



WICKLOW COUNTY DEVELOPMENT PLAN 2022 - 2028

Interim Plan Adoption Decision Document

- September 2022 -



Comhairle Contae Chill Mhantáin

1.0 Introduction

The process for preparing a new Wicklow County Development Plan for the 2022-2028 period began in 2019, which led to the publication of a new Draft County Development Plan on 4th of June 2021.

Following the consideration of submissions made by the public and various stakeholders regarding the Draft Plan, the Elected Members of Wicklow County Council resolved to propose amendments to that Draft Plan. As these proposed amendments constituted 'material' alterations to the Draft Plan, these amendments were published for further public consultation in April 2022.

At the County Council meeting of the 12th September 2022, the Elected Members of Wicklow County Council resolved to make the Wicklow County Development Plan 2022-2028. This Plan will come into effect in 6 weeks on the 23rd October 2022.

2.0 Purpose of this document

While the final Plan is being prepared for publication, in order to ensure that there is clarity in respect of the plan that was made within a reasonable timeframe, the Planning Authority has prepared this 'interim plan adoption decision document' to provide clear information to the public regarding the decisions made at the final meeting of 12th September 2022.

It is important to note however that as the Minutes of the meeting of 12th September 2022 have not yet been agreed by the members of Wicklow County Council, any information set out in this report should not be taken as a complete, accurate and final record of the decisions made at that meeting with regard to any matter set out in this document.

3.0 Format of this document

This document is broken into three sections, which correspond to the three Volumes of the new County Development Plan (detailed to follow).

For each chapter or part of the Plan, this report will provide the reader with a link to that part of the Draft Plan as published in June 2021, and then detail any amendments made to that part of the Plan at the meeting of 12th September 2022.

Amendments are shown thus: deleted text is shown in ~~blue strikethrough~~ and added text is shown in red.

VOLUME 1 – WRITTEN STATEMENT

Chapter 1	Introduction & Strategic Context
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Chapter 3	Core Strategy
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Chapter 5	Town & Village Centres - Placemaking & Regeneration
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Chapter 11	Tourism & Recreation
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Chapter 18	Green Infrastructure
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Chapter 20	Implementation & Monitoring

VOLUME 2 – PLANS

LEVEL 4 SELF SUSTAINING TOWN PLANS	Introduction to Level 4 Self Sustaining Town Plans
	Baltinglass Town Plan
	Newtownmountkennedy Town Plan
	Rathdrum Town Plan
LEVEL 5 SMALL TOWN PLANS (TYPE 1)	Introduction to Level 5 Small Town Plans
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VOLUME 3 – APPENDICES

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3	Housing Strategy
4	Record of Protected Structures
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7	Appropriate Assessment – Natura Impact Report and Determination
8	Strategic Flood Risk Assessment
9	Infrastructure Assessment Report
10	Statement outlining compliance with Ministerial Guidelines
11	Local Area Plans

VOLUME ONE

CHAPTER 1 INTRODUCTION AND STRATEGIC CONTEXT

Chapter 1 of the draft plan (view the draft Chapter [HERE](#)) has been adopted with no Amendments.

CHAPTER 2 DEVELOPMENT PLAN STRATEGY

Chapter 2 of the draft plan (view the draft Chapter [HERE](#)) has been adopted with the following Amendments:

AMENDMENT V1 – 1

Section 2.2.2 Integration of climate considerations into the County Development

The approach taken in crafting this County Development Plan is to identify what are the impacts and sources of climate change, identify the key sectors of the sources of impacts that are relevant to the County Plan as a land use plan and to ensure that these are considered in the crafting of all policies and objectives. ~~In order to ensure that this is done in a comprehensive manner, the plan will also include an appendix which audits the provisions of the plan, to show how and where climate considerations have indeed been fully and adequately incorporated into the plan provisions.~~

AMENDMENT V1 – 2

Section 2.4.3 Strategic County Outcomes

<p>SCO4 Sustainable Healthy Communities</p>	<p>Places should facilitate a high quality of life for all regardless of age or ability. Access to quality housing, employment, childcare, education, health services, community facilities and a clean unpolluted, environment including clean air and water, are defining elements of healthy, attractive and successful places. Investment in a well-designed public realm which includes public spaces, parks, playgrounds, streets and recreational and sport infrastructure to cater for all ages is essential.</p>
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CHAPTER 3 CORE STRATEGY

Chapter 3 of the draft plan (view the draft Chapter [HERE](#)) has been adopted with the following Amendments:

AMENDMENT V1 - 3

Section 3.0 Introduction

The purpose of the Core Strategy is provide relevant information to show that the development plan provisions, in particular its population, housing, retail and transport ~~and climate action~~ strategies are consistent, as far as practicable, with national and regional development objectives set out in the National Planning Framework and Regional Spatial and Economic Strategy and with Specific Planning Policy Requirements specified in guidelines under sub-section (1) of Section 28 of the Planning Act.

