste Management Plan.
- WM2** To have regard to the Councils' duty under Section 38 (1) of the 1996 Waste Management Act, to provide and operate, or arrange for the provision and operation of, such facilities as may be necessary for the recovery and disposal of household waste arising within its functional area.
- WM3** To require all developments likely to give rise to significant quantities of waste, either by virtue of the scale of the development or the nature of the development (e.g. one that involves demolition) to submit a construction and / or operation management plan, which will outline, amongst other things, the plan for the safe and efficient disposal of waste from the site.
- WM4** To require all new developments, whether residential, community, agricultural or commercial to make provision for storage and recycling facilities.
- WM5** To facilitate the development of existing and new waste recovery facilities and in particular, to facilitate the development of 'green waste' recovery sites.
- WM6** To have regard to the "Major Accidents Directive" (European Council Directive 96/82/EC). This Directive relates to the control of major accidents involving dangerous substances with an

objective to prevent major accidents and limit the consequences of such accidents. This objective will be implemented through Development Management, through specific control on the siting of new establishments and whether such a siting is likely to increase the risk or consequence of a major accident.

10.4.2 Litter and Illegal Dumping

The occurrence of illegal dumping and the amount of litter and street cleaning waste generated in the County has been falling. This can be attributed to the National Litter Campaign and increased public awareness. All such wastes are disposed of to landfill and therefore all efforts are required to continue to reduce this form of waste.

Litter and Illegal Dumping Objectives

- LT1** To facilitate the implementation of the County and the local Litter Management Plan.
- LT2** To proactively pursue enforcement and legal action against perpetrators of illegal dumping and 'fly tipping'.
- LT3** To require all new potential litter generating developments (such as shops, takeaways, pubs etc) to provide litter / cigarette bins on or directly adjoining the premises and to provide for the cleaning of the adjoining streetscape in accordance with the provisions of Part II Section 6 of the Litter Pollutions Act 1997 and 2003.

10.4.3 Air Emissions

The Environmental Protection Agency holds overall responsibility for the co-ordination and monitoring of air quality in accordance with EU air quality directives. Damaging emissions in the air can take the form of pollutant gases (for example from car exhausts) and air borne particulates (such as dust). At present, there is a localised effect upon air quality in the town centre area due to traffic emissions. In general, potential concerns in terms of air quality, either from traffic or industrial activities, are greatly reduced by Wicklow Town - Rathnew's coastal location. The attendant sea winds and air movements generally result in the dispersal of emissions in the town. Air quality in the general study area is not considered to be a significant issue.

Air Emissions Objectives

- AE1** To regulate and control activities likely to give rise to emissions to air (other than those activities which are regulated by the EPA).
- AE2** To require proposals for new developments with the potential for the accidental release of chemicals or dust generation, to submit and have approved by the Local Authority construction and/or operation management plans to control such emissions.
- AE3** To require activities likely to give rise to air emissions to implement measures to control such emissions, to install air quality monitors and to provide an annual air quality audit.

10.4.4 Noise pollution

Noise pollution can be described as unwanted sound that disrupts the activity or balance of our daily lives. There are many sources of noise pollution, most of which are associated with urban development; road, rail and air transport; industrial, neighbourhood and recreational noise.

In Ireland, the principal laws relating to noise are set out in Sections 106, 107, and 108 of Part VI of the Environmental Protection Agency (EPA) Act 1992. Under this legislation local authorities or the EPA are empowered to serve a notice requiring measures to be taken to limit or prevent noise. The local authority

has a role in the issuing of noise conditions as appropriate in planning permissions and in the enforcement of any planning permissions granted.

Noise Pollution Objectives

- NP1** To enforce, where applicable, the provisions of the Environmental Protection Agency (EPA) Acts 1992 and 2003, and EPA Noise Regulations 1994.
- NP2** To regulate and control activities likely to give rise to excessive noise (other than those activities which are regulated by the EPA).
- NP3** To require activities likely to give rise to excessive noise to install noise mitigation measures and monitors. The provision of a noise audit may also be required as appropriate.

10.4.5 Light pollution

While the use of artificial light has done much to safeguard and enhance our night-time environment, if it is not properly controlled, obtrusive light (commonly referred to as light pollution) can present physiological, ecological and safety problems. Outdoor lighting, when misdirected towards public roads (light glare), can be a hazard to drivers. Light pollution, whether it keeps you awake through a bedroom window (light trespass) or impedes your view of the night sky (sky glow), is a form of pollution and could be substantially reduced without detriment to the lighting task.

Light Pollution Objective

- LP1** To require proposals for new developments with the potential to create light pollution or light impacts on adjacent residences, public roads and environmentally sensitive areas to mitigate impacts.

10.5 Energy and Telecommunications

The word *energy* is used as a synonym of energy resources, and most often refers to substances like fuels, petroleum products and electricity in general. These are sources of *usable energy*, in that they can be easily transformed to other kinds of energy sources that can serve a particular useful purpose.

Today, we burn fossil fuel, such as coal, oil, and natural gas to make energy. Fossil fuels are non-renewable, that is, they are not replaced as soon as we use them. We therefore face the potential depletion of these resources in the future and the associated risk to security of fuel supply. Furthermore, the combustion of such fuels results in emissions to the atmosphere. It is imperative that our use of and dependence on fossil fuels be reduced. Therefore the development of renewable energy shall be to the forefront in the Councils' policy formulation.

The Councils recognise the importance of a high quality telecommunication infrastructure in the context of national, regional and local development. The development of this service is an essential element in industrial, commercial, tourist and social development. The next generation of telecommunication networks is likely to be coming on stream during the course of this plan, such as higher capacity and speed broadband and facilitation of these systems is key goal of this plan.

10.5.1 Energy

The most recent comprehensive data available for energy use in Ireland is from 2007. In that year, the total requirement for all uses of energy including energy used to transform one energy form to another (e.g. burning fossil fuels to generate electricity) and energy used by the final consumer, which is measured in terms of its oil equivalent, was 16.1 MTOE (million tonnes oil equivalent). This energy use is split evenly between the three principal energy users – transport (33%), electricity generation (33%) and heating (34%). Growth in energy demand is forecast to be 2-3% annually to 2020.

The problem is with the source of this energy. In 2007, Ireland was 96% dependent on fossil fuels, 90% of which were imported. This gives rise to two serious problems:

- Ensuring the continued security of energy supply;
- Continued release of CO₂ and pollutants into the atmosphere, with their associated impacts of environmental health and climate change.

These issues in themselves give Ireland the impetus to move away from fossil fuel dependency and to exploit and develop renewable sources of energy. Ireland's commitment to a move to renewables however also stems from its international commitments such as the Kyoto Protocol, European Directives 2001/77/EC¹ and 2009/28/EC for the Promotion of Renewable Energy Sources, which will establish a target of 20% of overall EU energy consumption coming from renewable sources by 2020. The Government have recently revised the target for energy consumption from renewable sources (RES-e) and has increased the target to 40 % by 2020.

Therefore it is imperative to consider both the issues of supply and demand for energy.

Energy Objectives

- E1** To encourage the development of alternative and renewal energy sources, including wind, solar, hydro, bio energy sources, and other energy infrastructure subject to all normal planning considerations, including the protection of environmental and ecological quality and visual amenity.
- E2** To encourage the development of wind energy at suitable locations in the plan area, in accordance with the County Wicklow Wind Strategy and in particular to allow wind energy exploitation subject to:
- The maintenance of a suitable buffers between any wind turbine and any existing residential areas and detailed evaluation and mitigation of potential impacts on any residence within 600m of any wind turbine;
 - Consideration of any Natura 2000 sites and the potential direct, indirect and/or cumulative impact of the proposal on their conservation interests;
 - Impacts on visual, residential and recreational amenity;
 - Impacts on 'material assets' such as towns, infrastructure and heritage sites;
 - Consideration of grid connection issues;
 - Best practice in the design and siting of wind turbines, and all ancilliary works including access roads and overhead cables.
- E3** To facilitate the development of off-shore wind energy projects insofar as onshore facilities may be required, having regard to the provisions of the National Offshore Renewable Energy Development Plan and subject to all normal planning considerations, and the protection of the conservation objectives of Natura 2000 sites.
- E4** To facilitate the development of solar generated energy and to positively consider all applications for the installation of PV cells / solar panels at all locations, having due regard to architectural amenity and heritage.
- E5** To facilitate the development of expanded or new river / lake based hydroelectricity plants, subject to due consideration of ecological impacts, in particular, the free flow of fish, the maintenance of biodiversity corridors and the potential impact, directly, indirectly or cumulatively on Natura 2000 sites.
- E6** To facilitate the development of small-scale electricity generation installations such as solar panels, single stand-alone or wall mounted wind turbines and biomass converters.
- E7** To require all new buildings during the design process to incorporate sustainable technologies capable of achieving a Building Energy Rating in accordance with the provisions S.I. No. 666 of

¹ EU target of 21 % of electricity from RES by 2010, Irish target of 13.2% by 2010.

2006 European Communities (Energy Performance of Buildings) Regulations 2006 and to support a building design that facilitates the achievement of a high rating.

- E8** To support the development and expansion of the electricity transmission and distribution grid, including the development of new lines, pylons and substations as required; to suitably manage development within 35m of existing 110KV/220kV transmission lines and to support and facilitate the development of landing locations for any cross channel power interconnector. All such proposals shall be subject to compliance with the protection of the conservation objectives of Natura 2000 sites in accordance with the EU Habitats Directive.
- E9** To facilitate the development of alternative transport fuels and the development of services and utilities for alternative vehicles types.

10.5.2 Telecommunications

The availability of high quality, high-speed information, telecommunication and broadcasting network is essential to the economic development of the Country. This principally comprises traditional telephone networks, mobile networks and broadband (all of which can carry voice and digital information, including the internet). Such networks not only provide for better communications between individuals and businesses but also provide opportunities to change the way we live and work, including working from home.

Telecommunications Objectives

- ICT1** To facilitate the development and expansion of communication, information and broadcasting networks, including mobile phone networks, broadband and other digital services, subject to environmental and visual amenity constraints.

10.6 Development Management Standards

10.6.1 Water Supply

- Proposed developments connecting to the public water supply shall provide the following information at application stage:
 - Point of connection to existing mains system
 - Information on the capacity and supply available at the point of connection
 - Analysis of pressure available
 - Proposals for pressure boosting or on-site water storage as may be required
 - The design of the water supply network on site, which shall be compliant with the specifications of Sections 3 and 4 of *“Recommendations for Site Development Works for Housing areas”* (DoEHLG 1998), as may be revised or amended

- Proposed developments dependent on a existing or new private well source shall provide the following details at application stage:
 - Location of water source and aquifer type and vulnerability;
 - Hydrogeological analysis of the water regime in the area, direction of flows, location of possible sources of contamination etc;
 - Measures to ensure the protection of the source;
 - Yield and quality analysis (in accordance with current Drinking Water Regulations);
 - Proposals for a duty and standby well, each with its own submersible pump to ensure security and continuity of supply to the proposed development;
 - Management measures including treatment (where necessary) and ongoing maintenance;
 - Such assessment shall be provided by a recognised hydrogeological professional with professional indemnity insurance.

10.6.2 Water Demand

- The provision of “dual flush” toilets shall be required in all new developments, in accordance with Part G of the Building Regulations (as amended 2008).
- Rainwater butts⁶ shall be installed by the developer for all new residential developments.

10.6.3 Wastewater Systems

- Proposed developments connecting to the public wastewater collection system shall provide the following information at application stage:
 - Point of connection to existing mains system;
 - Information on the capacity available at the point of connection;
 - The design of the wastewater collection system on site, which shall be compliant with the specifications of Sections 3 and 4 of “*Recommendations for Site Development Works for Housing areas*” (DoEHLG 1998), as may be revised or amended;
 - Details of any proposed pumping stations, to include full details of design and operating processes, which accord with the requirements of the Water Services Authority.
- Proposed developments dependent on private wastewater collection and treatment systems shall comply with the appropriate EPA Wastewater Treatment Manual:
 - Persons carrying out a site assessment must submit appropriate background information confirming their competency to carry out the assessment and details of their professional indemnity insurance;
 - Developers of private temporary treatment plants will be required to submit a maintenance contract for the operational lifetime of the plant.

10.6.4 Surface and Storm Water Systems

All new developments shall be designed to ensure:

- The on-site collection of surface water separate from foul water;
- Surface water is appropriately collected on site to prevent flow onto the public roadway, adjoining properties or into the public foul sewer / sewage treatment plant;
- The appropriate on-site disposal of surface water (where the scale and amount of water generated makes this feasible) e.g. through soakpits. For larger scale developments, it may be necessary to demonstrate through soil and subsoil tests that the site is capable of absorbing the surface water generated;
- Where on-site disposal is not feasible and discharge to surface waters is necessary, that the system has been designed in accordance with Sustainable Urban Drainage measures (SUDS) and in particular, that run-off has been attenuated to greenfield conditions;
- Discharges to water courses shall be channelled through adequately sized filters / interceptors for suspended solids and petrol / oils prior to discharge.

10.6.5 Residential Development

- The design and layout of all individual and multi house developments shall provide for on site waste storage (including recyclables) and composting facilities;
- For traditional housing layouts, this will normally require the inclusion of sufficient space to the side or rear of a dwelling for the storage of waste, including up to 4 wheelie bins (recyclables, glass, organic and residual waste);

⁶ A water *butt* is a container for collecting rainwater from the roof and downpipes of a dwelling, which can later be used for gardening etc.

- For terraced houses or courtyard type developments (i.e. those developments that include houses with either no / limited private gardens) and apartment developments, bin storage and composting areas shall be provided;
- Waste storage areas shall be designed and screened so as not to cause any adverse visual impact on the proposed complex.

10.6.6 Employment and Commercial Developments

- All commercial developers shall appraise themselves of their obligations under the Waste Management Acts and the Wicklow Waste Management Plan 2006-2011 (and any subsequent reviews) and show at application stage details of waste storage and other waste facilities necessary to meet these obligations. In particular, as appropriate to the type of development:
 - Details of waste storage areas, including areas for the storage of recyclables shall be detailed. Such areas shall be suitably located and screened on site so as to minimise impacts on visual or residential amenity;
 - Developments likely to result in litter generation shall provide and manage litter bins on or immediately adjacent to the site;
 - Records of wastes arising / accidental emissions occurring shall be maintained and made available at any time as required by the Local Authority.
- Where permission does not specify the exact processes to be carried out on a site (e.g. permission for a light industrial development with no specified users), written approval shall be obtained from the Planning Authority for the exact use before such use is commenced. Details shall be provided of effluents, waste products, materials to be used in the industrial process, toxic or hazardous by-products of the industrial process, together with details of the intended means of disposing of effluents and waste materials and controlling toxic or hazardous by-products.

10.6.7 Agriculture

- Agricultural wastes shall be managed in an environmentally sustainable manner in accordance with the principles set by the Rural Environment Protection Scheme, the Farm Waste Management Scheme and relevant EU and national legislation (in particular, the EC (Good Agricultural Practice for the Protection of Waters) Regulations).

10.6.8 Construction and Demolition Waste

Construction Management

All construction sites shall be appropriately managed to ensure that environmental emissions are strictly controlled. This will be enforced by requiring (by planning condition) the agreement and implementation a 'construction and demolition management plan', which will set out detailed measures to manage waste arising from the construction activity. In drawing up such plans, developers should have regard to DoEHLG guidance publication 'Best Practice Guidelines on the preparation of Waste Management Plans for Construction and Demolition Projects' (2006) as may be amended and revised. In particular, such plans will set out:-

- Construction programme for the works
- Hours of operation
- A traffic management plan
- Noise and dust mitigation measures (including details of a truck wheel wash at the site entrance)
- Details of construction lighting
- A Construction Manager will be required to be appointed to liaise directly with the various sections of the Council.

Construction and Demolition Waste Facilities

Applications for the development of commercial waste disposal or recycling facilities catering for the disposal or reuse of inert clean soils, clays, sands, gravels and stones shall only be permitted at appropriate locations and shall be subject to the following:

- It shall be for the disposal of inert clean material only;
- There shall be a proven need for the proposed development;
- The proposed development shall be in accordance with the policies set out in the Wicklow Waste Management Plan;
- The proposed development shall not be located on lands that have a negative impact on the surrounding landscape or near a designated Natura 2000 site, or which interferes with a protected view or prospect, a public right of way, an existing or planned piece of strategic infrastructure, or an important tourist site;
- A development shall not be permitted if it has a detrimental impact on the amenity of adjoining residents, by reason of unacceptable levels of traffic, noise, dust, lighting or other impact resulting from the operation of the facility;
- A development shall not be permitted if it has a detrimental impact on the flora and fauna, ecology, ground and surface water, air quality, and geological / archaeological heritage of the area;
- The development shall not result in the creation of a significant traffic hazard and the road network is suitable and has the capacity for anticipated traffic levels.

