



## 1. Introduction

The Council is the statutory undertaker for the provision of a range of physical infrastructure. The Council has been active in constructing, upgrading and expanding infrastructure facilities throughout the County.

Infrastructure within the County includes a wide variety of services and functions without which County Wicklow could not function socially and economically. These include:

- Waste, effluent and emission control, which involves the provision of satisfactory wastewater treatment, the protection of existing groundwater aquifers and the recovery and disposal of household and hazardous waste.
- Water supply, which involves the provision of satisfactory water supply to urban and rural areas.
- Fire service, the provision of an operational fire prevention service for the County.
- Roads, whereby the Council, in line with Government and National Roads Authority policies, shall maintain and improve the road network within the County.
- Public Transport, the Council shall facilitate the development of public transport within the County and to improve public transport links with Dublin City and around the County.
- Further infrastructure provision objectives are formulated for areas such as electricity generation, wind energy, hydroelectricity, telecommunications and natural gas.

## 2. Vision

To promote the use of sustainable and integrated modes of transport; to protect and enhance the built environment through the provision of a range of high quality water, drainage and waste management facilities; to encourage the use of sustainable and efficient energy resources and to facilitate the provision of widespread telecommunications infrastructure.

## 3. Context

**National Development Plan:** The National Development Plan 2000-2006 states that the government is fully committed to ensuring that the development of economic infrastructure is implemented within the period of the Plan. A number of objectives were established in order to achieve this aim:

- To monitor and oversee at a high level the delivery of key infrastructure projects
- To promote measures and Best Practice Guidelines which will support the acceleration of programme and project delivery;
- To promote appropriate institutional, administrative, legal and regulatory reforms to avoid unnecessary delays in the delivery of infrastructure projects;
- To devise and implement a communications strategy to raise public awareness of the economic and social benefits of rapid implementation of the infrastructure programme;
- To support the development and implementation of the Public Private Partnership Framework.

- Wicklow County Council recognises that the stock of public infrastructure in an economy is a major determinant of its competitiveness and its' capacity to address some of its major social and environmental needs.

**National Spatial Strategy 2002:** The National Spatial Strategy (NSS) is designed to achieve a better balance of social, economic, physical development and population growth between regions. Achieving spatial balance by developing the potential of areas will depend on enhancing capacity for the movement of people, goods, energy and information between different places. Physical networks of infrastructure such as roads, public transport, energy and communications are of particular relevance to the NSS, since they themselves have a spatial impact and also influence the location, timing and extent of development. Other economic infrastructure, such as water services, and social infrastructure, such as crèches and hospitals, relate to particular locations and are also needed to support balanced regional development. A feature of most successful economies is that they possess a well-integrated infrastructure that supports movement and energy and communications networks.

**Strategic Planning Guidelines for the Greater Dublin Area :** The SPG's identify a number of strategic transportation corridors, within which there is both good road and rail access. One of the main transportation corridors runs the length of the N11 and the Dublin to Wexford Rail Line, from north east Wicklow to the south east of the County. The main strategy of the SPG's separates the north east of the County, the Metropolitan Area from the remainder of the County, the Hinterland Area, by concentrating growth in the Settlement Areas of the Metropolitan Area and the Development Centres of the Hinterland Area. This strategy is based on the location of these growth centres along the existing transport corridor and is therefore, dependent on its maintenance and necessary upgrade.

The overall objective of the SPG's is to develop an integrated network of public transport, in particular within the Metropolitan Area and to develop the Metropolitan Area in a way as to reduce the demand for travel and to facilitate public transport.

**DTO A Platform for Change 2000-2016:** Due to the fact that the DTO strategy is an integrated strategy it impacts directly on land-use and infrastructure policies. The Strategy has two interdependent elements:

1. Infrastructure and Service Improvements, to increase the supply of transport, including a substantial expansion of the public transport network, some strategic road construction and traffic management.
2. Demand Management, to reduce the growth in travel through the application of land-use and other policies while maintaining economic progress, and which is designed to encourage a transfer of trips, especially at peak periods, from the private car to sustainable modes of transport (such as public transport, cycling and walking).



#### Other strategies and guidelines :

- Wicklow Waste Management Plan 2000 – 2004
- Groundwater Protection Scheme 2003
- Wicklow Water Services Investment Programme
- Draft Sludge Management Plan
- Waste Management : Changing our ways:A Policy Statement
- Sustainable Development: A Strategy for Ireland, DOELG 1997
- WindFarm Development Guidelines for Planning Authorities, DOE 1996
- Strategy for Intensifying Wind Energy Deployment, The Renewable Energy Strategy Group
- The National Climate Change Strategy, DOELG 2000
- Telecommunications Antennae and Support Structures, Guidelines for Planning Authorities, DOE 1996
- Quarries and Ancillary Services: Guidelines for Planning Authorities:April 2004
- Regional Planning Guidelines for the Greater Dublin Area 2004–2016

## 4. Strategy

The location of County Wicklow within the Greater Dublin Area and its close proximity to Dublin and international links, has resulted in development pressure in particular within the north of the County. The Plan, therefore seeks to encourage and facilitate the provision of infrastructure services to meet the demand for development and future population increases in an environmentally sustainable manner.