AMENDMENT V1 - 4

Section 3.2 Housing

The methodology for translating the population targets of the NPF Roadmap into housing targets is set out in Ministerial Guidelines 'Housing Supply Target Methodology for Development Planning' (DHLGH December 2020). As part of the understanding and implementation of these guidelines, additional County specific tabulations and calculations were provided by the Department, in order to assist in the accurate determination of housing targets for the lifetime of the development plan, which will be the 6-year period Q3 2022 to Q2 2028.

These tables and calculations are all presented and explained in the Housing Strategy appended to this development plan; only the summary tables or those necessary to explain the Core Strategy are set out in this chapter.

Table 3.2 Housing Completions & Targets Co. Wicklow 2020, 2022, 2028, 2031

County Wicklow	Units delivered 2017-2020	Estimated completions Q1 2021 – Q2 2022	Target Q3 2022 – Q2 2028	Target Q3 2028 - 2031	Total
New housing demand	3,230	1,404	8,467	1,848	14,949

Table 3.2: ~~Housing Demand NPF Roadmap / Ministerial Guidelines 2017-2031~~

County Wicklow	Total	Per annum
ESRI NPF scenario projected new household demand 2017 to 2031	10,976	732
Actual new housing supply 2017-2019	2,190	730
Homeless households, and estimated unmet demand as at Census 2016	150	
Housing demand 2020 – 2031	8,936	745

~~Source: Ministerial Guidelines Appendix 1, 2020~~

~~Methodology is provided in the guidelines to establish the housing demand up to 2026, taking into account the 25% 'headroom' up to 2026 that is afforded to County Wicklow in the NPF 'Roadmap', as well as the number of units completed in 2020.~~

In this regard, the housing demand up to for the period from 2021 up to 2026 is 4,981 units. Thereafter it is assumed that housing demand will be delivered evenly up to 2031, up to the total target of 11,126 units (10,976 + 150 as per the table above).

Table 3.3: ~~Housing Demand NPF Roadmap / Ministerial Guidelines 2026, 2028, 2031~~

County Wicklow	Units delivered 2017-2020	2021-2026	2027-2028	2029-2031	Total
New housing demand	3,230	4,981	1,166	1,749	11,126

Neither the NPF 'Roadmap' nor the 2020 Guidelines take account of the additional population allocation to Bray as per the MASP. This equates to 3,820 units¹, and assuming they will be delivered over a 10 year period from 2022 to 2031, this equates to 382 units per annum. This will be assumed to be delivered in a linear even manner and no 'front loading' for 2026 is provided for as per the MASP:

**Table 3.4: ~~Housing Demand NPF Roadmap / Ministerial Guidelines 2026, 2028, 2031~~
~~+MASP~~**

County Wicklow	Units delivered 2017-2020	2021-2026	2027-2028	2029-2031	Total
New housing demand	3,230	6,891	1,930	2,895	14,946

¹ Using the same ratio of population:housing units as provided for in the guidelines

AMENDMENT V1 – 5

Section 3.4 Population & Housing Allocations

This development plan is for the period Q3 2022- Q2 2028 and the population and housing unit targets for each settlement / aggregate settlement grouping in order to ensure that it provides a robust and responsive long term framework, the population and housing targets up to 2031 for each settlement / tier in the settlement hierarchy are herewith identified. These targets have been sourced and derived for the overall County population targets set out in Table 3.1 above and the housing targets set out in Table 3.2. Local plans for each settlement² as well as the application of the objectives of this plan, will provide for a flexible development framework, including phasing, to ensure that the 2026 and 2028 targets can be fulfilled.