It should be noted that this policy pertains to an inert clean waste disposal facility only, and does not relate to any ancillary activities pertaining to the operation of sorting, manipulation and recycling of other wastes.

A detailed phasing programme for the importation of material, to include details of the volume of material to be included in each phase, cross sections of each phase of operation, the construction of slopes or banks in each phase, details for the seeding and capping of each phase, details pertaining to the impact on the landscape at each phase and landscaping details for the final phase of site restoration must be submitted.

10.6.9 Air emissions

Dust

- Any activities likely to give rise to dust emissions (e.g. construction activities, extractive industry) shall make suitable arrangements, and take precautionary measures, to suppress and control dust arising from the activity or the handling and transportation of materials. The deposition of dust on surrounding lands, or spillage onto public roads shall be prevented at all times;
- Dust levels emanating from any site shall not exceed 350 milligrams/square metre per day averaged over a continuous period of 30 days, measured as deposition of insoluble particulate matter, at any position along the site boundary.

Particulates

- The concentration in ambient air of PM10 at any sensitive / residential receptor shall not exceed the quantity specified in a schedule to the Air Quality Standards Regulations 2002, and which is not to be exceeded for the period and under the conditions specified in the schedule in relation to that pollutant.

Noise

- The noise level arising from any development shall not exceed 55 dB(A) Leq (1 hour) with a maximum peak of 65 dB(A) between 0800 to 1800 hours, Monday to Saturday inclusive, but excluding public holidays, when measured at the closest residence. At all other times the noise level shall not exceed 45 dB(A) Leq (1 hour) measured at the same locations. No pure tones should be audible at any time;

- As and when required by the Planning Authority, a survey of noise levels at monitoring stations on adjacent properties (to be agreed with the Planning Authority) shall be undertaken by an agreed professional (at the expense of the developer) and the results submitted to the Planning Authority within one month of such a request.

The results of such surveys shall include, inter alia:-

- i. Type of monitoring, equipment used, sensitivity or calibration evidence, and the methodology of the survey.
- ii. Prevailing climatic conditions at the time of the survey.
- iii. The time interval over which the survey was conducted.
- iv. What machinery was operating at the time of the survey.

Light

- Applications for permission which include the provision of new street lighting or significant on site / on building lighting shall be accompanied by a certificate from a suitably qualified professional in the field confirming that all lighting has been so positioned and designed to eliminate or mitigate impacts on adjoining properties, particularly residences (light trespass) or on the night sky (sky glow). Regard shall be taken of **Guidance Notes for the Reduction of Light Pollution** (Institute of Lighting Engineers, 2000);
- All external lighting attached to buildings shall be cowled and directed away from the public roads and adjacent dwellings;
- To preserve the character of the night time landscape, roads in rural areas should use the minimum amount of lighting necessary, restricted to critical intersections. Passive measures, such as cat's eyes and reflectorised markings, should be preferred as night time safety guides.

10.6.10 Contaminated Land

Applications for the development of sites where soil or groundwater contamination is evident or is known to have occurred, or sites where a previous or current activity is at high risk of causing contamination, shall be accompanied by such documentation and investigations as appropriate to identify the nature and extent of the contamination and necessary measures required to contain and redress previous contamination and to prevent new contamination.

10.6.11 Design Standards for Improved Energy Efficiency

'Energy efficiency' in building design relates to (a) reducing the amount of energy used in the building and (b) increasing the use of renewable sources of energy. There are a number of ways in which both can be achieved:

- High quality insulation, which will minimise heat loss and therefore reduce demand for heat generation;
- The use of energy efficient lighting, which includes not only the use of energy efficient long life bulbs but also the installation of devices to control use of lights such as light movement sensors;
- The use of energy efficient appliances;
- In use of renewable energy technologies such as
 - Solar panels (for either or both water heating and for the generation of electricity)
 - Biomass burners, such as wood pellet boilers (again which can generate both heat and electricity)
 - Small scale wind turbines.

Even without these technologies, measures can be taken through siting and design to reduce energy use. The following are the main principles of Passive Solar Design (PSD) which should be integrated into the design process:

- Building location – where there is a choice in location, consideration should be given to the ability of any site to make use of sunlight for passive space heating;

- Orientation - the capture of solar gain can be maximised by orientating the main glazed elevation of a building within 30 degrees of due south;
- Room layout - placing rooms used for living and working in the south facing part of the building, to reduce reliance on artificial lighting and heating methods;
- Avoidance of overshadowing - careful spacing of buildings will minimize overshadowing of southern elevations, particularly during the winter when the sun is low;
- Window sizing and position – sizing and positioning windows to maximise gain from the sun, while minimising windows on other elevations. The precise amount of glazing utilised should be based on considerations of latitude, altitude, climatic conditions and heating / cooling requirements. Care is needed to avoid ‘over-glazing’ resulting in overheating / glare / fading of furnishings and heat loss when ambient temperatures fall;
- Ventilation and shade – to use natural ventilation or heat exchange system in order to avoid the need to install air conditioning;
- Thermal buffering - unheated spaces such as conservatories, green houses and garages attached to the house can act as a barrier to unwanted heat loss or gain in the main living area;
- Excessively large open spaces within the building should be avoided as this may lead to unequal distribution of warm air between upper and lower floors as air rises;
- Exterior finishes – materials and colours can be chosen to reflect or absorb solar thermal energy;
- Landscaping – energy efficient landscaping materials, including the use of trees, plants, hedges or trellis can be used to selectively create summer shading and also create winter wind chill shelter.

10.6.12 Masts and Telecommunications Development Standards

These standards deal with those telecommunications installations which form part of the requirements for licensed, public mobile telephony and which are considered to be development in accordance with the Planning & Developments Acts. Operators of broadcast VHF and fixed radio link installations, which support the mobile radio requirements of the emergency services, should, where applicable, take cognisance of these standards.

Need for the new installation

All applications for new antennae shall be accompanied by adequate information to show that there is a requirement for the new installation. In particular, the following information shall be provided:

- Map of the area concerned (minimum 10km radius) showing all antennae operated by the applicant and the applicant’s existing coverage in that area;
- Details of antennae operated by other providers in the area and their associated coverage maps;
- Details of the area to be covered by the proposed antennae and technical explanation of the reasons why coverage cannot be provided by existing antennae.

Location

Where it has been proven that there is a need for new / expanded coverage in a particular area, the applicant shall show that all existing masts and support structures in the area have been firstly examined to determine if the attachment of new antennae to existing support structures can provide the coverage required. This will require the submission of:

- A map of all existing support structures in the vicinity of the coverage ‘gap’;
- A technical evaluation of the capabilities of these masts to take additional antennae and provide the coverage required.

Once it has been determined that new antennae / antennae support structures are required and co-location on an existing support structure is not feasible, permission will be considered for new support structures and associated base stations subject to the following control criteria.

Locations in Settlements

The applicant shall be required to follow a ‘sequential’ approach to site location i.e. in accordance with the order of priority set out to follow, the applicant must show that the preferred locations have been examined in the first instance and rejected for specified reasons (commercial competition in this instance will not be acceptable as a reason) and only then, can locations further down in the hierarchy be considered:

- 1) Clustering with existing support structures;
- 2) In industrial estates or on industrial zoned lands;
- 3) Rooftop locations in commercial / retail zones;
- 4) In parks / open space areas ('disguised' masts may be requested in such areas).

New support structures shall not be permitted within or in the immediate surrounds of a residential area or beside schools. Impacts on protected structures, Architectural Conservation Areas, National Monuments or other building / sites of heritage value shall be considered.

Rural Locations

- Masts and base stations should be sited in a manner which respects the landscape and which limits the intrusion on the landscape. Notwithstanding coverage obligation issues:
 - Hilltops shall generally be avoided, except in exceptional circumstances, where technical or coverage requirements make it essential;
 - Locations in the direct line of listed views or prospects shall be avoided;
 - Along major tourist routes, care shall be taken to avoid terminating views
- The location of structures, archaeological sites and sites designated for nature conservation reasons (e.g. NHAs, SACs, SPAs) shall be considered against the conservation objectives of these sites;
- Forested locations are likely to be preferable, subject to the nature of the forestry and its felling programme. In such cases, the applicant must be in a position to maintain a suitable cordon of trees around the site and bonded undertakings to that effect will be required to be submitted;
- Unless otherwise advised through pre-planning discussions, a visual impact assessment shall be submitted with any application, which shall address, inter- alia,
 - Landscape and topography, elevation and overall visibility;
 - Any listed views or prospects in the area;
 - Intermediate objects (e.g. buildings or trees) between the site and the principal viewing locations;
 - The scale of the object in the wider landscape;
 - The multiplicity of other objects in the wider panorama;
 - The position of the object with respect to the skyline;
 - Weather and lighting conditions.

Access Roads and Power Supply

- Access roads and new overground power lines shall be permitted only where they are absolutely necessary and great care should be taken that they would not appear as a scar on a hillside;
- It will normally be a condition that access roads are grubbed up at the end of the construction period. In exceptional cases, the Planning Authority can consider requiring the use of a helicopter for the construction and installation of base stations.

Mast / Antennae Design

- Subject to visual and landscape considerations, support structures will normally be required to be so designed as to facilitate the attachment of additional antennae. Where such a design is facilitated, it will be a condition of any permission that the mast be made available for collocation with other operators;
- Support structures shall be so coloured as to minimise visual impact – in forestry areas, dark green will normally be required whereas those structures that would be visible against the skyline will normally be required to be a neutral sky grey;
- Whilst the design of the antennae support structures and the antennae themselves will be dictated by radio and engineering parameters, all applicants will be asked to explore the possibilities of using other available designs where these might be an improvement on traditional design;
- While it is acknowledged that there is a trade off between height (taller height implying better coverage) and the number of masts required for network coverage, in all cases, height shall be

restricted to that required to bridge the existing coverage gap identified. Alternatively, consideration may be given to higher masts if this would allow for an overall reduction in masts in any given area.

Site Layout / Design

- Support structures, associated antennae and base stations shall be designed to minimize visual intrusion. In particular, height and width of the mast shall be kept to a minimum, subject to coverage considerations;
- In built up areas, monopole structures may be preferable, subject to consideration of future co-location demands;
- Site boundaries shall be suitable to the location. In particular, palisade type metal fencing will generally not be considered appropriate in built up areas – render or stone clad solid walls will normally be required;
- Landscaping shall be integrated into the scheme in both urban and rural locations;
- The number of ancillary buildings / containers shall be kept to a minimum, with all such structures proposed being clearly justified. Such structures shall be painted or clad in a material / colour suitable to the location.

Safety Criteria

- As part of their planning application, applicants will be required to furnish a statement of compliance with the International Radiation Protection Association (IRPA) Guidelines (Health Physics, Vol. 54, No. 1(Jan) 1988) or the equivalent European Pretender 50166-2 which has been conditioned by the licensing arrangements with the Departments of Transport, Communications, Energy & Natural Resources and to furnish evidence that an installation of the type applied for complies with the above Guidelines;
- Where the applicant proposes to share an existing mast or to enter a clustering arrangement on an existing site, a statement from the owner/landlord of the mast or site that the shared mast or cluster will continue to operate under the guidelines applicable to it should be presented to the Planning Authority;
- The results of monitoring, shall, if required, be made available to the Council and through the Council to the members of the public;
- Safety aspects of the antennae and support structures will, unless perhaps in the case of ground mounted single poles, stayed or otherwise, involve anti climbing devices and proper ducting and insulation measures for cables;
- During construction of the site, special precautions may have to be taken in relation to traffic.

Obsolete Structures

- Where the original operator is no longer using the antennae and their support structures and no new user has been identified they should be demolished, removed and the site reinstated at the operators expense (This will be a condition of any permission and a bonding arrangement to this effect will be put in place);
- Where the owner of a site disposes of the site to another suitably licensed operator, the original operator/owner will be required to inform the Planning Authority of such transfer so that the Authority may be in a position to readily enforce any continuing conditions on the new operator.

Duration of Permission

- Permissions for antennae support structures and associated base stations shall only be granted for 5 years;
- Further permissions for the facility at the end of the 5 year period shall be conditional on the provision of evidence, as necessary, to justify the continued need for the facility, given changes in technology and development of other sites in the meantime;
- Where a subsequent permission does not include any alterations to the permitted facility, the applicant shall be required to show that no new changes in technology have come about that would allow the design (height, width, number of antennae etc.) or environmental impacts of the installation to be improved;
- The Planning Authority shall apply more stringent conditions on any subsequent permission for the same site, if considered necessary.

SECTION FIVE
HERITAGE AND ENVIRONMENT

CHAPTER 11

BUILT HERITAGE & NATURAL ENVIRONMENT

11.1 Introduction

Heritage is defined under the Heritage Act 1995 as items such as monuments, archaeological objects, heritage objects, architectural heritage, flora, fauna, wildlife habitats, landscape, seascapes, geology, heritage gardens and parks and inland waterways. The County Wicklow Heritage Plan 2009-2014 provides an agreed framework around which actions to conserve natural, built and cultural heritage, and increase appreciation and enjoyment of it can be advanced. This development plan will support the objectives and actions contained in the County Heritage Plan.

The protection and enhancement of heritage assets through the Plan will help to safeguard the local character and distinctiveness of Wicklow Town, Rathnew Village and their environs, providing local economic, social and environmental benefits.

The name of Wicklow town is of Viking origin, with 'lo' meaning meadow or grassland. The area of 'Nati's mound' which overlooks the river is thought to be the site of the earliest settlers to the town, and later came to be occupied by the Vikings, who also established a timber fort at what is now the 'Black Castle'. The old Irish name for the town, Chill Mhanntain has connections with St. Patrick who is reputed to have attempted to land at Wicklow Town with a party of followers, only to be repelled by locals bearing stones. One of the party named 'Mhanntain', later returned to Wicklow where he founded a church. In Norman times the town was centred along Main Street, with small lanes running off of this and spaces for markets at each end of the main street. A stone fortification was built at the Black Castle, while the ruins of a monastery dating back to Norman times can be found at Abbey Grounds. This was a period of unrest, with regular burnings, sieges and battles as the locals refused to submit to English Authority. As a result, Wicklow was the last district of Ireland to be created a county with its County Town only granted borough status in 1613. The Black Castle was destroyed in 1641 in an attack which led to the massacre of the Parish Priest and his congregation, it is claimed, in the vicinity of what is now known as Melancholy Lane.

During a peaceful time in the 18th century a stone bridge was constructed allowing farmers to graze their animals on the Murrough, as was a new town hall and a Gaol where several United Ireland rebel leaders swung from a noose. Seafaring was the town's life blood. For centuries ships loaded and landed goods in Wicklow Harbour. Many people emigrated in the 'coffin ships' after the famine years, when County Wicklow lost ten thousand people to disease and hunger. Development of the harbour into a hub of industrial activity sheltered by breakwaters helped those who stayed to find work in the late 19th century. Wicklow's fighting spirit remained true in the struggle for national independence. Erskine Childers had many connections with the town.

Rathnew, meaning 'The Ring Fort of Naoi' originally developed around the site of an early Christian settlement. In pre-Norman times, the area was also occupied by the Danes. The village developed in two 'sectors' – the northern part comprising an area developed with 'estate houses' such a Clermont House and the traditional 'old village' that is still present today, which developed slightly further south on the Rathnew Commons. In between the two areas the still present village street just south of the bridge was developed. The commons area was developed without any 'plan' and as a result the pattern of development still visible today is very unstructured with houses of different sizes and formats, facing different directions and a complex pattern of street and lanes. Rathnew has a number of features of historical, architectural and archaeological interest, such as the stump of a medieval church, the cemetery, the RC church and some original 18th and 19th century houses.

The natural environment provides a habitat for a variety of species and is a source of amenity for human settlements. Despite the fact that the Wicklow Town and Rathnew Village are urban in character, the area includes several significant elements of the natural environment such as the Murrough wetlands and coastal area, the River Leitrim, River Vartry, the land attached to the Dominican convent, Clermont House, Tinakelly House and several substantial groupings of trees. Apart from their intrinsic biodiversity value as habitats for a variety of plant and animal species, these

elements of the environment provide direct and indirect benefits to the population of Wicklow Town, Rathnew and their surrounds. They are places where people can engage in recreational activities such as walking, swimming, sailing and playing formal and informal field sports. These also provide a visual amenity that enhances the attractiveness of the settlement as a place in which to live and work. These assets are therefore worth protecting.