The strategy of this Plan aims to locate population growth and channel development in line with the principles of the NSS and SPG's, including the growth of the Development Centres, and within the Metropolitan and Hinterland Areas. Therefore, the strategy in relation to infrastructure services is to promote and facilitate the provision of the necessary infrastructure to fully accommodate this population and achieve a balanced economy, society and sustained environment.

This can be achieved by the provision and promotion of integrated transport networks and the encouragement of sustainable modes of transport such as public transport, walking and cycling.

The Plan aims to deliver and promote a high quality and efficient water supply, drainage and waste management facilities during the Plan period, which will ensure the long term environmental, social and economic development of the County.

Given finite energy resources, the Plan promotes the use of environmentally "Green" energy resources as an alternative, such as wind energy and hydroelectricity through the inclusion of policies.

The Plan aims to facilitate a widespread telecommunications infrastructure throughout the County, accessible by all.

## 5. Policy

### 5.1 – TRANSPORT

This section outlines the policies which support the principles of the DTO's Transportation Strategy "A Platform for Change", and the Government's "Strategic Rail Review", the DEHLG's National Spatial Strategy and the Strategic Planning Guidelines for the Greater Dublin Area.

Roads provide an essential means of communication and influence the location, timing and extent of development on both a regional and local scale. Decisions on land use and development must take account of existing and public transport networks and support the emergence and development of new integrated transport systems.

The primary objective of policies relating to transport will facilitate the provision of proper road infrastructure in a sustainable manner and the promotion of public and integrated transport networks, in order to ensure the sustainable and economic development of County Wicklow.

#### 5.1.1 – NATIONAL ROADS

**Policy T1:** The Council will, in line with Government and National Roads Authority (NRA) policies, and in accordance with the "Roads Needs Study", published by the NRA and the National Development Plan, seek to bring national primary and secondary roads up to the appropriate standards.

Government policy refers, inter alia, to:

- the vital importance of national routes to the economic and social development of the country,
- the need to safeguarding roads investment by preventing premature obsolescence as a result of inadequate control on frontage development
- preventing adverse affects on road safety
- where local authorities fail to take effective measures to control frontage development, the Minister for the Environment will consider reducing their overall level of annual roads' grants having regard to the reduced benefits accruing from national route investment in their areas.

#### 5.1.2 – REGIONAL AND LOCAL ROADS

**Policy T2:** The Council will continue the improvement of regional roads and to develop the local roads to the appropriate standards consistent with present and expected traffic flow, including predicted increased traffic flows to likely development and in accordance with Government policy and the Roads Programme adopted by the Council. New and existing road space will be allocated to provide for bus, cycle and pedestrians.



### **5.1.3 – ROAD LINKS TO GROWTH CENTRES**

**Policy T3:** The Council shall have regard to provisions of relevant legislation relating to the protection of built and natural heritage when carrying out roads improvement works. The council shall consult with the National Parks and Wildlife Service (in accordance 'notifiable actions' provisions of the E.U. Habitats Directive) in advance of any upgrading works to the Sally Gap road (as identified on map 17b), as this road is located in a Special Area of Conservation (SAC), and shall consult on any proposals that would have an impact upon other designated wildlife areas.

**Policy T4:** The Council will seek to improve the road links between the national road network and the growth centres of County Wicklow in order to cater for anticipated additional traffic flows and to facilitate the economic development of these settlements. The co-operation of the Town Councils will be sought in the implementation of same where necessary.

### **5.1.4 – ROAD LINKS BETWEEN MID-EAST COUNTIES**

**Policy T5:** The Council will support the improvement of road links between the counties of the Mid East Region linking the regions' ports and areas of economic activity. The co-operation of other Local Authorities will be sought in the implementation of the same where necessary.

### **5.1.5 – ROAD IMPROVEMENT RESERVATIONS**

**Policy T6:** The Council will preserve free of development, all alternative road improvement lines and route corridors where development would seriously interfere with the road's objective, until such time as a final decision on a preferred route has been made. The Council will endeavour to ensure that a decision with respect to final road lines is decided upon as expeditiously as possible in order to prevent planning blight.

### **5.1.6 – DUBLIN TRANSPORTATION OFFICE STRATEGY**

**Policy T7:** The Council will support the implementation of the DTO Strategy "A Platform for Change", as it affects County Wicklow.

### **5.1.7 – LAND USE AND TRANSPORTATION POLICIES**

**Policy T8:** The Council will seek to achieve a balance in the implementation of land use policies and transportation policies in the County, through the implementation of Integrated Framework Plans for Land Use and Transportation.

### **5.1.8 – PUBLIC TRANSPORT**

Public transport with enhanced opportunities for cycling and walking has played an important role in forming transport policies in both rural and urban areas of the County. By encouraging employment and residential development to locate in existing development centres, it will be possible to take full advantage of existing and future investment in public transport.

**Policy T9:** The Council will support the further development of public transport services and improved public transport links with Dublin City for residents of County Wicklow.