In determining appropriate growth rates for each settlement / tier, cognisance has been taken of the NPO 9 of the NPF which states:

National Policy Objective 9

In each Regional Assembly area, settlements not identified in Policy 2a or 2b of this Framework, may be identified for significant (i.e. 30% or more above 2016 population levels) rates of population growth at regional and local planning stages, provided this is subject to:

- *Agreement (regional assembly, metropolitan area and/or local authority as appropriate);*
- *Balance with strategies for other urban and rural areas (regional assembly, metropolitan area and/or local authority as appropriate), which means that the totality of planned population growth has to be in line with the overall growth target; and*
- *A co-ordinated strategy that ensures alignment with investment in infrastructure and the provision of employment, together with supporting amenities and services.*

While the above planning considerations will generally apply to all urban and rural areas, this specific provision is intended to ensure that in settlements identified for significant population growth, it is aligned with the provision of employment and/or infrastructure and supporting facilities, to ensure a good quality of life for both existing and future residents.

The Regional Spatial and Economic Strategies for each Regional Assembly area shall address the potential of towns and their catchments in conjunction with consideration of growth targets for cities and rural areas. In applying a tailored approach to urban development, that can be linked to the Rural and Urban Regeneration and Development Fund, key considerations further to NPO 7 will include:

- *The extent to which a settlement is located inside or outside one of the five defined City- Region catchments and may be characterised as commuter focused or as more self-contained;*
- *The scale of employment provision and net commuting flows;*
- *The extent of local services and amenities provision i.e. administration, education – particularly higher education institutes, health, leisure and retail;*
- *The extent to which trips may be made by sustainable modes of travel, i.e. walking, cycling or public transport, and the scale of planned investment in such;*
- *The rate and pace of development from 1996-2016 and the extent to which there are outstanding requirements for infrastructure and amenities;*
- *Accessibility and influence in a regional or sub-regional context;*
- *Particular sub-regional interdependencies, for example, where a settlement may be located in relation to a number of nearby settlements and scope for collaboration and complementarity;*
- *Track record of performance and delivery, as well as ambition and initiative and scope to leverage investment;*
- *Commitment to achieve compact growth*

² Local Area Plans in the case of settlements in Levels 1-3 in the hierarchy; and Small Town Plans for settlements in Levels 4-5 (which are contained within this County Development Plan)

~~Growth rates targeted for each settlement / settlement tier are reflective of the respective position of each settlement or groups of settlement in the overall hierarchy, the capacity of that settlement / settlement tier for growth having regard to the asset based assessment.~~

Housing and population growth rates targeted for each settlement / settlement tier are reflective of the respective position of each settlement or groups of settlement in the overall hierarchy, the tier designation and any growth parameters associated with same as may be provided in the NPF or RSES, and the capacity of that settlement / settlement tier for growth having regard to the asset based assessment.

In a small number of cases, the targeted housing growth rate has had to take account of significant legacy housing developments already in train, which would result in a higher growth rate than may have been appropriate for the settlement given its position in the hierarchy and asset capacity.

Level	Settlement	Justification
1, 2	Bray	Key Towns are identified for growth rates of c. 35% having regard to their identification on the RSES are towns suitable for higher levels of growth.
	Wicklow - Rathnew	
3	Arklow	Towns in Level 3 are targeted for growth rates of 25%-30%, with slight variations based on capacity / past trends. It is estimated that growth in Greystones – Delgany will exceed this target range before the end of the plan period due to legacy housing developments under construction.
	Greystones - Delgany	
	Blessington	
4	Baltinglass	Towns in Level 4 are generally targeted for growth rates around 20%-25%. Newtownmountkennedy (at c.65%) and Rathdrum (at c.45%) will significantly exceed this target due to legacy housing developments under construction. The goal for these towns is to limit further development, other than for town centre / infill / regeneration. It is estimated that growth in Kilcoole will exceed this target range before the end of the plan period due to legacy housing developments under construction.
	Enniskerry	
	Kilcoole	
	Newtownmountkennedy	
	Rathdrum	
5	Ashford	Towns in Level 5 are generally targeted for growth rates of 15%-20%. Ashford (at c.60%) will significantly exceed this target due to legacy housing developments under construction. The goal for this town is to limit further development, other than for town centre / infill / regeneration.
	Aughrim	
	Carnew	
	Dunlavin	
	Tinahely	
6	Avoca	Towns in Level 6 are generally targeted for growth rates of 10%-15%.
	Donard	
	Kilmacanogue	
	Newcastle	
	Roundwood	
	Shillelagh	
7-10	Villages / clusters Open countryside	Growth rate of 5%-10% identified as appropriate for rural villages and open countryside.