Each of these elements of the natural environment are utilised in some way by the settlements' population. The coastal area and foreshore are used for the transport of goods by the Port; the rivers are used for recreational purposes like fishing and for drainage; the Convent lands represent an excellent example of sustainable enterprise in the form of a permaculture farm and eco-centre; the grounds of Clermont Campus and Tinakelly House offer a green quarter within the settlement and Wicklow golf course is used for both passive and active recreation (i.e. golf and walking). These assets have come under pressure from development. For example, parts of the Convent lands have been taken up by residential development in recent times and developments at the Port and the Murrough have encroached upon the coastal and river environments respectively.

Strategic Objectives:

- To safeguard local natural and built heritage assets; and to balance the protection of the built and natural resources against the need to allow the town to develop and grow based upon the value and sensitivity of these resources.
- To enhance the quality of the natural and built environment, to enhance the unique character of the settlement as a place to live, visit and work.
- To promote greater appreciation of, and access to, local heritage assets.
- To ensure compliance of the plan with relevant National and EU heritage protection legislation

11.2 Built Heritage

11.2.1 Architectural Heritage

Wicklow Town has a good built heritage stock, with a number of important institutional, civic and religious structures that contribute to its status as a County town. The Gaol, the adjacent courthouse, and the nearby Town Hall are all important landmark buildings, with the former operating as a popular visitor attraction. The two civic memorials commemorating noted Wicklow men, Billy Byrne, hero of the 1798 Rebellion, and Captain Robert Halpin (1836-1894), responsible for laying an estimated 41,800 km of underwater telegraph cable, contribute greatly to the local character and distinctiveness. Also of significance are the three and four storey townhouses on Main Street; the Dominican Convent; and ecclesiastical buildings such as the Church of Ireland (Wicklow Parish Church at Church Hill) and the Catholic Church (St. Patrick's Catholic Church). The town has also inherited a Town Centre street pattern that has informed the layout of the subsequent expansion of the town. The architecture of these buildings and the spaces between them such as Market Square and Fitzwilliam Square, and the individual traditional style of shopfronts all lend attractiveness and vibrancy to the Town Centre.

Individual developments, which may involve the demolition of buildings of architectural and historic interest, can have a negative visual impact, as can the cumulative impact of a number of small-scale developments. Inappropriate alterations such as the removal of historic sash windows, alteration to traditional shopfronts, the addition of inappropriate signage and lighting, or the unsympathetic extension of structures, can detract from the character of individual buildings and have a cumulative negative impact on the streetscape.

Rathnew Village itself has a unique built heritage with a range of building types, uses and designs. As set out in the introduction, Rathnew does not have the same type of identifiable, formal structure as Wicklow town, and in this regard, the key to the protection of Rathnew's architectural heritage will be the identification and protection of the most valuable structures and items, and the sensitive redevelopment of sites and properties adjacent to these places.

Architectural Objectives

- AH1** To consolidate and safeguard the historical and architectural character of Wicklow Town and Rathnew Village through the protection of individual buildings, structures, shopfronts and elements of the public realm that contribute greatly to this character¹.
- AH2** To conserve buildings and features of historical and vernacular interest through ensuring that adequate consideration is given to their protection as part of development proposals and that mitigation measures are put in place as required².
- AH3** To have regard to 'Architectural Heritage Protection: Guidelines for Planning Authorities' (Department of Arts, Heritage and the Gaeltacht, 2011) in the assessment of proposals affecting architectural heritage.

11.2.2 Protected Structures

The Development Plan is required by Part IV of the Planning and Development Act 2000 to include policy objectives to protect structures within its functional area. The primary means of achieving this is by compiling and maintaining a Record of Protected Structures (RPS) to be included in the Plan. The RPS should comprise structures that are of special architectural, historical, archaeological, artistic, cultural, scientific, social or technical interest. There are a total of 41 entries in the RPS within this plan area, of which 32 entries are in the Wicklow Town administrative area and 9 entries are within the County Council administrative area.

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

The Record of Protected Structures (RPS) is set out below.

Protected Structures Objectives

- RPS1** To protect the character and setting of protected structures.
- RPS2** To positively consider proposals to improve, alter, extend or change the use of protected structures so as to render them viable for modern use, subject to consultation with suitably qualified Conservation Architects and / or other relevant experts, suitable design, materials and construction methods.
- RPS3** All development works on or at the sites of protected structures, including any site works necessary, shall be carried out using best heritage practice for the protection and

¹ The National Inventory of Architectural Heritage can be utilised as a source of information with regard to the architectural value of any such features

² The National Inventory of Architectural Heritage can be utilised as a source of information with regard to the architectural value of any such features

preservation of those aspects or features of the structures / site that render it worthy of preservation.

- RPS4** To support the re-introduction of traditional features on protected structures where there is evidence that such features (e.g. window styles, finishes etc) previously existed.
- RPS5** To strongly resist the demolition of protected structures, unless it can be demonstrated that exceptional circumstances exist. In cases where demolition or partial demolition is permitted or where permission is given for the removal of feature(s), the proper recording of the building / feature will be required before any changes are made.
- RPS6** The Council shall consider the change of use of a Protected Structures, provided that it can be shown that the structure, character, appearance and setting will not be adversely affected.

Table 11.1 Record of Protected Structures

| Reference No. | Address | Description |
|-----------------------------|--|--|
| Wicklow Town Council | | |
| Protected Structures | | |
| RPS 1 | Brickfield Lane | Semi detached three bay two storey late Victorian house, c. 1897, with projected gabled end bay, canted bay window, glazed porch and single storey return to rear. |
| RPS 2 | Brickfield Lane | Square cut concrete capped granite piers and cast iron gates, c. 1895. |
| RPS 3 | Wicklow Parish Church of Ireland Graveyard, Church Hill | Church of Ireland Graveyard, in use from 1650, with slab and carved gravestones and funerary monuments, some enclosed with cast iron railings; probable site of medieval church; east end consolidated c.1965. |
| RPS 4 | Wicklow Parish Church of Ireland, Church Hill | Anglican auditory church, c.1700, comprising square tower having ogee cupola. |
| RPS 5 | Saint Nathi's / Round Mount | Early Christian or Norman works, now heavily planted |
| RPS 6 | Wicklow Parish Church of Ireland, Church Hill | Hiberno-Roman arched carved granite doorcase |
| RPS 7 | Leitrim River (Bridge) | Eight arched stone bridge spanning Leitrim river, c.1690 |
| RPS 8 | Bridge Street | End of terrace five bay two storey house, built 1869 |
| RPS 9 | Saint Patrick's Church, Saint Patrick's Road | Detached Gothic Catholic Church, c.1840. |
| RPS 10 | Courthouse, Market Square | Detached nine bay two storey over raised basement late Georgian courthouse, built 1824. |
| RPS 11 | Main Street | Laneway with granite steps having concrete landings, c.1820 |
| RPS 12 | Kilmantin Hill | Detached ten bay three storey over basement gaol, c.1843. |
| RPS 13 | Methodist Chapel, Bay View Road | Detached four bay Wesleyan Methodist chapel, built 1866. |
| RPS 14 | Dominican Convent, Convent Road | Semi detached six bay three storey over basement extension with dormer attic. |
| RPS 15 | Saint Dominic's Convent and Chapel, Dominican Convent, Convent Road. | Terraced seven bay Victorian convent chapel, c.1895. |
| RPS 16 | Saint Dominic's Wing, Dominican Convent, Convent Road. | Terraced five bay three storey over basement mid-Victorian secondary school with dormer attic, built 1928. |
| RPS 17 | Saint Joseph's Wing, Dominican Convent, Convent Road | Terraced eight bay three storey basement dormitory extension, built 1887. |
| RPS 18 | Saint Theresa's Wing, Dominican Convent, Convent Road. | Semi detached six bay three storey over basement extension to convent secondary school, built 1928. |

| | | |
|--------|---|---|
| RPS 19 | Saint Catherine's Wing, Dominican Convent, Convent Road | Semi detached six bay four storey over basement late Victorian extension, built 1998. |
| RPS 20 | The Mall | Retaining wall, c.1875 |
| RPS 21 | Dunbur Road | Cast iron wall mounted letterbox, c.1925. |
| RPS 22 | Black Castle | Ruins of cliff-top castle and fort, c.1660. |
| RPS 23 | Castle Street | Remains of former stone and earth defensive ramparts to Black castle, c.1660. |
| RPS 24 | The Abbey, Abbey Street | Preserved remains of sections of ruined Franciscan friary including thirteenth century window and fifteenth century tower. |
| RPS 25 | The Train Station, signal room and waiting room on the opposite platform (Platform 2), Station Road | The Main station building is on Platform 1 with a waiting room, toilet facilities and the ticket office. The Waiting room on Platform 2 is no longer in use. The signal cabin is mounted on the footbridge and is of a typical DSER design. |
| RPS 26 | Grimshaw's Lodge, Friarshill | Detached three-bay single storey former gate lodge with dormer attic, built c. 1860 |
| RPS 27 | St Patrick's Parochial Hall, St Patrick's Road | The church, built in 1797, became a free schoolhouse in c.1844 with separate entrances for girls and boys, it was renovated in 1950's to fulfil the roll of parish Hall and again in 2011 and is currently a youth centre and community hall. |
| RPS 28 | The Comhaltas Building, Seafront | Old lifeboat house built in 1866. In 1880's the RNLI moved to the east pier and it is now in use as the Comhaltas Ceoltoirí Eireann Building. |
| RPS 29 | The Cholera House, Greenhills Road | Ruin of a stone house. Thought to have been built to treat victims of cholera in the outbreak of 1866. Up to c.1990's it had a corrugated roof and was used as cattle sheds. |
| RPS 30 | The Handball Alley, Crinion Park | A reinforced concrete handball alley built c.1930. It is substantially complete and is a good example of this kind of structure which is now becoming increasingly rare. . |
| RPS 31 | The Capstan, South Quay | Was used to haul sailing shops into the river against tidal flow, ceased operation c. 1909 with the construction of the north pier. |
| RPS 32 | Anchor at Black Castle | These are anchors from Trifylia, a boat that sank off Wicklow on November 12 th 1915. The anchors were raised in 1985 and unveiled in their present location in 1986 as a monument to all those who were lost at sea from Wicklow. |

Wicklow County Council

Existing Protected Structures

| | | |
|---------|--------------------------------------|--|
| 25 – 04 | Commons Td, Rathnew | Former National School/Old Band Hall Three-bay, gable-ended building of coursed-rubble stone with brick dressings and a gabled porch- dated 1895 |
| 25 – 05 | Rathnew Catholic Church, Commons Td | Church T-plan, gable-ended building of coursed-rubble granite with brick dressings, wide eaves and natural slates on the roof. This church, of circa 1900, looks much more like a school than a church |
| 25 – 07 | Brides Head, Dunbar, Wicklow Head | Early Ecclesiastical Remains |
| 25 – 08 | Wicklow Head | Old Semifore Circular tower of granite ashlar |
| 25 – 09 | Wicklow Head, Lighthouse, Dunbur Td | Lighthouse Octagonal tower of c.1779. A remarkable structure and magnificent example of civil engineering dating from the mid-18 th Century |
| 25 – 12 | Newrath, Rathnew | Letterbox |
| 25 – 13 | Clermont House, Rathnew, Newrath Td. | Country House/School Important early-18 th Century house thought to be by David Bindon and the twin of Furness House, Naas. Of brick, the three-bay, three-storey façade has a tetrastyle, Doric doorcase over which is an ionic aedicule, windows with original thick-bar sashes, original panelled door, parapet |

| | | |
|---------|---|--|
| | | and heavy slates on the roof. Half-octagon wings were added circa 1900 and a chapel and school block circa 1950. In the interest of clarity, only this core group of connected buildings is included in this entry - structures / features of the curtilage are excluded |
| 25 – 15 | Tinakelly House, Rathnew, Tinakilly Td | Country House Late-19th Century, cement rendered house with a five-bay, two-storey façade with full-height, half-octagon bows flanking a doorcase which has a deep pediment supported on brackets. The hipped roof has bracketed eaves. The house was built by Halpin, Captain of the Great Eastern |
| 25-16 | Broadlough House, Tinakilly Td | Country House A five-bay, single-storey, mid-18 th century house which was improved in the early 19th Century. The house has a pedimented breakfront containing a half-moon window, a round-headed doorcase with leaded fanlight and reeded jambs, sash windows with Georgian panes and a two-bay bow window on the left-hand return wall. The rear of the house is said to be 17th Century. |

11.2.3 Architectural Conservation Areas

Section 81 of the Planning & Development Act 2000 states that a development plan shall include an objective to preserve the character of places, areas, group of structures or a townscape that:

- a. Is of special architectural, historical, archaeological, artistic, cultural, scientific, social or technical interest or value, or
- b. Contributes to the appreciation of protected structures.

Within Wicklow Town there are areas where the accumulation of a coherent collection of man-made heritage features, create places of a locally distinct and attractive character. These areas are hereby designated as Architectural Conservation Areas (ACA). The designation of these ACAs is a reserved function of the Council. Most structures in an ACA are important in the context of their contribution to the streetscape or character of an area. In ACAs, protection is placed on the external appearance of such areas or structures. Any works that would have a material affect on the character of an ACA would require planning permission.

There are five designated Architectural Conservation Areas within the plan area:

1. Town Centre
2. Leitrim Place
3. Bachelor's Walk and Church Street
4. Bay View Road
5. Brickfield Lane

Objectives

ACA1 Within Architectural Conservation Areas, all those buildings, spaces, archaeological sites, trees, street furniture, views and other aspects of the environment which form an essential part of their character, shall be protected.

ACA2 The design of any development in Architectural Conservation Areas, including any changes of use of an existing building, should preserve and / or enhance the character and appearance of the Architectural Conservation Area as a whole. Schemes for the conservation and enhancement of the character and appearance of Architectural Conservation Areas will be promoted. In consideration of applications for new buildings, alterations and extensions affecting Architectural Conservation Areas, the following principles will apply:

- Proposals will only be considered where they positively enhance the character of the ACA;

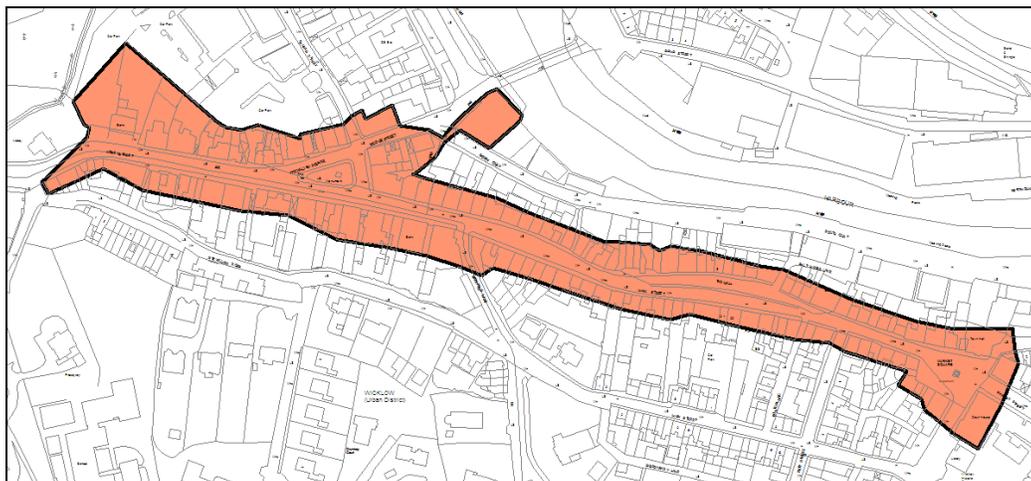
- The siting of new buildings should, where appropriate retain the existing street building line;
- The mass of the new building should be in scale and harmony with the adjoining buildings, and the area as a whole, and the proportions of its parts should relate to each other, and to the adjoining buildings;
- Architectural details on buildings of high architectural value should be retained wherever possible;
- A high standard of shopfront design relating sympathetically to the character of the building and the surrounding area will be required;
- The materials used should conform to the character of the area. Planning applications in ACAs should be in the form of detailed proposals, incorporating full elevational treatment and colours and materials to be used. Flashing and/or neon lights will not be considered appropriate in an ACA.

ACA Town Centre

Location

This ACA extends along the main street of Wicklow Town from the AIB / dental surgery on Abbey Street to 'Heels' on Fitzwilliam Square, the Bridge Tavern on Bridge Street and to 'Tá Sé's' / Courthouse on Market Square. This is the town centre of Wicklow and is also the main thoroughfare through the town. The tight clustering of buildings within the town lends a distinct and strong town character. The inclusion of urban spaces like Fitzwilliam Square and Market Square add uniqueness to the character.

Map 11.1 ACA Town Centre



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Character

The character of Wicklow Town is of local historical interest containing many historical buildings and features. The town is also of considerable social and cultural interest within the County of Wicklow as a distinctive and attractive place. The main street of Wicklow sits on the slopes down to the Leitrim River with the eastern side of the main street obviously built on different levels with the presence of 'The Mall' retaining wall in the centre of the road and the southern row of buildings built at a significant height to the northern side of the road.