**Policy T10:** The Council will support the further improvement of public transport services within the County and in particular facilitating the provision and promotion of privately run transportation systems in rural areas such as the Wicklow Rural Transport Initiative.

**Policy T11:** The Council will ensure that Car Parking Standards are generally adhered to in accordance with Table 5.3 illustrated in Chapter 5, while ensuring that the objectives and principles of the DTO's Strategy are not compromised.

**Policy T12:** The Council will encourage the development of cycling and walking as sustainable modes of transport.

**Policy T13:** Where planning applications are being granted for new major developments, it is the policy of the Council to ensure that an adequate cycle network is provided.

**Policy T14:** The Council will ensure that all large developments are subject to a Traffic Impact Assessment. The Council may also require the provision of Road Safety Audits in the case of substantial road works.

### **5.1.9 – ROADSIDE SIGNAGE AND ADVERTISING**

Refer to Section 13.2 Chapter 5 Design and Development

### **5.1.10 – ROAD DESIGN AND LAYOUT**

Refer to Chapter 5 Design and Development, Urban Development Standards and Urban Residential Guidelines, Chapter 6 Employment, Industrial and Employment Development Standards

### **5.1.11 – TRAFFIC CALMING**

Refer to Chapter 5 Design and Development.

## **5.2 – WATER SUPPLY**

The Plan will facilitate the provision of proper water infrastructure in a sustainable manner.



### 5.2.1 – PUBLIC WATER SUPPLY IN TOWNS, VILLAGES AND RURAL AREAS

**Policy W1:** The Council will provide public water supply to towns, villages and rural areas in accordance with the Council’s “Water Services Investment Programme” and those detailed in Schedule 9.1.

Schedule 9.1 Water Supply Schemes

Scheme	Description
Arklow Water Supply	Provision of additional water on basis of revised population figures
Aughrim Water Supply	Provision of new source and additional storage
Bray Water Supply Scheme	Provide storage and strengthen distribution
Greystones Water Supply Newtownmountkennedy Water Supply Scheme	Water storage and distribution.
Rathdrum Water Supply Scheme	Rathdrum and neighbouring supply areas possibly including Avoca, Laragh and Ballinaclash
South West Wicklow Water Supply Scheme	Provide water to rural area in south west Wicklow.
West Wicklow Water Supply Scheme Stage 1b	Infrastructure to provide water to Baltinglass
West Wicklow Water Supply Scheme Stage 2 and 3	Infrastructure to Stratford / Donard, Rising Mains / distribution, Reservoir for Blessington area

**Policy W2:** The Council will require developments to connect to public water supplies where such services are adequate or where they will be improved in the future.

**Policy W3:** The Council will consider the provision (in advance of new or improved public water supplies), of suitable interim private water supply systems where water supply is inadequate.

### 5.2.2 – RESERVOIRS

**Policy W4:** The Council will provide water storage reservoirs to cater for all domestic and non-domestic needs arising within the catchment area.

## 5.3 – WATER QUALITY

It is the Council’s overall aim to protect existing groundwater aquifers, surface waters and coastal waters from pollution. The Water Framework Directive 2000 aims to achieve a “good status” for all water by 2015. The Council will implement policies to deliver on this objective.

### 5.3.1 – RIVER WATER QUALITY

**Policy W5:** The Council will implement the provisions of the River Basin Management Plans (Eastern River and South Eastern River Basin Management Plans) in order to protect the environment, public health and the recreational potential of these water bodies.

### 5.3.2 – AQUIFER PROTECTION

County Wicklow has relatively poor groundwater resources with no regionally important aquifers. However, a number of small to medium sized water supply sources depend on groundwater, together with rural residents who are on private water supplies.

The Groundwater Protection Scheme aims to prevent ground water pollution by integrating five components.

1. It identifies the groundwater resources within the County by means of an Aquifer Map, which distinguishes between the more important and less important aquifers.
2. It identifies areas where the groundwater resources are most vulnerable to pollution, by means of a Groundwater Vulnerability Map.
3. It integrates the Aquifer and Vulnerability Maps into a Groundwater Protection Zones Map, which classifies areas according to the degree of protection they require.
4. It examines in detail the main existing water supply source which depend on groundwater (wells and springs) and their vulnerability to pollution.
5. The Groundwater Protection Zones map is used in conjunction with Groundwater Protection Responses, which indicate the controls appropriate to each groundwater protection zone for a given type of development.

The Groundwater Protection Scheme has limitations as it is based on data of wells and site investigations that have been carried out in the past and the data for those is extrapolated to cover all areas. It is however, a very valuable tool to enable Wicklow County Council to respond to relevant proposals, refer and have regard to when assessing proposed developments and subsequently to help achieve sustainable water quality management throughout the County. It also highlights the need to examine the impacts on groundwater in greater detail where it shows groundwater resources to be significant or vulnerable. Refer to Schedule 9.2 and map 15 – Locally Important Vulnerable sand and gravel aquifers.