Table 3.46 Wicklow Settlement / Aggregate Settlement Population Targets 2016, Q2 2028-2031

Level	Settlement	Population 2016		Population target Q 2 2028	Population target 2031	% of total County growth To Q2 2028-2031 by tier	
1	Bray	29,646		38,565	40,425	KEY TOWNS	52% 49%
2	Wicklow - Rathnew	14,114		18,515	19,470		
3	Arklow	13,226		15,419	16,440	SELF SUSTAINING GROWTH TOWNS	25%
	Greystones - Delgany	18,021		21,727	21,630		
	Blessington	5,234		6,145	6,035		
4	Baltinglass	2,251		2,607	2,725	SELF SUSTAINING TOWNS	10% 12%
	Enniskerry	1,877		2,106	1,920		
	Kilcoole	4,244		4,778	4,315		
	Newtownmountkennedy	3,552		5,179	5,220		
	Rathdrum	1,716		2,339	2,480		
5	Ashford	5,710		6,695	7,210	SMALL TOWNS TYPE 1	5% 5%
	Aughrim						
	Carnew						
	Dunlavin						
	Tinahely						
6	Avoca	3,835		4,230	4,345	SMALL TOWNS TYPE 2	2%
	Donard						
	Kilmacanogue						
	Newcastle						
	Roundwood						
	Shillelagh						
7-9	Villages / clusters	5,672	38,999	41,352	6,010	VILLAGES	1% 9%
10	Open countryside	33,327					
	Total	142,425		169,658	173,505		100.0%

Table 3.5 Wicklow Settlement / Aggregate Settlement Housing Targets to Q2 2028 and Q4 2031

Level	Settlement	Housing Stock 2016	Completions 2017-2020	Estimated completions 2021-Q2 2022	Housing Growth Q3 2022-Q2 2028	Housing Growth Q3 2028-Q4 2031	Total Housing Growth 2016-2031
1	Bray	11,232	165	100	4,026	771	5062
	Wicklow - Rathnew	5,456	650	200	1,267	275	2392
3	Arklow	5,406	165	100	790	166	1,221
	Greystones - Delgany	6,766	875	400	508	170	1953
	Blessington	1,914	5	40	393	81	519
4	Baltinglass	903	46	40	85	24	195
	Enniskerry	648	34	40	36	15	125
	Kilcoole	1,451	97	20	140	30	287
	Newtownmount-kennedy	1,222	250	100	433	99	882
	Rathdrum	669	132	100	68	31	331
5	Ashford	2,390	255	90	129	41	515
	Aughrim						
	Carnew						
	Dunlavin						
	Tinahely						
6	Avoca	1,534	46	30	114	28	218
	Donard						
	Kilmacanogue						
	Newcastle						
	Roundwood						
	Shillelagh						
7-9 10	Villages / clusters Open countryside	15,395	510	134	478	117	1249
	Total	54,968	3,230	1,404	8,467	1,848	14,949

Table 3.7 — Wicklow Settlement / Aggregate Settlement Housing Targets 2016-2031

Level	Settlement	Housing Stock 2016	Housing Stock Growth Target 2016-2031 ³	Housing Units completed post 2016	Further Housing Unit Growth Target up to 2031
1	Bray	11,232	5,062	165	4,897
2	Wicklow – Rathnew	5,456	2392	650	1,742
3	Arklow	5,406	1221	165	1,056
	Greystones – Delgany	6,766	1953	875	1,078
	Blessington	1,914	519	5	514
4	Baltinglass	903	195	46	149
	Enniskerry	648	125	34	91
	Kilcoole	1,451	287	97	190
	Newtownmountkennedy	1,222	882	250	632
	Rathdrum	669	331	132	199
5	Ashford	2,390	515	255	260
	Aughrim				
	Carnew				
	Dunlavin				
	Tinahely				
6	Avoca	1,534	218	46	172
	Donard				
	Kilmacanogue				
	Newcastle				
	Roundwood				
Shillelagh					
7-10	Villages / clusters Open countryside	15,395	1249	510	739
	Total	54,986	14,949	3,230	11,719

³ As per the population growth targets set out in Table 3.7

Table 3.8 — Wicklow Settlement / Aggregate Settlement Housing Targets 2026, 2028, 2031