The Town Centre ACA has been designated based upon its architectural, historical and cultural importance. It has been designated based upon the following characteristics:

- Uniform building line

- Building height range of between two, three and four storeys
- Buildings constructed in the period 1750 to 1900
- Its role as the historic commercial and civic core of the town
- Plot widths dating from the medieval period in the range 5 to 7.5 metres
- Existence of design features that contribute to a harmonious visual environment including: traditional shopfronts; timber sash windows; smooth render building finishes; vertical emphasis fenestration; wood/timber doors.

The preservation of the character of the Town Centre ACA is essential to safeguarding the identity of the town and maintaining continuity with its development history. The collection of buildings and spaces within the ACA represent a unique aspect of Wicklow Town's built heritage and contribute to its attractiveness.

ACA Leitrim Place

Location

This ACA extends along Leitrim Place which is along the eastern bank of the Leitrim River. It comprises of 14 terraced dwellings with the last dwelling to the north a public house - the Leitrim Bar and Lounge. Leitrim Place is directly across the river from Bachelor's Walk.

Map 11.2 ACA Leitrim Place



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Character

The terrace is made up of 14 dwellings, comprising thirteen three-bay two-storey houses, built c.1840, some having extensions to rear. Some of the architectural features on these structures are - pitched slate roofs with rendered chimneystacks; lined-and-ruled rendered walls, with some painted; square-headed window openings, having timber sliding sash windows with two-over-two panes to two houses to south-east end; round-headed stair window to centre rear elevations; elliptical-headed door openings and petal fanlight to house to south-east end, and having sidelights and plain overlights to other houses. Front gardens generally have wrought-iron pedestrian gates and railings on rendered plinth walls with cut granite coping stones. This terrace of dwellings may have been used as army officer accommodation in the past, with Leitrim House being used as a school at one time. While this terrace has undergone alterations and lost some of its original fabric, it retains its form, scale and character.

Leitrim House, a terraced five-bay two-storey over basement pedimented house with attic, built c.1835, is an unusual and striking mid-terrace building, with a pediment and portico more commonly

associated with civic architecture than domestic buildings and the rest of the terrace and it forms an important architectural set piece in the town, with its position facing the river making it a highly visible feature.

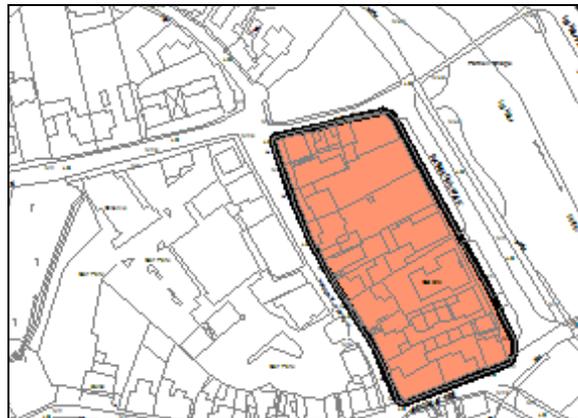
There is also a painted cast iron wall mounted post box erected c. 1905 with cipher of King Edward VII on Leitrim Place that adds to the character of the terrace.

ACA Bachelor's Walk and Church Street

Location

The ACA extends along the southern bank of the Leirtrim River to Bridge Street, turning westerly to Church Street and back around to Wentworth Place and the Leirtrim River. The ACA includes all of the buildings within the block. Church Street and Bridge Street have a number of different town centre uses in mainly 2 and 3 storey high terraces. There is a mixture of building uses on Bachelor's Walk. Wentworth Place has residential units with the side boundaries of the structures on Church Street and Bachelors Walk. This ACA includes 'Halpin's Bunkhouse' Hostel, the Garda Station, the Assembly Hall and Flannery's funeral home (previous ESB sub station yard), Halpin's café, Kilmantin Arts, Boutique, The Bakery restaurant, Pet Shop, Offices, etc.

Map 11.3 ACA Bachelor's Walk and Church Street



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Character

This area is a natural extension of the town centre and has its own unique cultural, social and architectural character:

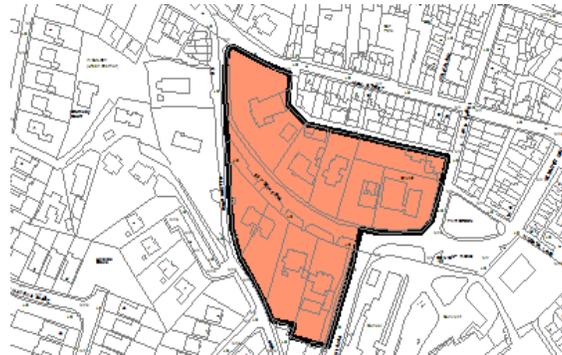
- The 2 and 3 storey terraces structures on Church Street and Bridge Street have facades with entrance doors and windows of a high architectural quality.
- Bachelor's Walk has a high quality public realm with the tree lined street and each unit here having its own architectural features, like the old stone wall of Flannery's funeral home, the external walls and façade of the Assembly Hall, the front façade and front wall and rails of Halpin's Bunkhouse Hostel.

ACA Bay View Road

Location

The ACA is located at the rear of the Town Centre and includes nine sites which are on both sides of the road. This area is mainly residential and includes the Methodist Church and Hall. These structures are all large dwellings on relatively large plots and in close proximity to the Town Centre.

Map 11.4 ACA Bay View Road



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Character

Bay View Road is an area of Wicklow town that reflects the social and architectural history of the settlement. There are several large well designed and executed late nineteenth-century houses here which indicate the prosperity of Wicklow town at the time. Buildings of note include:

- 'Hillside House', is a detached five-bay two-storey house, built c.1860 and was a former nursing home. This is an impressive suburban villa with the breakfront and broad porch adding interest to the front elevation. The retention of early casement windows is to be noted with the margin sashes adding decorative interest.
- The 'Society of Friends' meeting house, which was built in the latter part of the nineteenth century, this building is an interesting reminder of the religious diversity of the town of Wicklow.
- The freestanding gable-fronted Methodist chapel, built 1866, having corner buttresses and four-bay side elevation with gabled projecting door. Designed by architect William Fogerty (1833-78), it was described at the time of its completion as a 'very neat little church'. The yellow Dublin brick is contrasted by the jambs and bands of Belfast and Enniscorthy red brick. Dalkey granite is used for the stone dressings and Bath stone in the rose window. Its corner site makes it a prominent feature in the area. It too is a reminder of the religious diversity of Wicklow town since the nineteenth century. In recent years the church hall was built to the west with rendered entrance piers with chamfered corners with pointed caps and plinths, cast-iron double-leaf gates, and rendered boundary walls with vertical coping stones.
- The original Manse (Rectors dwelling) along side the Methodist Church, now in use as a dwelling, which is of simple form is enhanced by decorative details such as the chimney cornices, modillions, and most noticeably, the unusual small-pane sash windows.
- Bay View House, Villanita House (former manse and school) and the 2 semi-detached three-bay two-storey houses

ACA Brickfield Lane

Location

The ACA is located down a cul-de-sac off Church Hill. There are 17 properties off the cul-de sac and buildings of note here are the terrace of Edwardian houses and the semi-detached Victorian houses.

Map 11.5 ACA Brickfield Lane



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Character

There is a quiet residential character on Brickfield Lane with dwellings on large sites. There are a number of more recently built dwellings; however of the original ones there are a number of buildings of noteworthiness, in particular:

- An interesting terrace of two-bay two-storey Edwardian house, built 1905 - 1907, with full-height box bay window to front (south) elevation with curved zinc fascia and other detailing typical of the era. Curiously sited, its principle south facing elevation turns away from the street, presumably to maximise its exposure to the sun. The retention of roof slates and ridge crestings add texture and interest, as does the different textured plasterwork.
- The semi-detached three-bay two-storey fine late-Victorian suburban house, built c.1895, with projecting gabled end bay to front (west) elevation and with decorative bargeboards. The retention of original fabric including chimney pots, rainwater goods, and timber windows creates an appropriate patina of age. The mass production of red brick in the nineteenth century made it a reliable and affordable building material, making it popular for decorative effects. Its use here enhances and adds definition to the form of the building.

There is also a painted cast-iron round-headed post box, c.1905, having raised lettering and Edward VII cipher, which is attached to painted cast-iron lamp post (lamp missing), having fluted post and foliate collars. Lamp boxes and post boxes with rounded tops designed to be affixed to lamp posts, are more vulnerable to removal than wall or pillar boxes, so the survival of this one and its continued use is notable. The cipher of Edward VII indicates its early twentieth-century origins, and the repainting of postboxes following the foundation of the state was a simple and practical method of reclaiming these artefacts of Ireland's colonial past. The decorative cast-iron lamp post, which has bars at the top which would have been used as a ladder rest by the lamplighter, also demonstrates a high standard of design and execution.

ACAs and Exempted Development

In an ACA, the carrying out of works to the exterior of a structure will be exempted development only if those works would not materially affect the character of the area. This is in addition to the requirement under Section 4 (1) (h) of the Planning and Development Act 2000 that for works to be exempted they must be consistent with the appearance of the structure itself and neighbouring structures.

11.2.4 Other structures & vernacular architecture

There are many structures and features in the plan area, which, while not included on the Record of Protected Structures, are nonetheless of merit, making a positive contribution to the character of the landscape and to the distinctive character of the plan area. Vernacular architecture refers to the local and regional traditional building forms and types built using local materials, skills and building techniques. This would include traditional domestic buildings as well as shops, outbuildings, mills, farmsteads, stone walls, gates and gate piers. The Council will seek to retain vernacular structures where appropriate as their loss through demolition and replacement can considerably diminish the character of an area. The rehabilitation and appropriate reuse of the vernacular building stock can play a vital role in the sustainable development of the County.

Objectives

- VA1** To seek (through the development management process), the retention, conservation, appropriate repair and reuse of vernacular buildings and features such as milestones, stonewalls, traditional & historic shopfronts and pub fronts, thatched roofs and other historic elements. The demolition of vernacular buildings will be discouraged³.
- VA2** Development proposals affecting vernacular buildings will be required to submit a detailed, true measured survey, photographic records and written analysis as part of the planning process.
- VA3** Where an item or a structure (or any feature of a structure) is considered to be of heritage merit, the Council reserves the right to refuse permission to remove or alter that structure / item, in the interests of the protection of the County's architectural heritage.

11.2.5 Archaeological Heritage

Our archaeological heritage includes structures, constructions, groups of buildings, developed sites, moveable objects and monuments of other kinds, as well as their context, whether situated on land or under water. In this respect, Wicklow, Rathnew and their environs have a significant archaeological heritage, which provides a valuable cultural, educational and tourism resource. The Council recognises the importance of preserving, protecting and fostering a greater public appreciation of the County's archaeological heritage.

The **National Monument Act(s)** 1930-2004 is the primary legislative framework for the protection of archaeological heritage in Ireland. The Record of Monuments and Places (RMP) was established under Section 12 of the National Monuments (Amendment) Act 1994 and structures, features, objects or sites listed in this Record are known as Recorded Monuments. As well as extending protection to all known sites, now identified as Recorded Monuments, the National Monuments Acts 1930 – 2004 extends protection to all previously unknown archaeological items and sites that are uncovered through ground disturbance or the accidental discovery of sites located underwater. Where necessary, the relevant Minister will issue preservation orders to ensure protection is afforded to sites believed to be under threat.

There are 12 'Recorded Monuments' in the plan area, in addition to an identified 'zone of archaeological potential' in the town centre area.

³ The National Inventory of Architectural Heritage can be utilised as a source of information with regard to the architectural value of any such features

Archaeological Heritage Objectives

- AR1** No development in the vicinity of a feature included in the Record of Monuments & Places (RMP) will be permitted where it seriously detracts from the setting of the feature or which is seriously injurious to its cultural or educational value.
- AR2** Any development that may due to its size, location or nature have implications for archaeological heritage (including the zone of Archaeological potential as identified in this plan) shall be subject to an archaeological assessment. When dealing with proposals for development that would impact upon archaeological sites and/or features, there will be a presumption in favour of the 'preservation in situ' of archaeological remains and settings, in accordance with Government policy. Where permission for such proposals is granted, the Council will require the developer to have the site works supervised by a competent licensed archaeologist.
- AR3** To ensure that provision is made through the development control process for the protection of previously unknown archaeological sites and features where they are discovered during development works.

Table 11.2 Recorded Monuments within the Plan area

| Monument No. | Site Type | Townland | Description |
|--------------|-----------------------------------|----------------------------|---|
| WI025 - 013 | Castle Ruins | Corporation Lands, Wicklow | The Black Castle Anglo-Norman masonry castle |
| WI025-012001 | Mound Castel Motte | Corporation Lands, Wicklow | The "Round Mound" overlooking the Leitrim River. Situated on high ground overlooking the Leitrim River at the N end of Wicklow town. A steep-sided mound (H 6-7m) which has been dug into at the SE and is very overgrown with trees and briars. It was probably part of the medieval borough of Wicklow (WI025-012----) |
| WI025-012002 | Abbey Ruins Franciscan Friars. | Wicklow | The Abbey at the northwest end of the town |
| WI025-008--- | Enclosure | Newrath | A bivallate enclosure (diameter. c. 40m) with inner and outer enclosures evident on aerial photographs, adjacent to traces of a field system(WI025-009---). |
| WI025-009--- | Field System, site | Newrath | A possible field system, visible on aerial photographs, adjacent to an enclosure (WI025- 008---). |
| WI025-01001- | Church and graveyard | Commons | The eastern gable end of a church, traditionally associated with St Ernin, situated at the N end of an oval graveyard (50m x 40m). |
| WI025-01002- | Font | Commons | A granite font located beside the east gable wall of the church. |
| WI025-011--- | Church and graveyard | Glebe | The foundation remains of a 10th century church and graveyard, originally with a Romanesque doorway now located in the Protestant parish church in Wicklow Town. Recently excavated for port access road and precisely located |
| WI025-012-- | Historic town | Ballynerrin | The castle of Wicklow (WI025-013----) was granted to Strongbow by Henry II in 1173 (Scott and Martin 1978, 121), which appears to indicate that there was a pre-Norman settlement at this site. The name is derived from the Scandinavian; either Viking alo, 'meadow of the Vikings', or Vik-lo 'meadow of the bay' (Oftedal 1976, 130). The 'King's street' is mentioned in a deed of 1256-68 (Mac Neill 1950, 131) and although the town went into decline having been captured in 1301 it came to prominence once again in the late 16th and 17th |

| | | | |
|--------------|-----------------|---|---|
| | | | centuries (Bradley and King 1989, 68). Kerrigan (1995, 38) states that in 1576 what must have been earthwork ramparts were constructed around Wicklow and Arklow. In addition to the Franciscan Friary (WI025-012002-) there is a reference to a Benedictine convent having existed here from 1448 to 1470 and to a leper hospital in existence in 1578 (Gwynn and Hadcock 1970, 325, 357). |
| WI025-014--- | Cist | Ballynerrin (Ne. By.) Wicklow Rural ED | A rectangular cist, a Bronze Age burial, which contained a cremated adult. |
| WI025-015--- | Souterrain | Dunbur Head | A possible souterrain, probably natural sea caves, but adjacent to a church (WI025-01701-), and possibly used as souterrains while the ecclesiastical site was in use. |
| WI025-016--- | Holy Well, site | Dunbur Head | A spring, marked on the early OS map as 'Brides Well', now dried up. It is located just above the high water mark adjacent to a church (WI025-01701-). |
| WI025-01701- | Church | Dunbur Head | The nave and chancel of a church, of unmortared horizontal slabs with a doorway at the west end of the north wall, possibly a penal chapel. The nearby sites may have been contemporary, the caves (WI025-015-- -) and the Holy well (WI025-016--). |
| WI025-037-- | Rock Shelter | Dunbur Head | One of two caves in the southern wall of a trench across the neck of Bride's Head, from which a large quantity of Prehistoric worked flint has been recovered. |
| WI025-038-- | Rock Shelter | Dunbur Head | One of two caves in the southern wall of a trench across the neck of Bride's Head, from which a large quantity of Prehistoric worked flint has been recovered. |

11.3 Natural Environment

11.3.1 Natural areas and Biodiversity

Biodiversity, the shortened term for “Biological diversity” means the variability among living organisms from all sources including, inter alia, terrestrial, marine and other aquatic ecosystems and the ecological complexes of which they are part; this includes diversity within species, between species and of ecosystems. Under International, EU and National legislation, Ireland has an obligation to protect and enhance its biodiversity. Throughout the country a number of areas and species are protected under this legislation.