## Schedule 9.2

Locally Important Sand and Gravel Aquifers in County Wicklow

No	Aquifer Name	Type
1	Blessington (incl. Deerpark)	Limestone based sand and gravel
2	Enniskerry	Limestone based sand and gravel
3	Kilcoole	Sand and gravel
4	Ashford	Sandstone based sand and gravel
5	Baltinglass	Lower Paleozoic based sand and gravel
6	Dunlavin	Sand and gravel
7	Hollywood (incl. Tober & Lemonstown)	Sand and gravel

**Policy W6:** The Council will have regard to the Wicklow Groundwater Protection Scheme 2003.

### 5.3.3 – FLOODING

**Policy W7:** Within the variety of watercourses that the Council considers may be susceptible to flooding, developers may be required to provide hydraulic and flood impact information in support of their planning application. In such cases, developers must show the measures they will take to minimise flood risk, including attenuation in situ and downstream of their development to the satisfaction of the Council.

The Council will facilitate the implementation of the Arklow Flood Study 2002.

## 5.4 – WASTE, EFFLUENT AND EMISSION CONTROL

It is the aim of the Council to protect and enhance the environment through the provision of high quality drainage and waste management facilities. The Council will adhere to the principles of the Wicklow Waste Management Plan 2000 – 2004 and to any subsequent Plan. The Plan provides a clear policy and implementation plan for the future of waste management in order to conform to the Irish and EU waste policy and legislation.

### 5.4.1 – WASTE WATER TREATMENT

**Policy WS1:** The Council will provide satisfactory wastewater treatment and ancillary works to all towns and villages in the county to serve existing and future populations in accordance with the Wicklow Settlement Strategy and Hierarchy, in accordance with the Water Framework Directive 2000, the Water Services Investment Programme and those identified in Schedule 9.3.

#### Schedule 9.3 Sewage Schemes

Scheme	Description
Arklow Sewerage Scheme	Additional works to service zoned lands in southside area.
Blessington Lakes Sewerage	Blessington and Villages on Lakeshore (Lacken, Ballyknockan, Vallemount)
Bray Sewerage Catchment	Provision of collection system as recommended by Shanganagh – Bray Main Drainage Scheme
Dunlavin Sewerage Scheme	Provision of tertiary treatment, sewer construction and outfall.
Newtownmountkennedy Sewerage Scheme	Regional scheme serving Newtown – Kilcoole and district (to include treatment at Leamore / Greystones).
Sludge Management	Capital infrastructure (Greystones plus SMP Requirements)
Wicklow Sewerage Network	Foul and surface water drainage review for Wicklow Town and asset modelling.

### 5.4.2 – SOLID WASTE AND WASTE MANAGEMENT

In line with the principles of sustainable development and to ensure the protection of the environment it is the intention of the Council to ensure the promotion of waste minimisation, re-use and recycling and that the proper disposal of all waste, including private, commercial and hazardous, is undertaken.

Trade effluent discharges to surface waters and sewers will be controlled by licencing under the Water Pollution Acts 1977 – 1990.

#### 5.4.2.1 – WASTE MANAGEMENT

**Policy WS2:** It is the policy of Wicklow County Council to promote in a sustainable manner development and expansion of County Wicklow in accordance with the recommendations of the Greater Dublin Strategic Drainage Study which includes the following documents:

1. Climate change policy
2. Basement policy
3. Inflow and infiltration minimisation to sewer networks
4. New development policy
5. Environmental management policy



**Policy WS3:** The Council will have regard to its 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 arise for the recovery and disposal of household waste arising within its functional area. In particular the council will prioritise the development of civic amenity centres for Bray and Greystones during the lifetime of this Plan.

**Policy WS4:** The Council will facilitate the provision of waste disposal sites as necessary in accordance with the needs arising within the County, the Wicklow Waste Management Plan 2000 – 2004 and subsequent reviews of Management Plan and the proper planning and development of the County.

**Policy WS5:** The Council will have regard to the Wicklow County Sludge Management Plan, facilitating the implementation of its aims and objectives where appropriate.

#### 5.4.2.2 – WASTE MINIMISATION

**Policy WS6:** The Council will encourage waste minimisation strategies for domestic, industrial and commercial wastes.

#### 5.4.2.3 – RECYCLING

**Policy WS7:** The Council will promote re-use and recycling schemes in accordance with the principles of sustainable development.

**Policy WS8:** The Council will identify proposed locations for civic amenity sites and “Bring Banks” to be developed within the lifetime of this Plan and will continue to provide same at the identified locations.

#### 5.4.2.4 – HAZARDOUS WASTE

**Policy WS9:** The Council will monitor the production, storage and movement of hazardous and dangerous waste within the County and enforce the provisions of the 1979 Toxic and Dangerous Waste Regulations.

**Policy WS10:** The Council shall 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. The policy will be implemented through Development Control, 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.

#### 5.4.3 – EMISSIONS

**Policy WS11:** The Council will enforce the provisions of the 1987 Air Pollution Act, in order to control industrial and other emissions in order to protect ambient air quality in County Wicklow.