Level	Settlement	Housing Stock 2016	Further Housing Unit Growth up to 2026	Housing Unit Growth up to 2028	Housing Unit Growth up to 2031
1	Bray	11,232	2880	3686	4896
2	Wicklow—Rathnew	5,456	1024	1311	1742
3	Arklow	5,406	-621	795	1056
	Greystones—Delgany	6,766	-634	811	1078
	Blessington	1,914	302	-387	514
4	Baltinglass	903	88	112	149
	Enniskerry	648	54	68	91
	Kilcoole	1,451	112	143	190
	Newtownmountkennedy	1,222	372	476	632
	Rathdrum	669	117	150	199
5	Ashford	2,390	153	-196	260
	Aughrim				
	Carnew				
	Dunlavin				
	Tinahely				
6	Avoca	1,534	-101	-129	172
	Donard				
	Kilmacanogue				
	Newcastle				
	Roundwood				
	Shillelagh				
7-10	Villages / clusters Open countryside	15,395	435	-556	739
	Total	54,986	6,893	8,820	11,718

In order to ensure that adequate services are delivered in tandem with new housing, service delivery agencies shall have regard to both the future housing growth targets set out in Table 3.5 above, and the housing delivery already completed and underway in the County since 2016, as well as permitted further housing development as yet to commence, as shown on Table 3.69 to follow.

Table 3.69 Housing development completed, underway and permitted in Co. Wicklow

Level	Settlement	Housing Units completed post 2016	Units under construction⁴	Extant permission⁵
1	Bray	165	409	876
2	Wicklow - Rathnew	650	376	481
3	Arklow	165	181	109
	Greystones - Delgany	875	1050	688
	Blessington	5	45	307
4	Baltinglass	46	50	69
	Enniskerry	34	69	88
	Kilcoole	97	23	17
	Newtownmountkennedy	250	587	11
	Rathdrum	132	137	173
5	Ashford	255	101	225
	Aughrim			
	Carnew			
	Dunlavin			
	Tinahely			
6	Avoca	46	30	109
	Donard			
	Kilmacanogue			
	Newcastle			
	Roundwood			
	Shillelagh			

⁴ As of 31 March 2021

⁵ As of 31 March 2021, granted but uncommenced

AMENDMENT V1 – 6

Section 3.5 Zoning

Local Area Plans (LAPs)

New Local Area Plans will be made for the following settlements in the period 2022-2024 in the following order of priority:

1. Wicklow Town – Rathnew
 2. Greystones - Delgany - Kilcoole
 3. Blessington
 4. Arklow and Environs
 5. Bray Municipal District (including Enniskerry and Kilmacanogue)
- ~~Bray Municipal District (including Enniskerry and Kilmacanogue)~~
~~Wicklow Town – Rathnew~~
~~Greystones – Delgany – Kilcoole~~
~~Arklow and Environs~~
~~Blessington~~

While each LAP will cover a period of 6 years, zoning will be provided on the basis of the land needed to meet the 2031 population target, with clear objectives to ensure 2026 targets can be reached.

Core Strategy Table 3.7 to follow shows the housing unit requirements for the LAP towns, up to the year 2031 and the housing unit capacity of lands zoned in current LAPs.

This table shows that the majority of current LAPs have a surplus of zoned land having regard to the revised 2031 targets set out in the NPF Roadmap and the RSES for the EMRA. Prior to the adoption of new LAPs reflecting the targets set out in this plan, in the assessment of applications for new housing development (or mixed use development of which housing forms a significant component) the Council will strictly adhere to the compact growth, sequential development and phasing principles set out in this plan.

~~Until such a time as new LAPs are adopted, the current plans for these towns are herewith subsumed into this County Development Plan.~~

AMENDMENT V1 – 7

Section 3.5 Zoning

Zoning Principles

Principle 1: Compact Growth

In accordance with National Policy Objectives 3c of the National Planning Framework, a minimum of 30% of the housing growth targeted in any settlement is to be delivered within the existing built up footprint of the settlement.

Levels ~~1-4~~ 1-5 of Settlement Hierarchy

For larger towns in Levels ~~1-5~~ ~~1-4~~, where more significant growth is targeted that is unlikely to be possible to accommodate wholly within the existing built up envelope, a minimum of 30% of the targeted housing growth shall be directed into the built up area of the settlement. In cognisance that the potential of town centre regeneration / infill / brownfield sites is difficult to predict, **there shall be no quantitative restriction inferred from this Core Strategy and associated tables on the number of units that may be delivered on town centre regeneration / infill / brownfield sites** ~~within the built up envelope of the town.~~

In order to ensure however that overall housing and population targets are not exceeded to any significant degree, the amount of land zoned for the housing development outside of the built up envelope of any existing settlement shall not exceed 70% of the total housing target for that settlement.