In Ireland, environmental designation and protection of biodiversity sites concentrates mainly on international and nationally important sites. As a consequence, there is a lack of information on locally important biodiversity areas, which precludes their consideration at policy level through development plans, in development management, in the provision of services or engaging with communities in the promotion of biodiversity at the local level. In particular, areas of biodiversity value within an urban setting are becoming increasingly threatened by development pressure in addition to other anthropogenic impacts due to their proximity to large centres of population.

Formally protected areas

A number of areas within the plan boundary are affected by statutory designations:

(a) Special Protection Areas

The Murrough Special Protection Area (SPA) is situated at the Murrough at the northern town boundary and is within both the town and county council areas. The Murrough site has been designated as a SPA because it supports a number of waterfowl species and is of regional importance. The area in the vicinity of Broadlough is likely to come under sustained development pressure within the lifetime of the plan. Wicklow Head SPA is a steep cliff-face that is situated to the south-east of the plan area and is the most easterly point of the County. This designation is the result of the EU Birds Directive (79/409/EEC) and is intended to protect habitats and the sites that comprise the migratory paths of bird species

(b) Special Areas of Conservation

Special Areas of Conservation are prime wildlife conservation areas considered to be important in national and European terms. Special Areas of Conservation are selected according to the EU Habitats Directive (92/43/EEC). The Murrough Wetlands have been designated as a SAC, with only a small part of the designated area extending from the north into the Wicklow Town area. The site overlaps with the SPA and is designated for its value as a habitat for both flora and fauna species. As it is intended that this designation protects both natural and semi-natural habitats and given that the Murrough area is zoned for a mix of uses and has experienced a certain amount development, the Council will seek to ensure its ongoing but sensitive development. Wicklow Reef SAC is situated just to the north of Wicklow Head on the east coast of County Wicklow. Wicklow Reef is an example of a subtidal reef constructed by the honeycomb worm *Sabellaria alveolata*. It is a mixture of cobbles, bedrock and sand and is subject to strong tidal streams. Wicklow Reef is of high conservation value as it is the only documented example in Ireland of a biogenic reef.

(c) Natural Heritage Areas

Natural Heritage Areas (NHAs) are established under Irish law and are similar in general principle to the SACs. The Department of Environment, Heritage and Local Government stipulates that the ecological value of proposed NHAs be recognised by Planning and Licensing Authorities. Under the Wildlife (Amendment) Act, 2000 NHAs will be legally protected from damage from the date they are formally proposed. There are two proposed Natural Heritage Areas (pNHA):

- The Murrough. This is the principal wetland habitat in the area, providing an important flood control role and supporting a range of coastal and freshwater habitats, some of which contain threatened flora and fauna. This proposed NHA overlaps with the SAC area. The site is restricted to the banks of the River Leitrim and the coastal area of the Murrough;

- Wicklow Head. This is a steep headland supporting a variety of plant and animal life.

(d) Flora Protection Orders

The Wicklow Town pNHA comprises 2 sub-sites - the Leitrim River (river bank) and the Black Castle (landward side of the cliffs) sub sites, each of which contain rare plants protected under the Flora Protection Order 1987.

Table11.3 Proposed Natural Heritage Areas

| Number | Description |
|--------|----------------------------------|
| 9 | The Murrough(Site Code: 000730) |
| 12 | Wicklow Head (Site Code: 000734) |
| | Wicklow Town (Site Code: 001929) |

Table11.4 Proposed and Candidate Special Areas of Conservation

| Number | Name | Description |
|--------|-----------------------|-----------------------------|
| 4 | The Murrough Wetlands | CSAC (Site Code: IE0002249) |
| 15 | Wicklow Reef | cSAC |

Table11.5 Special Protection Areas

| Number | Name | Description |
|--------|--------------|----------------------|
| 4 | Wicklow Head | SPA (Ref: IE0004127) |
| 5 | The Murrough | SPA (Ref: IE0004128) |

Table11.6 Flora Protection Orders

| Location | Description |
|--|---|
| Leitrim River Flora Protection Order | International importance – A gravelly bank of the river which supports a community of plants typical of disturbed ground protected under the Flora Protection Order 1987(Site Code: 001929) |
| Black Castle sub-site | Supports rare species on the landward side of the cliffs. Contains floral species protected under the Floral Protection Order 1987 |

Objectives for designated sites

NU1 To maintain the favourable conservation status of existing and future Natura 2000 sites (SACs and SPAs) and Annex I-*Habitats* and Annex II-*Animal and Plant* species in the plan area.

NU2 No development will be permitted that adversely affects the integrity of a Natura 2000 site. All development proposals shall comply with the following objectives:

- (i) On lands designated a 'Natura 2000 Site' (as shown in the heritage map and included in the conservation zone of the land use map) it is an objective of the Council to preserve and improve the integrity of the Natura 2000 site and to prohibit development that adversely affects the integrity of the Natura 2000 site, in light of the site's conservation objectives. Land designated a 'Natura 2000 Site' comprises Special Areas of Conservation (SACs) and Special Protection Areas (SPAs).
- (ii) Any proposed development with potential to result in significant adverse impacts upon a Natura 2000 site shall be subject to an Appropriate Assessment in accordance with Article 6(3) of the EU Habitats Directive 1992 and 'Appropriate Assessment of plans and projects in Ireland-Guidance for Planning Authorities' (DoEHLG, 2009).
- (iii) Where the planning authority has determined that an Appropriate Assessment is required in respect of a proposed development, it may require the submission of a Natura Impact Statement (NIS) for proposed developments. The NIS shall assess, on the basis of best scientific knowledge, the effect of a proposed development, on its own, or in combination with other plans or projects, on a Natura 2000 site, in view of the conservation objectives of the site. A NIS shall include all information as prescribed by any relevant legislation, and/or any information that the planning authority considers necessary in order to enable it to assess the effect of a proposed development on the integrity of a site.

- (iv) Avoid encroachment on a Natura 2000 site and implement an appropriate buffer zone on adjacent sites, as required, where feasible or as determined following consultation with NPWS or other relevant body.
- (v) Support initiatives to alleviate current recreational pressures at Natura 2000 sites through developing better informed management of existing and new recreational uses
- (vi) Ensure that recreational use is directed away from sensitive areas within the Natura 2000 site.
- (vii) No development will be permitted that is likely to cause light, noise, vibration, smell, or air pollution (e.g. fumes, smoke, soot, ash, dust or grit), that would adversely effect the integrity of a Natura 2000 site. Proposed developments shall incorporate mitigation and monitoring measures, and construction management plans, as appropriate.

In order to ensure the protection of the integrity of Natura 2000 sites, the planning authority is not limited to the implementation of the above objectives, and shall implement all other relevant objectives of the plan as it sees fit.

NU3 To maintain the conservation value of all proposed Natural Heritage Areas (NHAs) and those sites covered by the Flora Protection Order in the plan area

Other natural areas

Local Habitats

It is now widely recognised that the biodiversity of urban areas needs to be known, understood, protected and managed, not only to provide protection for the habitats and species that occur within it, but also to enhance the human wellbeing of the communities that dwell within our urban areas. An 'Urban Habitat' Study in Wicklow Town was under taken in 2008 and has provided the baseline information on the flora, fauna and habitats of "green sites" within the Wicklow Town boundary required to allow informed management decisions to be made. This information, together with the management guidelines and recommendations provided, will assist in the planning and management of these areas and help to prevent negative impacts to sensitive ecosystems. It will also contribute to positively enhancing the biodiversity value of the sites identified by providing recommendations to improve the biodiversity value of sites and by indicating linkages, where possible, between the network of sites in order to strengthen the biodiversity value of individual sites within the area.

A number of areas within the town are of medium to high conservation value not only in a local context but also at a national level. Of particular importance are parts of the Murrough Wetlands SAC, which extends for 15km southwards from Ballygannon to the north of Wicklow town within Wicklow town boundary. Smaller pockets of green space within the town, which include public parks, areas of railway embankments, and numerous agricultural fields with associated hedgerow systems and small areas of woodland along roadsides and streams all provide areas of valuable biodiversity importance. Many of these areas are in close proximity to each other and as such can provide corridors to link smaller green spaces, further contributing to the enhancement of biodiversity within the town.

Woodlands and trees

Trees, whether individually or in groups, make a valuable contribution to the biodiversity and amenities of the town. Groups of trees in urban areas can act as an attractive visual relief to the built environment and as an absorber of carbon emissions. The trees below are, subject to any conditions or exemptions for which provision may be made in the order, preserved from any cutting down, topping, lopping or wilful destruction pending the final decision of the Council. Mature trees situated elsewhere in the plan area, whether in groups or individually, should be preserved where possible. Any interference to hedges/trees during the breeding season (March 1st - August 31st) is now an offence under the Wildlife Act 2000

Table 11.7 Existing Tree Preservation Orders

| Number | Description |
|--------|--|
| 42 | Larch, Scots Pine and Sycamore groups of trees at Knockrobin, Wicklow Town |
| WTC01 | Chestnut Tree at Parochial Hall, St. Patricks Road, Wicklow Town |

Table 11.8 Trees and Groups of Trees considered for preservation

| Number | Description |
|--------|---|
| 48 | Knockrobin Oak and ornamental species forming the avenue of Knockrobin House |
| 49 | Knockrobin – A copse of European Larch, Scots Pine and Sycamore on Knockrobin Hill |
| 50 | Burkeen – A deciduous woodland overlooking the Wicklow to Rathnew road. |
| 51 | A deciduous woodland forming the valley of the Marlton Stream at Ballynerrin |
| 52 | Southern boundary of Clermont School, with exception of any felling required for road acc indicated. |
| 53 | Line of trees in Clermont School Grounds - western boundary of Clermont Schoo exception of any felling required for road access as indicated (junction with existing N11) |
| 54 | Lands at Rosanna Lower - line of trees stretching northwest to southeast, except where road developments require removal. |
| 55 | Lands at Rosanna Lower – line of trees stretching northwest to southeast, except where road developments require removal. |
| 56 | North of Vartry River near Mill Road – Line of trees stretching northwest to southeast, where future road developments require removal. |
| WTC 1 | Church Hill and River Leirim riverbank area, Wicklow Town |
| WTC 2 | Chestnut tree at Parochial Hall, St Patrick’s Road |

Agricultural Lands

Agriculture lands within the plan area serve a number of purposes - they provide for agriculture uses, have an important natural, recreation and amenity value and can also facilitate strategic projects such as roads. The agricultural lands form a part of a unique natural setting, which provides a backdrop of the built environment. The Strategic Land Bank zone covers the majority of the agricultural lands and it is an objective of the Council in relation to this agricultural zone is to facilitate the continued use of these lands for agricultural purposes subject to general environmental considerations and to control non-agricultural development.

Any development in this area shall be subject to the rural development policies and objectives as set out in the Wicklow County Development Plan.

Objectives for natural areas

- NU4** To protect non-designated natural sites from inappropriate development, where it is considered that such development would unduly impact on locally important natural habitats or wildlife corridors.
- NU5** To facilitate, in co-operation with the relevant statutory authorities and other groups, the identification, public awareness and protection of valuable or vulnerable habitats of local or regional importance, not otherwise protected by legislation, and in this regard, to have regard to the Wicklow Urban Habitat Study 2008 in the protection of habitats.
- NU6** To promote the protection of trees / groups of trees listed in Tables 11.7 and 11.8 above, and to consider the making of further TPOs to protect trees of high value, where it appears that they are in danger of being felled.
- NU7** Development that requires the felling of mature trees of conservation and/or amenity value, even though they may not be listed in the Development Plan, will be discouraged.

- NU8** To encourage the preservation and enhancement of native and semi-natural woodlands, groups of trees and individual trees, as part of the development control process, and require the planting of native, fruit, nut and appropriate local characteristic species, in all new developments
- NU9** To encourage the retention, wherever possible, of hedgerows and other distinctive natural boundaries. Where removal of a hedgerow, stone wall, dry stone wall or other distinctive boundary treatment is unavoidable, provision of the same type of boundary will be required of similar length and set back within the site in advance of the commencement of construction works on the site. Dry stone walls which promote biodiversity will be encouraged.
- NU10** The development of agricultural lands (within the SLB zone) within the plan boundary shall be in accordance with the rural development objectives and standards set out in the Wicklow County Development Plan.

11.3.2 Water systems

The natural water systems (aquifers, rivers, lakes and coastal waters) are fundamental to the survival of the natural habitats and the species therein. The EU Water Framework Directive is an important piece of EU environmental legislation, which aims at improving our aquatic environment. It requires governments to take a new holistic approach to managing their waters. It applies to rivers, lakes, groundwater, estuaries and coastal waters. The directive aims to achieve good ecological status in all waters by 2015, protect high ecological status in our pristine waters and must ensure that status does not deteriorate in any waters. Local Authorities are charged with implementing the Water Framework Directive objectives. River Basin Management Plans list the current status of our waters and detail the measures required to bring those failing back to good status and maintain the high status of our pristine sites.

River Leitrim

Much of the River Leitrim riverbank is designated as a SAC and proposed NHA. The river warrants protection as both an ecological asset and a recreational resource for uses such as fishing, swimming and walking along the banks. Between the new Port Access Road bridge and harbour much of the land on both sides of the river is either already developed or designated for future development. Where feasible, the plan has made provision for undeveloped buffer zones.

River Vartry

The Vartry River, to the north of Rathnew, is an important Salmonoid River and therefore needs a high level of protection. The northern boundary of the plan currently follows the river, with those lands along the southern bank of the river in the plan area being designated (passive) open space.

The Burkeen Stream, Rathnew Stream, Marlton Stream and Dunbur Stream are all important watercourses that need to be protected within the settlement.

Water systems objectives

- WS1** To implement the EU Water Framework Directive and associated River Basin and Sub-Basin Management Plans and the EU Groundwater Directive to ensure the protection, improvement and sustainable use of all waters in the plan area, including rivers, lakes, ground water coastal and estuarine waters, and to restrict development likely to lead to deterioration in water quality.
- WS2** To resist development that would interfere with the natural water cycle to a degree that would interfere with the survival and stability of natural habitats.
- WS3** To prevent development that would pollute water bodies and in particular, to regulate the installation of effluent disposal systems in the vicinity of water bodies that provide drinking water or development that would exacerbate existing underlying water contamination.

- WS4** To prevent alterations or interference with river/stream beds, banks and channels, except for reasons of overriding public health and safety (e.g. to reduce risk of flooding); a buffer of at least 10m along watercourses shall be provided free of built development with riparian vegetation generally being retained in as natural a state as possible. In all cases where works are being carried out, to have regard to Regional Fisheries Board "Requirements for the protection of fisheries habitat during the construction and development works at river sites."
- WS5** The culverting of all open water channels will only be permitted where no other options are either viable or otherwise appropriate.
- WS6** To ensure that any development or activity with the potential to impact on ground water will take account of the GSI Groundwater Protection Scheme

11.3.3 Soils and Geology

Soil is a complex, variable and living medium and performs many vital functions including food and other biomass production, storage, filtration and transformation of many substances including water, carbon, and nitrogen. Soil has a role as a habitat and gene pool, serves as a platform for human activities, landscape and heritage and acts as a provider of raw materials. Such functions of soil are worthy of protection because of their socio-economic as well as environmental importance. To date, there is no legislation which is specific to the protection of soil resources. However, there is currently an EU Thematic Strategy on the protection of soil which includes a proposal for a Soil Framework Directive which proposes common principles for protecting soils across the EU.

Sites and features of geological importance are non-renewable elements of our natural heritage, contributing greatly to the scientific, visual and conservation value of the landscape. It must also be acknowledged however that our geological resources are an economic asset that can be exploited. Therefore this plan will aim to protect unique geology or geological features of importance and to allow the exploitation of our geological resources in an environmentally sensitive manner.

- SL1** The Council will protect geomorphical and geological heritage as identified in the Wicklow County Development Plan from inappropriate development, in consultation with the Geological Survey of Ireland.
- SL2** The Council will consult with the Geological Survey of Ireland as it deems necessary, when dealing with any proposals for major developments, which will entail 'significant' ground excavation, such as road developments, tunnels, major drainage works, and foundations for industrial or large buildings and complexes.
- SL3** Geological and soil mapping where available shall be utilised to inform planning decisions relating to development, excavation, flooding, agriculture, degraded/contaminated soils (which may have implications for water quality, health, fauna), lands with unstable soils/geology or at risk of landslides, and those which are essential for habitat protection, or have geological significance.
- SL4** Any proposals for mineral extraction shall be assessed with regard to the objectives as set out in the Wicklow County Development Plan.

11.3.4 Recreational use of Natural Resources

The Council is committed to ensuring sustainable recreational use of the outdoors in County Wicklow in accordance with the objectives of the County Wicklow Outdoor Recreational Strategy. Natural areas provide opportunities for passive and active activities such as picnicking, walking, mountain biking, swimming, fishing and sailing / canoeing / windsurfing.