#### 5.4.3.1 – NOISE

**Policy WS 12:** The Council shall have regard to the EPA Act, 1992 and the EPA Noise Regulations, 1994, in aiming to minimise noise pollution in the county.

#### 5.5 – TELECOMMUNICATIONS

The Plan seeks to facilitate and promote a wide spread of telecommunications infrastructure, including telephone, mobile communications, radio and television, throughout the County in order to achieve a balanced growth of development and society.

The Council will conform with the DEHLG “Guidelines for Telecommunications Antennae and Support Structures”. These guidelines provide standards on:

- Design and Siting
- Visual impact
- Access roads and poles
- Sharing and clustering
- Health and Safety
- Obsolete structures
- Duration of permission.

**Policy TE1:** The Council will facilitate broadband telecommunications throughout the County.

**Policy TE2:** The Council will control the development of transmission apparatus for telephonic transmissions throughout County Wicklow in an environmentally sustainable manner.

#### 5.6 – ENERGY

The development of alternative energy resources, including solar energy, wind, hydro, biomass, anaerobic digestion etc. is a priority at national and local level for both environmental and energy policy reasons. The Council accepts the importance of renewable energy resources and are subsequently reflected in the policies.

The Planning Authority recognises the importance of renewable energy in the future development of the county. The Council will adopt a positive approach to the development of renewable energy facilities. It accepts that within the County itself there are many suitable locations for the exploitation of natural renewable resources. In some cases these areas coincide with some of the most scenic areas in the County. The exploitation of these natural resources must be reconciled with the need to preserve the high quality of this physical environment in the interests of the economic, social and physical well-being of the County. It will be the Planning Authority’s policy objective to encourage the exploitation and usage of renewable energy resources at optimum locations.

## 5.6.1 – RENEWABLE ENERGY

National and International Initiatives

**Policy EN1 :** The Council will support national and international initiatives for limiting emissions of greenhouse gases and encouraging the development of renewable energy sources.

Sustainable Energy

**Policy EN2 :** The Council will continue to support the development of renewable energy in suitable locations in an environmentally sustainable manner while complying with the County Development Plan policy and principles of proper planning and sustainable development.

Wind Energy

**Policy EN3 :** The Council will encourage the development of wind energy in suitable locations in an environmentally sustainable manner.

Wind Energy Strategy

**Policy EN4 :** The Council will prepare an Indicative Wind Energy Strategy within 12 months of the adoption of the County Development Plan 2004-2010.

Hydroelectricity

**Policy EN5:** The Council will encourage the development of small-scale hydroelectric generation in an environmentally sustainable manner.

## 5.6.2 – NATURAL GAS

**Policy EN6:** The Council will support the further extension of the gas grid into County Wicklow to serve residential communities, commerce and industry.

## 5.6.3 – ELECTRICITY

**Policy EN7:** The Council will support the necessary generation of electrical power in County Wicklow.

<sup>25</sup> This does not infer that permission will be granted to additional vehicular movements being allowed onto the National/Regional Route on the basis that the existing access is being improved.

<sup>26</sup> This does not imply that permission will be granted to additional vehicular movements being allowed onto the Regional Route on the basis that the existing access is being improved.

# 6. Development Control Objectives

## 6.1. – ROADS DEVELOPMENT CONTROL OBJECTIVES

### 6.1.1 – DEVELOPMENT ON NATIONAL ROUTES

The location of new means of access to National Primary and Secondary roads or residential, commercial, industrial or other development dependent on such means of access, will generally not be permitted except;

- in areas where a speed limit not exceeding 50-60 kph (30-40 mph) applies or
- in the case of infilling, in existing built up areas
- or in the case where an existing means of access is being improved<sup>25</sup>

Those people seeking to build a house for their own occupation on their own land, who meet the criteria as specified in Policy SS9 and all other planning considerations, will only be granted permission for the provision of a new access on to a National Road where such access complies with the requirements of the “Design Manual for Roads and Bridges” and where no alternative is possible.

Permission will generally not be permitted for development adjoining a National Road even if no vehicular access is created because hazardous situations often still arise because of the generation of parking and the opening of pedestrian routes.

All works to be carried out on National Roads shall be subject to the requirements of the “Design Manual for Roads and Bridges”, published and up-dated by the National Roads Authority.

### 6.1.2 – DEVELOPMENT ON REGIONAL ROADS

In order to ensure safety and free flow of inter-county and local traffic, to maintain road traffic capacity and to protect public investment, the Council will generally not permit the location of a new means of access to regional roads except:

- in areas where a speed limit not exceeding 50-60 kph (30-40 mph) applies, or
- in the case of infilling in existing built up areas, or
- where no alternative access is possible,
- or in the case where an existing means of access is being improved<sup>26</sup>.

### 6.1.3 – DEVELOPMENT ON LOCAL ROADS

The Council will require that the location of new vehicular access on to local roads will be controlled to prevent traffic hazard and ensure the free flow and safety of traffic on these roads.



### 6.1.4 – TRAFFIC SAFETY

In order to provide for the public safety of pedestrians and road users, permission will not be granted where the use of any development, (including change of use of development), would constitute a traffic hazard.