Given that much of the plan area is already built-up, any opportunities for use of smaller pockets of open spaces / natural areas and the corridors that link them should be exploited. In particular, there

are a number of existing / potential natural 'green corridors' along the course of the rivers within the settlement. These riverine corridors play an important role in:

- Protecting biodiversity
- Providing ecological buffers between development areas
- Providing for a flood plain for the watercourse.
- Providing a potential recreational corridor for pedestrians and cyclists.

Recreational use of Natural Resources Objectives

RN1 To facilitate the use of natural areas for active outdoor pursuits, subject to the highest standards of habitat protection and management and all other normal planning controls.

RN2 The Council shall seek to promote access to amenity areas of the plan area for the benefit of all, on the basis of co-operation with landowners, recreational users and other relevant stakeholders groups to promote "agreed access" on public and privately owned land in the plan area on the basis of sustainability, consultation and consensus.

RN3 To facilitate the establishment of 'greenways' that connect areas of open space and natural areas within the plan areas to one another and to the coast.

RN4 To require applications for new housing, employment or other significant development to identify existing or planned green spaces / natural areas on or in the vicinity of the site and to provide for green corridors between same.

RN5 To protect the quality of bathing waters and to endeavour to ensure that bathing waters achieve "*sufficient or better status by 2015*" and increase the number of bathing waters classified as "*good*" or "*excellent*", in accordance with the Bathing Water Directive (Directive 2006/7/EC)

11.3.5 Views and Prospects

The views and prospects listed in this plan for protection are those views / prospects that are considered to be of the highest amenity value in the plan area. Some views / prospects will form a cohesive set, such as a coastal drive, while some appear suddenly and provide the viewer with a new and interesting angle on a natural feature or place. Some views / prospects are intermittent in nature and appear through gaps in vegetation or buildings.

Where listed views / prospect are identified, it is not the intention that all lands in the view / prospect will be 'sterilised' from development. Any application for development in such locations will be required to provide an assessment of the view / prospect and an evaluation of how the development would change or interfere with that view / prospect. Views and prospects listed in this plan are set out below.

Objectives

VP1 To protect listed views and prospects from development that would either obstruct the view / prospect from the identified vantage point or form an obtrusive or incongruous feature in that view / prospect. Due regard will be paid in assessing development applications to the span and scope of the view / prospect and the location of the development within that view / prospect.

Table 11.9 Views of Special Amenity Value or Special Interest

| Number | Description |
|------------|--|
| CDP Ref 21 | View/panorama from coast road towards Wicklow Golf Course, Brides Head, Wicklow Head and the Coastline |
| WTC 1 | From Black Castle, Dunbur Road towards coastline |
| WTC 2 | From Black Castle, Dunbur Road towards coastline |
| WTC 3 | From Dunbur Road towards coastline |
| WTC 4 | From Dunbur Road towards coastline |
| WTC 5 | From Dunbur Road towards coastline |

Table 11.10 Prospects of Special Amenity Value or Special Interest

| Number | Origin | Feature |
|--------|---|--------------------------------------|
| 7 | Railway from Greystones to Wicklow Town | Prospect of coast along railway line |
| 30 | R750 to Arklow | Prospect towards sea from coast road |
| 29 | N11 south of Rathnew | Prospect of Murrough and sea |
| 31 | R750 Wicklow to Arklow | Prospect towards sea from coast road |

11.3.6 Maritime Heritage and Seascape

Wicklow's seascape is arguably its finest asset which has greatly influenced its socio economic development and is an important element in a maritime County's sense of identity and culture. To attract visitors and maximise the value such an asset can bring to the town, it is essential that the quality of the public realm in these seafront areas is as high as possible. At present, open space associated with the seafront is relatively limited to open grass, concrete paths and car parks. In addition, the historic development of the Wicklow has meant that relatively few buildings face onto the seafront itself, meaning that somewhat ironically, it can feel as though the sea is at the back of the town, rather than the front.

The seafront of Wicklow should be effectively celebrated through increased access, the design of good buildings and public spaces, and the increased usage of its shoreline and adjacent areas for leisure and cultural purposes. Public realm can have a central role to play in this process by raising the level of environmental quality in the area and creating the context for new, more appropriate seafront development in the future.

The local maritime tradition of fishing provided a source of employment and influenced the location of houses, the development of local schools, shops and services. While much declined in recent years, the presence of the port and associated maritime heritage contributes greatly to the character of the town.

Objectives

- MH1** To maintain the coastal character of the settlement and to provide for its enjoyment as a recreational and natural asset.
- MH2** To support initiatives to highlight Wicklow's Maritime heritage in the public realm
- MH3** To ensure that any development projects in and around the harbour and quays respect any valuable structures or items of Wicklow's maritime heritage.

11.3.7 Coastal Zone Management

The Wicklow County Development Plan includes a coastal zone management strategy, within which the entire coastal strip is divided into 'cells' for the purpose of providing for tailored objectives. The entire plan area is located within identified 'Cell 7'. This cell extends from Tinnikilly in the north to Dunbur Head in the south. The Murrough cSAC continues into this area. Like the other more urban coastal cells, this cell is varied in character, with the lands to the north of the harbour the home to in-depth residential, industrial and utilities infrastructure, while the lands to the south of the harbour are for the most part in residential use, opening up to the Wicklow golf club lands and Dunbur head to the south.

A detailed coastal protection study was carried out in 2007 on the area between Five Mile Point and Wicklow Pier. Although coastal erosion was found to be significant, in light of the environmental impacts of coastal protection works, limited intervention was recommended, other than (a) those works necessary to protect the existing railway bridge and the new Port Access Road bridge and (b) the installation of breakwaters north of the harbour to stabilise and improve the recreational value of the beach.

The coastal zone management objectives of this plan are consistent with and complementary to those set out in the County Development Plan

Coastal zone management objectives

- CZ1** No development will be permitted that has the potential to adversely affect the conservation objectives of The Murrough Wetlands SAC, The Murrough SPA, Wicklow Head SAC, or Wicklow Reef SPA either directly, indirectly or cumulatively. Applications for planning permission will be required to demonstrate beyond all reasonable doubt that a proposed development does not adversely impact on the integrity of the Natura 2000 site.
- CZ2** To facilitate the enhancement of existing, and development of new recreational facilities along the coastal area, such as walking routes, car parking areas, signage, changing / toilet facilities and water based clubs, subject to compliance with the provisions of the EU Habitats Directive and other planning considerations.
- CZ3** To support investigations into alternatives for the development of Wicklow port.
- CZ4** To retain Wicklow Golf Club at its present location and to preserve the open character of this area, as it acts as an important buffer area between the town and recreation areas further to the south.
- CZ5** To facilitate the protection of the coastline from erosion through the maintenance of existing and development of new measures of protection from erosion, subject to compliance with the provisions of the EU Habitats Directive.

11.3.8 Public Rights of Way

There are 4 existing public rights of way within the plan area. These were established in 1994 by way of variation to the 1989 County Development Plan in the Wicklow Town Environs Plan 1994. They are identified on the land use map.

Section 10(2)(o) of the Planning and Development Act 2000, as amended, requires the inclusion of a mandatory objective in the development plan for the preservation of public rights of way which give access to seashore, mountain, lakeshore, riverbank or other place of natural beauty or recreational utility, which public rights of way shall be identified both by marking them on at least one of the maps forming part of the development plan and by indicating their location on a list appended to the

development plan. Section 14 of the Act sets out the formal process for designating rights of way in development plans.

Public Rights of Way Objectives

ROW1 To preserve existing public rights of way at the locations detailed in Table 11.11 *Existing Public Rights Of Way* and other established Rights of Way which give access to seashore, mountain, lakeshore, riverbank or other place of natural beauty or recreational utility.

ROW2 To map and document existing established and possible further public rights of way within the plan area which give access to seashore, mountain, lakeshore, riverbank or other place of natural beauty or recreational utility, on a phased basis, commencing within the lifetime of the plan, in consultation with the public, walking groups and other users of public rights of way, for inclusion in the Development Plan by way of variation.

Table 11.11 Existing Public Rights Of Way

| Reference | Description |
|-----------|--|
| PROW1 | From the Wicklow Town boundary, along the coastline of Bollarney Murrough, Knockrobin, Murrough and Tinakilly Murrough |
| PROW2 | From the Wicklow Town boundary along the coastline to Brides Head and Lime Kiln Bay |
| PROW3 | From Rocky Road to Rathnew back road along the western boundary of Wicklow Environs |
| PROW4 | Along old coast road at Dunbur Lower from Seafield housing estate to public road. |

SECTION SIX

**ACTION AREAS
MURROUGH OPPORTUNITY AREA
LAND USE ZONINGS
IMPLEMENTATION**

CHAPTER 12

ACTION AREAS & MURROUGH OPPORTUNITY AREA

12.1 Action Areas

Two Action Areas have been identified in this plan. Action Areas are to be the subject of comprehensive (not piecemeal) integrated schemes of development that allow for the sustainable, phased and managed development of the Action Area during the plan period. Separate applications for sections of each Action Area will not be considered until an overall Action Area Plan has been agreed in writing with the Planning Authority unless it can be shown that any application will not undermine the achievement of the overall objectives for that Action Area.

The position, location and size of the land use zonings shown on the land-use zoning map associated with this plan are indicative only and may be altered in light of eventual road and service layouts, detailed design and topography, subject to compliance with the criteria set out for the Action Areas below. However, any lands that are located in Flood Zone A as per the Flood Risk Assessment that forms part of this plan shall be restricted to 'water compatible uses' as set out in Table 3.1 of 'The Planning System and Flood Risk Management Guidelines for Planning Authorities' (2009) and any lands that are located in Flood Zone B as per the Flood Risk Assessment that forms part of this plan shall be restricted to 'less vulnerable uses' and 'water compatible uses' as set out in Table 3.1 of 'The Planning System and Flood Risk Management Guidelines for Planning Authorities' (2009).

By time related conditions, agreements or otherwise, the Council will regulate the building programme to ensure that the needs of the population do not exceed the provision of essential support systems and the Council will use its powers under the Planning & Development Acts to effect this control.

12.2 Clermont – Tinakelly Action Area

This action area is located in the townlands of Tinakelly, Newrath, Rosanna Lower and Knockrobin and measures c. 137 ha comprising:

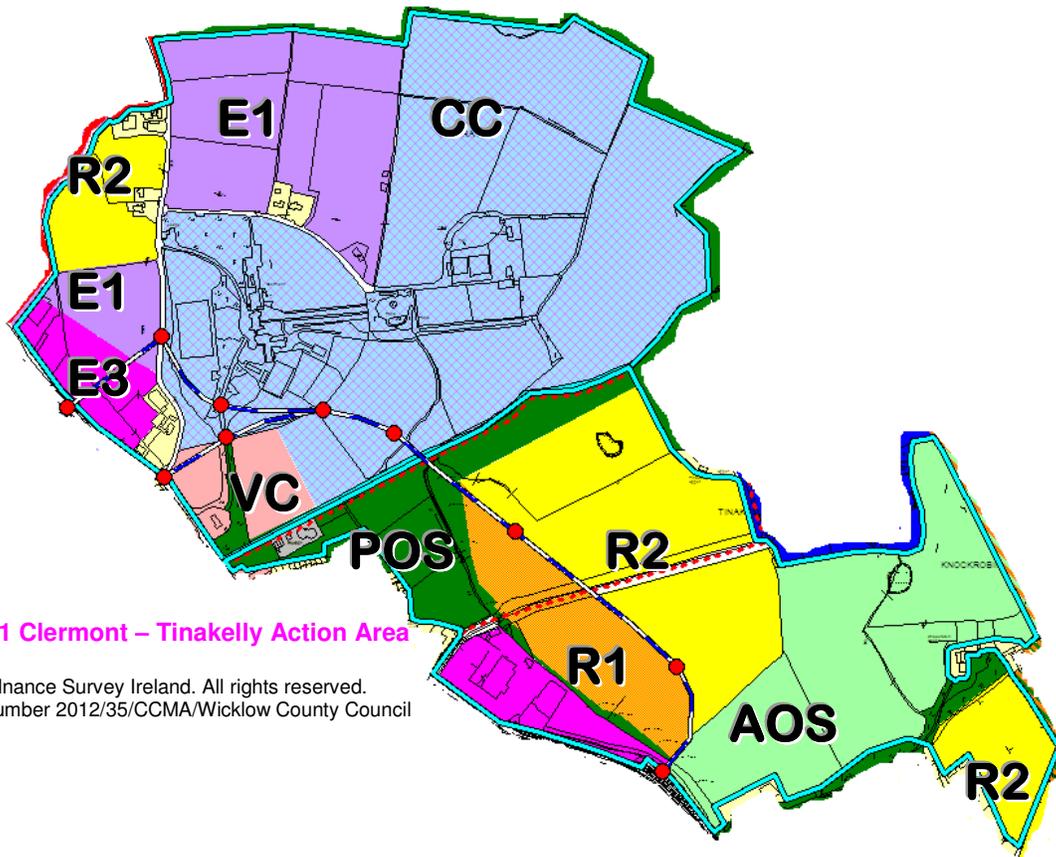
- c. 52 ha designated 'Clermont campus'
- c. 3.2 ha designated 'village centre'
- c. 23.5 ha of employment zoned land (16.5ha E1 and 7ha E2),
- c. 28 ha of open space and (10ha POS and 18ha AOS)
- c. 30 ha for residential development (c. 5.7ha R1, 19.9 R2, 4.25ha RE)

Any plan prepared or development proposed for these lands, while respecting all relevant development control standards and plan objectives must provide for phased and integrated development. Any plan shall comply with the following objectives:

- Provision of a new inner relief road for Rathnew to facilitate access to new developments from the existing road network, to prevent congestion in Rathnew village centre due to the development of Clermont - Tinakelly Action Area and to achieve good traffic circulation in the area. The delivery of the Rathnew inner relief road may be on a phased basis, but no more than 40% of the residential development will be permitted in advance of the full completion of the road.
- A minimum area of 28ha shall be developed as public open space in accordance with the following criteria:
 - Lands designated Passive Open Space (POS) shall be developed as a formal landscaped park, including an amenity walkway along both sides of the river, generally as indicated on the map. The plan shall include suitable proposals to ensure that walkway areas are maintained as safe, usable areas, free from anti-social behaviour.
 - Lands designated Active Open Space (AOS) shall be laid out and developed as a public sports ground, to be devoted to the use of the general public and not reserved for a single

club or activity, in a format and with such facilities / infrastructure to be determined following consultation with the Community Development Section of the Council.

- The delivery of the Open Space may be on a phased basis, but no more than 70% of the residential development will be permitted in advance of the full completion of the Active Open Space and the riverine park.
- Land designated VC in Rathnew village centre shall be developed as an extension to the village centre, including new streets and squares, that provide a new streetscape along the main street and a pedestrianised walkway up to Clermont College.



Map 12.1 Clermont – Tinakelly Action Area

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12.3 Marilton Action Area

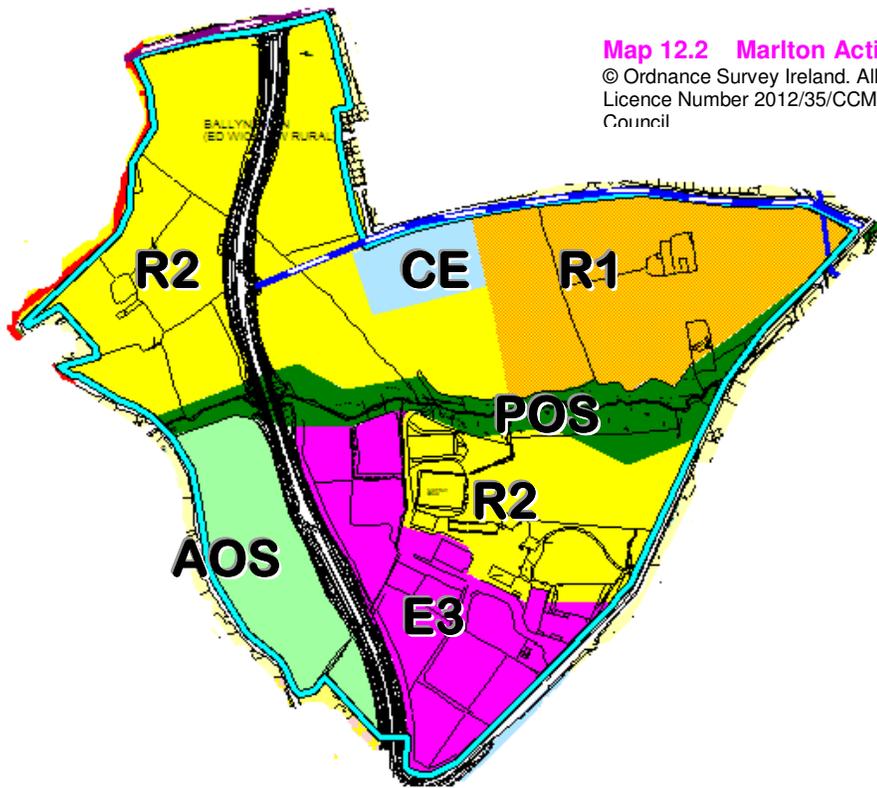
This action area is located in the townlands of Ballynerrin and Ballynerrin Lower to the west of Wicklow town and measures c. 55ha comprising:

- c. 10ha zoned for high density residential development (R1)
- c. 25ha zoned for medium density residential development (R2)
- c. 8ha of employment zoned land (E2 'Retail Warehousing'),
- c. 9.3ha of open space and (4.6ha POS and 4.7ha AOS),
- c. 1.6ha zoned for Community and educational use (CE)

Although the newly constructed Town Relief Road (TRR) bisects this action area, the two sides of the action area are considered appropriate to bind together in an action area as (a) facilities and infrastructure required by the 'east' side are partially located on the 'west' side of the road and (b) this will allow for the creation of a continuous green link from the old reservoir into the town centre.

Any plan prepared or development proposed for these lands, while respecting all relevant development control standards and plan objectives must provide for phased and integrated development. Any plan shall comply with the following objectives:

- The CE lands zoned in this action area shall be reserved for the development of a primary school. No more than 40% of the residential development will be permitted in advance of the transfer of the site to the Minister for Education.
- Appropriate retail and social / community facilities shall be provided, of a type and scale to be determined following the carrying out a Retail Impact Assessment and social / community needs audit of the area. Any such retail and social / community facilities shall be provided on lands zoned 'R2' and shall, unless otherwise agreed, be located in a combined 'neighbourhood centre'. The delivery of this centre may be on a phased basis, but no more than 40% of the residential development will be permitted in advance of the full completion of the social / community elements of the centre.
- A minimum area of 9ha shall be developed as public open space in accordance with the following criteria:
 - Lands designated Passive Open Space (POS) shall be developed as a formal landscaped park, including an amenity walkway along both sides of the river, generally as indicated on the map.
 - Lands designated Active Open Space (AOS) shall be laid out and developed as a public sports ground, in a format and with such facilities / infrastructure to be determined following consultation with the Community Development Section of the Council.
 - The delivery of the Open Space may be on a phased basis, but no more than 70% of the residential development will be permitted in advance of the full completion of the Active Open Space and the riverine park.
- Not more than 100 residential units may be occupied until such a time as the link between the existing Marilton estate road and the TRR is completed.



Map 12.2 Marilton Action Area

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12.4 The Murrough Opportunity Area

12.4.1 Introduction

The Murrough Wetlands is a coastal complex which stretches for 15km from Ballygannon near Kilcoole to the north of Wicklow Town with c.2km within the plan area. The northern area of the Murrough is composed of wetland habitats and agricultural lands with the mainline Dublin–Wexford railway running along the strip. This area is widely used for recreational purposes and is designated for nature conservation as The Murrough Wetlands SAC and SPAs. . The Murrough Opportunity Area lies to the south, and consists of lands that have been developed for employment, residential, utilities and services within Wicklow town. The Murrough Opportunity Area is an important physical, economic and natural amenity for the town therefore its future sustainable development is imperative to the development of the settlement as a whole.

12.4.2 Location

The Murrough Opportunity Area covers the area south of the Port Access Road bridge and rail-line bridge as far as Urban Villas and the village park. This area comprises approximately 12 hectares in the form of a long narrow peninsula of land, approximately 150m wide and 77m long, separated from the remainder of the town by the River Leitrim. At its southern end it adjoins the residential terraces adjacent to the port (Leitrim Place, Strand and Upper Strand Street).

12.4.3 Connections

Connections between the town and the Murrough are through the southern residential area (Leitrim Place and Strand Street) from either the Stone Bridge, which links to Bridge Street in the town centre, or the pedestrian Parnell Bridge connecting to Wentworth Place. To the north, the Dublin-Rosslare rail line crosses the Murrough close to the Town Council boundary; pedestrian crossing is also possible alongside the rail-line bridge. The Port Access Road, which bridges the Leitrim River / the 'Broadlough' alongside the rail crossing, provides a connection to the main Wicklow to Rathnew Road with onwards connection to the TRR, to the west of the town. The Port Access Road is intended to be the main access route into this area, particularly for HGVs and port-related traffic. There are a number of locations for on street parking and parking to the front of individual properties, there are also two public car parks, to the east of Urban Villas and near the bridge of the Port Access Road, both fronting onto the beach.

12.4.4 Environment

The Murrough Wetlands, to the north of the Murrough Opportunity Area is designated as a candidate Special Area of Conservation (SAC) and a proposed Natural Heritage Area (NHA). To the west of the Murrough Opportunity Area, the Leitrim River forms the boundary of the SPA which extends north of the Area. The site supports a number of habitats listed in Annex I of the EU Habitats Directive and a number of bird species listed in Annex I of the EU Birds Directive, as well as a wide range of important migratory birds. The bank of the Leitrim River is habitat for two rare flora species protected by the Flora Protection Order. The protection of the conservation objectives of these various designations is in accordance with National and EU policy and is facilitated through the various objectives of this Plan. Given the location of the Murrough Opportunity Area, sandwiched between the river and the coast, and adjacent to two Natura 2000 sites, cognisance must be given to the protection of the environment as part of any proposals to facilitate development in this area.

12.4.5 Existing uses

Currently, the Murrough area is a mixed use urban area including light industry, recycling centres, professional offices, warehouses, small business, residential units and a primary school, all of which are accessed from a single road running in the centre of the Murrough, between the Port and the Port Access Road at the rail-line. A narrow band of vegetation runs uninterrupted along the river bank on the western edge, while to the east, a grassed area to the northern part approximately 4 - 5m wide separates the buildings and activities from the seashore. The current light industrial uses are not

complementary to its recreational and amenity use or necessarily most appropriate to its town, riverside and coastal location

12.4.6 Opportunity Area Vision

Given the location of the Murrough so close to the town centre, with an abundance of environmental amenities, excellent transport and sanitary infrastructure; good access and connections with a significant development potential; with the appropriate land uses developing in a sustainable manner in the future, the natural amenity of the area should not be compromised. It is envisaged that this Murrough area will become an extension of the existing town centre with a focus on diversified uses with residential development alongside town centre uses and services as well as tourism and recreational uses.

The Murrough also has major potential to become an important recreational and amenity space within the town centre. Further recreational facilities such as a playground, improved pathways and new riverside uses, in association with general landscaping and other environmental improvements can be achieved here. Tourism facilities such as a hotel and a tourism information centre would greatly enhance the amenity potential of the area. . The Murrough area has the potential to become a vibrant mixed-use area, capable of providing the employment and residential demands necessary for the town to become self-sufficient settlement.

Wicklow Town currently does not present an attractive front to the sea. The redevelopment of the Murrough has the potential to improve this town frontage by improving the architectural quality of buildings, landscaping and street furniture. Given the orientation of the Murrough fronting onto the sea and river, it will be necessary to ensure that buildings have more than one façade and present an attractive front to the sea, river, road and town. The design of any structures here will have to be of a height, scale and mass with a high quality public realm, that is practical and complements the visual and environmental amenities of the area as well as the existing town centre.

Flooding and coastal erosion are two threats to this area. Flooding has been addressed through the flood risk assessment for this plan with appropriate zonings and objectives in place. With regard to erosion in recent years, rock armour and breakwaters have been successfully put in place to minimize the threat of coastal erosion.

12.4.7 Development Strategy

The development strategy for the Murrough Opportunity Area is for the development of a new mixed use urban area that brings together the developmental potential with the environmental protection of the brief area. The principal objectives of the strategy are to:

- Facilitate the emergence of a new urban quarter with a distinctive identity and character; that reinforces the coastal and riverside qualities of the Murrough, is complementary to its dominant amenity value, and builds on its cultural and civic importance that is valued by the residents of Wicklow Town.
- Ensure that this urban quarter achieves a balance between living, working and leisure uses contained within a high quality architectural, landscape and streetscape environment.
- Improve the accessibility of this urban quarter in terms of its physical connection to Wicklow Town, the quality of pedestrian access to the riverbank and seashore and the treatment of the main internal vehicular, cycle and pedestrian routes.
- Ensure the sensitive integration of this urban quarter into its existing built and natural context.
- To protect the natural and built heritage of this area.
- To protect the natural and built heritage of this area ensuring that the conservation objectives of Natura 2000 sites are not adversely impacted upon, either directly, indirectly or cumulatively through any developments in this area.

Small scale developments will be assessed in accordance with the development management objectives of this plan and tested against the objectives of this brief to ensure that no individual project will militate against the overall achievement of the objectives for this area. However any significant proposals will be required to be accompanied by a masterplan for the area in compliance with this development strategy and the following objectives and the development management standards of the plan.

12.4.8 Development Objectives

Land Uses

- MB1** To facilitate the development of a broad mix of uses in the Murrough Area, with an emphasis on medium to higher density residential, small scale enterprise, hi-tech industries, retail, recreation, cultural, civic facilities and marine related activities and tourism.
- MB2** To facilitate the development of a hotel and other tourism accommodation at the Murrough.
- MB3** To facilitate the provision of a Tourist Information Centre for Wicklow Town at the Murrough.
- MB4** To ensure there are active ground floor uses in all buildings fronting public spaces, walkways and streets.
- MB5** Seek the provision of a central civic space surrounded by retail, small enterprise and cultural or civic uses, with clear and legible connections to the surrounding development, the river edge and coastal edge.
- MB6** To facilitate the promotion of marine or port related industry at appropriate locations that do not impact on the environmental protection objectives of the plan and that are also compatible with and do not detract from other retail, commercial, tourism and residential uses.
- MB7** To facilitate the development of a landscaped linear public park along the coastal edge of the Murrough connecting to the Murrough Wetlands / Broadlough, complete with playground, designated walkways, toilet and washroom facilities, boardwalk areas, seating, fishing stands, signage and lighting
- MB8** All developments in this area shall be subject to an Appropriate Assessment as per Article 6 of EU Habitats Directive to ensure that they do not give rise to adverse impacts, either directly, indirectly or cumulatively on the conservation objectives of Natura 2000 sites.

Design

- MD1** To ensure that all new structures present an appropriate façade to the sea, river, walkways and roadside with a continuous streetscape and building frontage where appropriate.
- MD2** To ensure the creation of a high quality urban realm through the provision of appropriately designed streets and open spaces, and the buildings contained within them.
- MD3** To ensure that the design of all buildings and open spaces are of a high architectural quality and reinforce the distinctive maritime setting of the Murrough.
- MD4** To ensure future development is to a density and height that is sensitive and appropriate to its immediate built and natural context.

Movement

- MD1** To facilitate the provision of cycle lanes connecting to existing lanes and cycle parking where possible.
- MD2** To facilitate the development of traffic-calming measures on the central access road where necessary and to facilitate the provision of pedestrian connections between both sides of the roadway through the Murrough.
- MD3** To facilitate the development of pedestrian and cycling links between the Murrough area with the town centre, train station, port, harbour and quays.

Environmental

- ME1** Establish and maintain the conservation buffer zone along the edge of the River Leitrim and the coast to protect the environmental designations of the river and coast.

CHAPTER 13

LAND USE ZONING OBJECTIVES

Land Use Zoning Objectives

The purpose of land use zoning objectives is to indicate the Council's intentions for all lands in the town. The various land use zones and their objectives are identified on the maps of this Development Plan. Land use zoning objectives are listed in Table 13.1.

Table 13.1 Land use zoning objectives

| Zone | Objective | Description |
|------|---|--|
| R1 | Existing Residential: To protect and preserve existing residential uses and provide for infill residential development. | To protect, provide and improve residential amenities of existing properties and areas while allowing for infill residential development that reflects the established character of the area in which it is located and with minimal impact on the existing residential amenity. |
| R2 | New Residential: To provide for new residential development at densities up to 40 units per hectare | To allow for the provision of high quality new residential developments at increased densities with good layout and design, with adequate public transport and cycle links and within walking distance of community facilities. Provide an appropriate mix of house sizes, types and tenures in order to meet household needs and to promote balanced communities |
| R3 | New Residential: To provide for new residential development at densities up to 28 units per hectare | To allow for the provision of high quality new residential environments at a medium-high densities with good layout and design, with adequate public transport and cycle links and within walking distance of community facilities. Provide an appropriate mix of house sizes, types and tenures in order to meet household needs and to promote balanced communities. |
| R4 | New Residential: To provide for new residential development at densities up to 20 units per hectare | To allow for the provision of high quality new residential environments at low-medium densities with good layout and design, reflecting the low-medium density character of the surrounding area. |
| R5 | New Residential: To provide for new residential development at densities up to 10 units per hectare | To allow for the provision of high quality new residential environments at low densities with good layout and design, reflecting the low density character of the surrounding area. |
| E1 | Enterprise and Employment: To provide for enterprise and employment development in the form of business parks, light industrial uses, office, technology parks etc with pure warehousing use generally not accounting for more than 20% of the floor area permitted on any site. | To facilitate the further development and improvement of existing employment areas and to facilitate opportunities for the development of new high quality business / technology / office parks and light industrial / warehousing units in a good quality physical environment. |
| E2 | Enterprise and Employment: To provide for enterprise and employment development in the form of light industry, warehousing and logistics development. | To facilitate the further development and improvement of existing employment areas and to facilitate the development of new high quality light industrial, warehousing and logistics developments / units. |
| E3 | Enterprise and Employment: To provide for enterprise and employment development in | To facilitate the sale of bulky goods within high quality settings and highly accessible locations, |

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| | the form of retail warehousing development. | with an emphasis on exemplar sustainable design and aesthetic quality |
| PT | Port: To protect and provide for commercial and industrial port related uses. | To maintain this area as a commercial cargo port and to facilitate the development of new infrastructure and buildings associated with this use subject to any new development being of the highest design quality reflecting its amenity and gateway location in the town. |
| TC | Town Centre: To preserve, improve and provide for town centre uses. | To develop and consolidate the existing town centre to improve its vibrancy and vitality with the densification of appropriate commercial and residential developments ensuring a mix of commercial, recreational, civic, cultural, leisure, residential uses, and urban streets, while delivering a quality urban environment which will enhance the quality of life of resident, visitor and workers alike. The zone will strengthen retail provision in accordance with the County Retail Strategy, emphasise urban conservation, ensure priority for public transport, pedestrians and cyclists while minimising the impact of private car based traffic and enhance and develop the existing urban fabric. |
| VC | Village Centre: To preserve, improve and provide for village centre uses. | To consolidate the existing village centre to improve its vibrancy and vitality with the densification of local community, commercial and residential developments ensuring a mix of commercial, recreational, civic, cultural, leisure, residential uses, and urban streets, while delivering a quality urban environment. Retail developments shall be facilitated in accordance with the County Retail Strategy. The scale of development shall be to cater for both existing residential development and zoned undeveloped lands, as appropriate, at locations which minimise the need for use of the private car and encourage pedestrians, cyclists and the use of public transport. |
| NS | Neighbourhood Shops and Services: To provide for retail and non retail services such as grocery shops, newsagents hairdressers, dry cleaners etc and local professional services. | To provide for small scale mixed use commercial / community / retail developments that serve only an immediate catchment or planned new areas of significant residential expansion. |
| CC | Clermont Campus: To provide for a higher education and R&D campus | To develop Clermont Campus in conjunction with the Carlow Institute of Technology and other stakeholders as a third level education facility and as a centre of excellence for enterprise development, education, training, research and development. This will entail the development of appropriate infrastructure and facilities necessary for the development of a third level college in particular classrooms, lecture theatres, labs etc and necessary student facilities such as student accommodation, sports facilities and other student services. This area is also identified as suitable for the development of a high technology / R&D |

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| | | enterprise park, including corporate HQs, of the highest quality layout, setting and design in a landscaped setting. |
| CE | Community/Educational/Institutional: To provide for and improve community, educational and institutional facilities. | To facilitate the development of necessary community, health, religious, educational, social and civic infrastructure. |
| AOS | Active Open Space: To preserve, improve and provide for recreational public and private open space. | To facilitate the further development and improvement of existing sports areas / clubs and to facilitate opportunities for the development of new high quality active sports and recreational areas |
| POS | Passive Open Space: To preserve, improve and provide for parks, recreational public and private open space, green corridors and ecological buffer zones. | To facilitate the further development and improvement of existing parks and other passive / amenity open areas and to facilitate opportunities for the development of new parks, recreational spaces, green corridors and ecological buffers. |
| T | Tourism: To provide for tourism related uses including tourist accommodation. | To provide for the sustainable development of tourism related structures, uses and infrastructure. To provide for the development of tourism facilities including accommodation of an excellent sustainable design and aesthetic quality. Tourism related office, civic and cultural and commercial development will be facilitated. |
| MU | Mixed Use: To provide for mixed use development including residential, community, employment and retail uses subject to the objectives specified for each mixed use zone in the development plan | To allow for new mixed use developments at the Murrough and the Whitegates MU zones as extension areas for the core town centre area of Wicklow. Development in The Murrough shall be in accordance with the objectives and standards set out in the Murrough Opportunity Area Brief, while the Whitegates area may be developed as a mixed use residential, employment, community and commercial zone subject to the development of a masterplan for the entire zone. In both areas, only retail development that would be consistent with the provisions of this plan and the County Retail Strategy shall be considered. |
| CZ | Conservation Zone: To protect Natura 2000 sites / proposed Natural Heritage Areas and a suitable buffer zone outwith their legal boundaries from inappropriate development | To protect these highly sensitive and scenic locations from inappropriate development, reinforce their character, distinctiveness and sense of place, and better manage current access and amenity uses. |
| PU | Public Utilities: To provide for public and service infrastructure and utilities | To allow for lands to be designated for public utilities such as waste water treatment plants, large ESB sub-stations, gasworks etc |
| SLB | Strategic Land Bank: To provide a land bank for future development of the settlement after the lifetime of this plan. | These are lands that are identified as being within the potential built envelope of the settlement with regard to proximity and accessibility to infrastructure. However, these lands are not suitable or necessary for development during the lifetime of this plan and may only be considered for detailed zoning and development after 2019. |

The acceptability of certain uses in particular zones is self evident, as is the unacceptability of others. Over a wide range of uses, the degree of acceptability will be assessed on the basis of a specific planning application where its nature, extent, intensity and its incidental effects can be evaluated properly. Table 13.2 indicates the acceptability levels for any use in each of the zones.