### 6.1.5 – INTEGRATED FRAMEWORK PLANS FOR LAND USE AND TRANSPORTATION STUDIES (IFPLUTS)

Land Use and Transportation Studies are being undertaken for Wicklow/Rathnew, Arklow and Greystones/Delgany, which will address a broad range of transportation issues within the urban areas. Regard shall be had to these studies in considering their development.

### 6.1.6 – BUILDING LINES

In the interests of visual amenity, residential amenity and because of the long term space requirements of roads particularly in rural areas, the Council will require minimum building line set backs for all structures from the edge of the hard-paved surface of the public road as set out in Table 9.1, save in the case of the infilling of existing groups of buildings.

Table 9.1 Building Lines

Road Type	M's.	Description
National Primary Road	137m	Rathdown No 2 Rural District
National Primary Road	100m	County Excluding Rathdown No 2 R.D.
National Secondary Road	100m	Entire County
Regional Roads	40m	Entire County
County Roads	30m	Commercial, Industrial or Agricultural Buildings
County Roads	20m	Residences
Urban Road	6m	Residences in new development areas in towns and villages.
Urban Road	10m	Commercial or industrial buildings in new development areas in towns and villages.

The Council may allow a reduction in the building lines in Table 9.1 where the National road is adjacent to employment zoned lands or runs through employment zoned lands. No development other than landscaping shall be allowed within 20 metres of the edge of the hard-paved surface of a National road. The minimum building lines will be adhered to except in cases of infill housing.

## 6.2 – WASTE, EFFLUENT AND EMISSION CONTROL

### 6.2.1 – TREATMENT WORKS FOR SINGLE HOUSES

Where it is proposed to build a new house in an area that is not served by a public sewer but which is otherwise acceptable, the Council will require an effluent treatment system that is compatible with ground conditions.

#### a) Septic Tanks

Septic tanks and percolation areas are permissible for sewage treatment from single dwellings provided that all the following conditions are adhered to:

- the specific ground conditions shall be suitable for the construction of the septic tank and for percolation.
- compliance with Environmental Protection Agency Waste Water Treatment Manual “Treatment Systems for Single Houses” 2000 and “Wicklow Groundwater Protection Scheme 2003”.
- the applicant shall be required to enter into a septic tank maintenance agreement to annually inspect and service the system. The person or persons responsible for the maintenance of the treatment system shall be notified to the Council.

#### b) Proprietary Treatment Plants

Proprietary treatment plants can be used as sewage treatment systems for single dwellings provided that the following conditions are adhered to

- the specific ground conditions shall be suitable for the construction of the treatment plant and for percolation.
- the treated effluent shall have a minimum standard of 20:30 BOD:SS
- grease traps shall be installed for the treatment system.
- the applicant shall be required to enter into a treatment plant maintenance agreement to annually inspect and service the system. The person or persons responsible for the maintenance of the treatment system shall be notified to the Council.

### 6.2.2 – PRIVATE WASTE WATER TREATMENT WORKS FOR DEVELOPMENTS

The Council will require developments to connect to public piped infrastructure where public infrastructure services are adequate or where they will be improved in the future.

Where public treatment capacity is currently not adequate and where upgraded capacity is proposed, the Council will consider the provision of suitable wastewater treatment plants for housing developments prior to the upgrade:

- as a temporary and interim measure,
- within development limits,
- within proposed drainage areas, and
- where the collection system is designed to integrate with future collection systems.





These treatment plants serving housing developments shall be constructed by the developer. Such effluent treatment plants shall be constructed in accordance with the specifications of the Council and include agreed discharge arrangements either to watercourses or to the public sewer. A maintenance agreement shall be prepared by the developer and approved by the Council.

Treatment plants for other developments shall be considered subject to the requirements of the Water Pollution Act.

The specification of the Council shall set out:

- Location criteria for treatment work sites, which may be on or off the development site.
- Minimum and/or maximum loading.
- Effluent treatment standards.
- Conveyancing and wayleave requirements.
- treatment including fencing and landscaping.
- Monitoring and sampling equipment.
- Minimum size of site.
- Vehicular accesses requirements.
- Cash deposit requirements.

Package plants may be used as sewage treatment systems for developments with Population Equivalents (PE) greater than 20 PE and shall be subject to a Discharge Licence.

## 6.3 – TELECOMMUNICATIONS CONTROL STANDARDS

### 6.3.1 – GENERAL

The Government's telecommunications policy aims to place Ireland in the top quartile of OECD economies as regards the availability, price and quality of telecommunications services in order to promote industrial and commercial development, to improve personal and household security and to enhance social exchange and mobility. National Policy also requires that all development should conform to the concept of environmental sustainability, meeting socio-economic objectives while conserving the natural resources upon which development ultimately depends. In order to ensure that fragile landscapes are treated sensitively, scenic views preserved, archaeological/geological sites and monuments and buildings of architectural interest are protected and sacred areas respected, the following standards will be applied with respect to such structures.

### 6.3.2 – DESIGN & SITING

Whilst the design of the antennae support structures and the other "dishes" 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.