Acceptability of Uses

Typically Permitted

Land uses designated under each zoning description and objective as “Typically Permitted” are deemed to be generally acceptable in principle, subject to compliance with the relevant policies, standards and requirements set out in this Plan.

Typically Not Permitted

Uses in the table which are not indicated as ‘Typically Permitted’ shall require a material contravention of the plan.

Other Uses

Uses not recorded in the Land Use Matrix will be considered in relation to the general policies of the plan and the zoning description and objective of the particular area as set out in Table 13.1.

Non-Conforming uses

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

Table 13.2 Zoning Use Table

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| Residential (RE, R1, R2, R3, R4) |
| Typically Permitted |
| New dwellings, Education, Home Based Commercial Activities, Religious Building, Crèche or Nursery School, Community Facility, Open Space, Playground, Residential Institution, Skate park |
| Typically Not Permitted |
| Agricultural Buildings, Betting Shop, Caravan Park, Cash and Carry Outlet, Cemetery, Cinema, Disco or Nightclub, Large convenience goods stores, Enterprise Centre Extractive Industry, Funeral Home, Garden Centre, Heavy Vehicle Park, Hotel/Motel, Industry (General), Industry (Light), Laboratory, Motor Sales Outlet, Public House, Recycling Centre, Retail Warehouse, Scrap Yard, Service Garage, Take Away, Waste Transfer Station, Wholesale Outlet, Warehouse |
| Enterprise and Employment (E1) |
| Typically Permitted |
| Car Park, Crèche, Education, Enterprise Centre, Industry (General), Industry (Light), Laboratory, Office-Based Employment, Public Services, Restaurant ¹ , Warehouse |
| Typically Not Permitted |
| Abattoir, Betting Shop, Caravan Park, Cinema, Cemetery, Church / Religious Building, Disco or Nightclub, Extractive Industry, Guest House, Holiday Homes, Home Based Economic Activity, Hotel/Motel, Public House, Residential, Residential Institution, Take Away, Travellers Accommodation, |
| Enterprise and Employment (E2) |
| Typically Permitted |
| Car Park, Crèche, Education, Enterprise Centre, Industry (General), Industry (Light), Office-Based Employment, Petrol Station, Port related uses, Public Services, Recycling Centre, Restaurant ² , Service Garage, Warehouse, Waste Transfer Station. |

¹ Restaurant – This refers strictly only to small restaurant servicing only the needs of those employed in the zone

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| Typically Not Permitted |
| Betting Shop, Cinema, Caravan Park, Cemetery, Church / Religious Building Disco or Nightclub, Extractive Industry, Guest House, Holiday Homes, Home Based Economic Activity, Hotel/Motel, Public House, Residential, Residential Institution, Take Away, Travellers Accommodation |
| Enterprise and Employment (E3) |
| Typically Permitted |
| Car Park, Cash and Carry Outlet, Education, Garden Centre, Motor Sales Outlet, Public Services, Restaurant, Retail Warehouse, Wholesale Outlet. |
| Typically Not Permitted |
| Abattoir, Cinema, Betting Shop, Caravan Park, Cemetery, Church / Religious Building, Community Facility, Crèche or Nursery School, Cultural Use, Doctor/Dentist, etc., Disco or Nightclub, Enterprise Centre, Extractive Industry, Funeral Home, Guest House, Holiday Homes, Home Based Economic Activity, Health Centre, Hospital / Nursing home, Hotel/Motel, Industry (General), Laboratory, Office-Based Employment, Public House, Playground, Recycling Centre, Residential, Residential Institution, Shop (Local) ³ , Shop (Other), Service Garage, Scrap Yard, Take Away, Travellers Accommodation, Warehouse, Waste Transfer Station |
| Port (PT) |
| Typically Permitted |
| Industry (Light), Office, Port related uses, Public Services |
| Typically Not Permitted |
| Betting Shop, Cash and Carry Outlet, Cemetery, Church / Religious Building, Cinema, Community Facility, Crèche or Nursery School, Cultural Use, Disco or Nightclub, Large convenience goods stores, Doctor/Dentist, etc., Education, Funeral Home, Garda Station, Garden Centre, Guest House, Health Centre, Holiday Homes, Home Based Economic Activity, Hospital / Nursing home, Hotel/Motel, Laboratory, Motor Sales Outlet, Office-Based Employment, Petrol Station, Playground, Public House, Public Services, Recycling Centre, Residential, Residential Institution, Restaurant, Retail Warehouse, Service Garage, Shop – Local, Shop-Other, Take Away, Travellers Accommodation, Wholesale Outlet. |
| Town Centre (TC) |
| Typically Permitted |
| Car Park, Church / Religious Building, Cinema, Community Facility, Crèche or Nursery School, Cultural Use, Disco or Nightclub, Large convenience goods stores, Doctor/Dentist, etc., Education, Enterprise Centre, Funeral Home, Garda Station, Guest House, Health Centre, Hotel/Motel, Office-Based Employment, Open Space, Public House, Public Services, Recreational Building, Residential, Residential Institution, Restaurant, Retail services, Service Garage, Shop – Local, Shop Other, Skate Park |
| Typically Not Permitted |
| Industry (General), Recycling Centre, Waste Transfer Station, Scrap Yard, |
| Village Centre (VC) |
| Typically Permitted |
| Car Park, Church / Religious Building, Community Facility, Crèche or Nursery School, Cultural Use, Disco or Nightclub, Doctor/Dentist, etc, Education, Funeral Home, Garda Station, Guest House, Health Centre, Office, Open Space, Public House, Public Services, Recreational Building, Residential, Residential Institution, Restaurant, Retail services, Service Garage, Shop – Local, Shop – Other, Skate Park |
| Typically Not Permitted |
| Heavy Vehicle Park, Industry (General), Industry (Light), Motor Sales Outlet, Recycling Centre, Waste Transfer Station, Scrap Yard, Warehouse, Wholesale Outlet. |

² Restaurant – This refers strictly only to small restaurant servicing only the needs of those employed in the zone

³ A Local Shop is one that primarily serves a local community and does not generally attract business from outside that community.

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| Neighbourhood Shops and Services (NS) |
| Typically Permitted |
| Community Facility, Crèche or Nursery School, Cultural Use, Education, Health Centre, Office, Public Services, Service Garage, Shop – Local, Retail Services, Residential |
| Typically Not Permitted |
| Caravan Park, Cemetery, Disco or Nightclub, Large convenience goods stores, Extractive Industry, Guest House, Heavy Vehicle Park, Holiday Homes, Home Based Economic Activity, Hospital / Nursing home, Hotel/Motel, Industry (General), Industry (Light), Laboratory, Motor Sales Outlet, Public House, Recycling Centre, Residential Institution, Retail Warehouse, Waste Transfer Station, Scrap Yard, Travellers Accommodation, Warehouse, Wholesale Outlet. |

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| Clermont Campus (CC) |
| Typically Permitted |
| Car Park, Community Facility, Crèche, Education, Enterprise Centre, Industry (Light), Laboratory, Office-Based Employment, Open Space, Playground, Public Services, Recreational Building, Recreational Facility/Sports Club, Residential ⁴ , Restaurant/ public house ⁵ , Skate Park |
| Typically Not Permitted |
| Betting Shop, Caravan Park, Cash and Carry Outlet, Cemetery, Cinema, Disco or Nightclub, Large convenience goods stores, Extractive Industry, Funeral Home, Garda Station, Garden Centre, Guest House, Heavy Vehicle Park, Holiday Homes, Home Based Economic Activity, Motor Sales Outlet, Petrol Station, Recycling Centre, Residential Institution, Retail Warehouse, Scrap Yard, Service Garage, Shop – Local, Shop Other, Take Away, Travellers Accommodation, Warehouse, Waste Transfer Station, Wholesale Outlet. |

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| Community/Educational/Institutional (CE) |
| Typically Permitted |
| Car Park, Cemetery, Church / Religious Building, Community Facility, Cultural Use, Education, Hospital / Nursing home, Office, Open Space, Playground, Public Services, Recreational Building, Recycling Centre, Skate Park |
| Typically Not Permitted |
| Betting Shop, Caravan Park, Cash and Carry Outlet, Cinema, Disco or Nightclub, Large convenience goods stores, Extractive Industry, Garden Centre, Heavy Vehicle Park, Holiday Homes, Home Based Economic Activity, Hotel/Motel, Industry (General), Industry (Light), Laboratory, Motor Sales Outlet, Office-Based Employment, Petrol Station, Public House, Residential, Waste Transfer Station, Retail Warehouse, Scrap Yard, Service Garage, Shop – Local, Shop Other, Take Away, Warehouse, Wholesale Outlet. |

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| Active Open Space (AOS) |
| Typically Permitted |
| Community Facility, Open Space, Playground, Recreational Building/ Facility/Sports Club, Skate Park |
| Typically Not Permitted |
| Betting Shop, Caravan Park, Cash and Carry Outlet, Cemetery, Church / Religious Building, Cinema, Crèche or Nursery School, Cultural Use, Disco or Nightclub, Large convenience goods stores, Doctor/Dentist, etc., Education, Enterprise Centre, Extractive Industry, Funeral Home, Garda Station, Garden Centre, Guest House, Health Centre, Heavy Vehicle Park, Holiday Homes, Home Based Economic Activity, Hospital / Nursing home, Hotel/Motel, Industry (General), Industry (Light), Laboratory, Motor Sales Outlet, Office-Based Employment, Petrol Station, Public House, Recycling Centre, Residential, Residential Institution, Restaurant, Retail Warehouse, Scrap Yard, Service Garage, Shop – Local, Shop Other, Take Away, Travellers Accommodation, Warehouse, Waste Transfer Station, Wholesale Outlet. |

⁴ Only Student accommodation related to the college

⁵ Strictly only to meet the needs of the student population.

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| Passive Open Space (POS) |
| Typically Permitted |
| Community Facility, Open Space, Playground, Recreational Building/Facility/Sports Club, Skate Park |
| Typically Not Permitted |
| Betting Shop, Caravan Park, Cash and Carry Outlet, Church / Religious Building, Cinema, Crèche or Nursery School, Cultural Use, Disco or Nightclub, Large convenience goods stores, Doctor/Dentist, etc., Education, Enterprise Centre, Extractive Industry, Funeral Home, Garda Station, Garden Centre, Guest House, Health Centre, Heavy Vehicle Park, Holiday Homes, Home Based Economic Activity, Hospital / Nursing home, Hotel/Motel, Industry (General), Industry (Light), Laboratory, Motor Sales Outlet, Office-Based Employment, Petrol Station, Public House, Recycling Centre, Residential, Residential Institution, Restaurant, Retail Warehouse, Scrap Yard, Service Garage, Shop – Local, Shop Other, Take Away, Travellers Accommodation, Warehouse, Waste Transfer Station, Wholesale Outlet. |
| Tourism (T) |
| Typically Permitted |
| Bed & Breakfast, Community Facility, Crèche or Nursery School, Cultural Use, Education, Guest House, Holiday Homes, Hotel/Motel, Public Services, Recreational Facility/Sports Club, Skate Park |
| Typically Not Permitted |
| Betting Shop, Cash and Carry Outlet, Cemetery, Large convenience goods stores, Extractive Industry, Funeral Home, Garda Station, Garden Centre, Health Centre, Heavy Vehicle Park, Home Based Economic Activity, Industry (General), Industry (Light), Laboratory, Motor Sales Outlet, Office-Based Employment, Petrol Station, Recycling Centre, Residential, Residential Institution, Retail Warehouse, Scrap Yard, Service Garage, Shop-local, Take Away, Travellers Accommodation, Warehouse, Waste Transfer Station, Wholesale Outlet. |
| Mixed Use (MU) |
| Typically Permitted |
| Car Park, Cinema, Community Facility, Crèche or Nursery School, Cultural Use, Doctor/Dentist, etc., Education, Enterprise Centre, Guest House, Hotel/Motel, Office, Open Space, Playground, Public House, Public Services, Recreational Building, Recreational Facility/Sports Club, Residential, Restaurant, Shop – Local, Skate Park |
| Typically Not Permitted |
| Extractive Industry, Garden Centre, Heavy Vehicle Park, Industry (General), Motor Sales Outlet, Waste Transfer Station, Scrap Yard, Service Garage, Warehouse, Wholesale Outlet. |
| Conservation Zone (CZ) |
| Applications for permission in the Conservation Zone shall be evaluated as follows: <ol style="list-style-type: none"> 1. Where there is underlying zoning, any use shall be assessed for its suitability having regard to the zoning objective and the uses allowable for that zone as set out in tables 13.1 and 13.2. 2. Any application shall be accompanied by the appropriate type of environmental assessment necessary, according to the designation / location of the site vis-a-vis Natura 2000 sites / pNHAs |
| Strategic Land Bank (SLB) |
| Any development proposals within the lifetime of the plan will be considered under the Wicklow County Development Plan Rural Objectives. |

CHAPTER 14

IMPLEMENTATION & MONITORING

Wicklow Town Council and Wicklow County Council are committed to securing the implementation of the strategies, policies and objectives of this plan.

14.1 Implementation

Wicklow Town Council and Wicklow County Council will collaborate with relevant agencies and authorities to progress and expedite the implementation of the plan and through the planning section oversee and progress the implementation of programmes arising out of the plan.

Implementation of the plan will be achieved by:

- Investment in infrastructure underpinning the development objectives of the plan. In this regard, the 'Core Strategy' of the plan shall set the priorities for the provision and improvement of infrastructure by both the Local Authorities and other agencies, subject to the availability of funding;
- Integrating the strategies, policies and objectives of the plan consistent with the County Development Plan;
- Application of the objectives and standards of this plan in both Local Authorities' developments but also in the assessment of all applications for development consent.
- Ongoing monitoring of the strategies, policies and objectives of the plan and identifying any needs for adjustment of objectives over the lifetime of the plan and in future reviews

14.2 Monitoring

14.2.1 Plan Objectives

As far as practicable, every effort has been made to craft objectives that are specific, measurable, achievable and realistic. All of the objectives of the plan have been written with the specific aim of fulfilling the 'Core Strategy' of the plan and its associated Objectives as well as the environmental objectives as set out in the Strategic Environmental Assessment.

14.2.2 Performance Indicators

The measurement of the success of the implementation of the 'Core Strategy' and the associated 'strategic goals' of the plan will be a complex process, as a wide number of actions will be required to secure each goal.

The progress on achieving the environmental goals as set out in the Strategic Environmental Assessment will be monitored as set out in the Strategic Environmental Assessment 'Monitoring Measures' Section.

14.2.3 Statutory 2-year review

Section 15(2) of the Planning and Development Act 2000 (as amended) states that the manager shall, not later than two years after the making of a development plan, give a report to the members of the authority on the progress achieved in securing the objectives of the plan.

In addition to the manager's progress report, the Councils will continue to monitor the implementation and operation of the plan on an ongoing basis. Where it is considered that modifications or adjustments are required in the interest of the proper planning and sustainable development, variations of the plan may be introduced.