In terms of visual impact, great care will have to be taken when dealing with fragile or sensitive landscapes.

Base stations should not generally be within 1,000 metres of villages. Only as a last resort should free standing masts be located within or in the immediate surrounds of smaller towns or villages, within a residential area or beside schools. The applicant shall provide sufficient evidence that this is the only location possible to meet specific requirements and that other alternatives have been examined but are not capable of being exploited for stated specific reasons. Commercial competition in this instance will not be acceptable as a reason for locating in these areas.

Masts and base stations should be sited in a manner which respects the landscape and which limits the intrusion on the landscape of the masts and its associated buildings.

Proximity to listed buildings, archaeological sites and other monuments should be avoided.

In rural areas, towers and masts can be placed in forestry plantations provided that the antennae are clear of obstruction. The development will be required to retain a cordon of trees around the site which will not be felled during the lifetime of the mast with the written agreement of the owner. In un-forested areas, softening of the visual impact in this instance can be achieved through judicious choice of colour scheme and through the planting of shrubs, trees etc. as a screen or backdrop.

Where there is an existing mast, sharing is strongly encouraged provided the shared mast is not unduly obtrusive – if this is the case, clustering may be more acceptable. It will be a condition of any permission for a mast, that it be available for other operators for a reasonable charge.

In the vicinity of larger towns, operators should endeavour to locate in industrial estates or on industrial zoned lands.

Where it is not possible to share a support structure, the applicant should where possible share a site or to site adjacently so that masts and antennae may be clustered (on hill tops clustering may not offer any improvement from the point of view of visual intrusion).

Support structures used by emergency or other essential services are not suitable for sharing with public mobile telephone services.

Access roads should 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 such 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.

Timber poles should as far as possible follow the line of ground contours and where underground ducting is possible, it should be maximised.



### 6.3.3 – HEALTH AND SAFETY ASPECTS

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 Pre-standard 50166-2 which has been conditioned by the licensing arrangements with the Department of Transport, Energy and Communications 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 fencing of the site, 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.

Adequate clearance between structures and overhead power lines, as specified by the electricity undertaker, should be provided. It is also a statutory obligation for the Planning Authority to notify the ESB of proposed development within 25 yards of any ESB distribution/transmission line.

### 6.3.4 – OBSOLETE STRUCTURES

Where the antennae and their support structures are no longer being used by the original operator 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 the 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.

### 6.3.5 – DURATION OF PERMISSION – TEMPORARY PERMISSIONS

Permissions for such structures will only be granted for 5 years. Retention of the base stations at the end of the 5 year period would then be conditional on the replacement of obsolescent technology with more modern, environment friendly designs where these become available, and where they allow the base station to continue to operate within the standards set out in the licensing arrangements, or in the original planning permission or within more stringent or other standards if these are considered desirable at the time.

## 6.4 – ENERGY DEVELOPMENT CONTROL STANDARDS

### 6.4.1 – WIND ENERGY

The Council will encourage the development of wind energy projects outside of the zone of outstanding natural beauty, where they do not interfere with heritage items nor interfere with residential amenities. Wind energy projects are open to consideration in all other areas, however regard should be given to views and prospects.

In assessing proposals for windfarm development, the Planning Authority will have due regard to the Guidelines produced by the Department of the Environment “Wind Development – Guidelines for Planning Authorities” dated September 1996.

### 6.4.2 – HYDROELECTRICITY

The Council will encourage the development of small-scale hydroelectric projects where they do not interfere with heritage items nor interfere with residential amenities nor views or prospects of special amenity value and where possible should not interfere with public rights of way and routes of access. The re-use of old mill sites will be particularly encouraged.

### 6.4.3 – ELECTRICITY TRANSMISSION

The Council will require that above ground electricity transmission lines should where possible,

- not traverse the zone of outstanding natural beauty
- nor seriously impact on views or prospects of special amenity value or interfere with Special Areas of Conservation and Special Protection Areas.

## 7. Works Objectives

The works objectives stated in this section and the reference maps, are based on the needs identified and predicted for the lifetime of this Plan. The Plan does not prevent the carrying out of other works which are essential to achieve the objectives and policies expressed elsewhere in the Plan.

The location of works and maps described in these works, are based on the strategic assessment for development plan purposes only and are included on a best prediction basis only. At the development stage, a full environmental assessment and analysis must be carried out and accordingly those locations and levies may be amended to ensure that such proposals are fully compliant with proper planning and sustainable development.

### 7.1 – ROADS WORKS OBJECTIVES

#### 7.1.1 – N11 IMPROVEMENTS

The Council will provide the following road improvements on the National Primary N11 and preserve alternative road improvement lines and route corridors free of development. See Map 17(a) and Table 9.2.

Table 9.2 National Primary Road Improvements

Description
Arklow Bypass including interchanges and ancillary works.
Ashford/Rathnew Bypass including interchanges and ancillary works.
Kilpedder Interchange and ancillary works
Rathnew to Arklow including interchanges and ancillary works
Enniskerry Footbridge

#### 7.1.2 – N81 IMPROVEMENTS

The Council will provide for road improvements on the National Secondary N81 road at Hempstown to Tinode and preserve alternative road improvement lines and route corridors free of development. See Map 17(a).

#### 7.1.3 – STRATEGIC ROUTES

The Council will support the improvement of the Mid-East Strategic Regional Routes outlined in Table 9.3 Map 17(a).

Table 9.3 Mid-East Strategic Regional Routes

Description	Roads
Inner Regional Ring	R411, N81, R756,
– Blessington-Ashford-Wicklow	R755, R763, N11,
	R750.
Outer Regional Ring	R747
– Baltinglass-Tinahely-Arklow	
Spur connection from Dunlavin & Baltinglass to the N9	

#### 7.1.4 – REGIONAL AND COUNTY ROAD IMPROVEMENTS

It is an objective of Wicklow County Council to improve the existing road network in the interests of safety and free flow of traffic. Measures to achieve this objective may include footpath provision/improvement, the improvement of junctions, horizontal and vertical alignments, pavement strengthening and the provision of cycleways.

Particular objectives are listed in table 9.4 and shown in Map 17(b).

Table 9.4 Regional and County Road Improvements <sup>27</sup>

Description	Road
Greystones Southern Access Route Improvement Charlesland to Mill Road	
Barry's Bridge to new Kilpedder Interchange (eastern link)	N/A.
Blacklion Junction Bypass	L1027 (R76 – R762)
Blacklion to Delgany	L1027 (R761 – R762)
Delgany Bypass	R761 – R762
Barry's Bridge To Killincarrig Improvement	R762
Killincarrig Bypass (Charlesland to Mill Road)	R761
Killincarrig Bypass (Mill Road to Kindlestown Lower)	R761
Kilcoole to Ballyronan Roundabout	L1048
Realignment and improvement of Regional Road R752 at Corballis, Rathdrum	R752
Blessington Inner Relief Road	(Map 18)
Improvement of junction of Bray Southern Cross and Killarney Road	
Link Road from Ballyman Road, Enniskerry to development land at Fassaroe	
Minor improvements to Sally Gap Road (Roundwood to Kilbride and Sally Gap to Laragh)	
Improve Deputy's Pass – Carrigmore – Beehive Road	L1113
Investigate Feasibility of link road from Glenview to Interchange on N11 to North of Greystones	
Improvements to road from N11 to Newcastle	

#### 7.1.5 – ARKLOW PORT ACCESS ROUTE

It is the objective of the Council to provide an Arklow port access route as indicated on Map 19 and preserve the route free of development.

<sup>27</sup> All those proposed road improvements, both national, strategic, regional and county within those settlements for which local area plans exist are illustrated within the respective local area plan document.



### 7.1.6 – WICKLOW PORT ACCESS ROUTE

It is also an objective to provide a Wicklow port access route as indicated on Map 20 and preserve the route free of development.

### 7.1.7 – WICKLOW TOWN OUTER RELIEF ROAD

It is an objective of the Council to provide a Wicklow town outer relief road as indicated on Map 20 and preserve the route free of development.

### 7.1.8 – BRIDGE IMPROVEMENTS

It is the objective of Wicklow County Council to strengthen, realign or widen the bridges in County Wicklow in order to accommodate increased statutory loading and traffic volumes. In particular the Council will provide bridge improvements as outlined in Table 9.5 and Map 21. In the interests of wildlife conservation, the Council shall consult with National Park and Wildlife Service, and the Eastern Regional Fisheries Board in advance of any bridge improvement works and other watercourse crossings.

Table 9.5 Proposed Bridge Improvements

Map Ref.	Description	Road
1.	Provide additional river bridge in Arklow	
2.	To realign Tombreen Bridge	C 222
3.	To realign Lisheens Bridge	C 383
4.	To realign Ballyteigue Bridge	C 137
5.	To provide pedestrian bridge upstream of bridge at Shillelagh	R 725
6.	Provide new bridge at Coolafinshogye	L97476

## 7.2 – PUBLIC TRANSPORT WORKS OBJECTIVES

### 7.2.1. – RAILWAY LINKS

It is an objective to ensure that development in and around Newcastle, Kilcoole, Glenealy, Avoca and Rathdrum railway station does not impede their future use as public transport facilities.

It is an objective that in and around the existing rail links to allow for provision of upgrading of the line between Wicklow and South of Bray Head/North Greystones to facilitate increased service provision into the future.

The Council will promote the objectives of the Integrated Framework Plans for Land Use and Transport in regard to rail and will seek to have implemented the recommendations contained in the Wicklow County Council submission to the Strategic Rail review.

### 7.2.2. – PUBLIC TRANSPORT INTERCHANGES AND PARK AND RIDE FACILITIES

The Council will promote the provision of public transport interchanges and park and ride facilities in line with the DTO policy.

### 7.2.3. – FOOTPATHS

It is an objective to promote renewal of existing footpaths and cycle facilities and the provision of new footpaths in line with the Footpath programme of Wicklow County Council, and new cycle facilities where appropriate.