Level ~~5-9~~ of Settlement Hierarchy

It has been determined that all of the targeted housing growth in towns / villages at Levels ~~5-9~~ of the hierarchy can be accommodated within the existing built up footprint of these settlements.

Table 3.9 Compact Growth Housing Targets 2022-2031

Level	Settlement	Further Housing Unit Growth Target up to 2031	Minimum target for compact growth ⁶	Maximum allowance outside built up envelope
1	Bray	4896	1469	3427
2	Wicklow – Rathnew	1742	523	1219
3	Arklow	1056	317	739
	Greystones – Delgany	1078	323	755
	Blessington	514	154	360
4	Baltinglass	149	45	104
	Enniskerry	91	27	64
	Kilcoole	190	57	133
	Newtownmountkennedy	632	190	442
	Rathdrum	199	60	139
5	Ashford	260	260	0
	Aughrim			
	Carnew			
	Dunlavin			
	Tinahely			
6	Avoca	172	172	0
	Donard			
	Kilmacanogue			
	Newcastle			
	Roundwood			
	Shillelagh			

⁶ Defined as development within the existing built up envelope of the settlement

Principle 2: Delivery of Population and Housing Targets

The zoning provisions of each Local Area Plan and Small Town Plan will be crafted on the basis of ensuring that the population and housing unit targets set out in the tables above can be fulfilled.

Where the targets set out in the tables above can't be fulfilled within the quantum of land identified due the lack of infrastructure as set out in Appendix 9, prioritisation will be given to fulfilling the targets set out in the tables above on land identified within Local Area Plans and Small Town Plans where infrastructure is or will be available and based on the sequential approach set out in Principle 4.

Town centre regeneration / infill / brownfield developments normally located within the existing built up part of the settlement, generally on lands zoned 'town centre', 'village centre', 'primary area', 'existing residential' and other similarly zoned, already developed lands will be prioritised and promoted in the first instance for new housing development.

The exact capacity of such lands is not possible to quantify as it is not possible to predict what infill opportunities might arise for new development on existing developed or brownfield lands. However, the Council will utilise all mechanisms available to it to stimulate development in these locations, such that at least 30% of all new development is delivered in these areas.

Where a need for new housing development outside of the 'compact growth boundary' is identified, the quantum of land zoned shall accord with the targets set out in Table 3.10, having regard to density assumptions made in accordance with **Principle 3** to follow and the sequential approach set out in **Principle 4**.

Table 3.10 — Future zoning requirements outside compact growth boundary (Levels 1-4)

Future Plan Type	Settlement	Core Strategy Housing Unit Target maximum permissible outside compact growth boundary	Housing Yield of existing undeveloped zoned land outside compact growth boundary ⁷	Shortfall/surplus (UNITS)	Method of addressing shortfall/surplus
LAP	Bray	3427	4,126	+699	To be addressed in new LAP.
LAP	Wicklow—Rathnew	1219	1,959	+740	To be addressed in new LAP.
LAP	Arklow	739	2,890	+2151	To be addressed in new LAP.
LAP	Greystones—Delgany	755	823	+68	To be addressed in new LAP.
LAP	Blessington	360	870	+510	To be addressed in new LAP.
LAP	Kilcoole	104	328	+224	To be addressed in new LAP.
LAP	Enniskerry ⁸	64	198	+134	To be addressed in new LAP.
STP	Baltinglass	133	90	-43	Requirement exceeded
STP	Newtownmountkennedy	442	590	+148	Requirement not met – legacy planning permissions under construction
STP	Rathdrum	139	0	-139	Requirement exceeded

⁷ For LAP towns, estimated in accordance with current local plan zoning provisions; zoned housing lands or lands zoned for a mix of housing and other uses, excluding lands already developed for housing (by November 2020) or where new housing development is currently underway (as of November 2020); disregarding extant permissions as yet to commence. For Small Towns, based on zoning provisions / development objectives set out in this plan.

⁸ as part of Bray MD LAP

Principle 4: Sequential approach

Where there is a surplus of land identified for residential development (or a mix of residential and other uses), one or a combination of the following option will be utilised:

Prioritising / phasing of development: by indicating on relevant tables and maps, where any surplus capacity of land and/or housing will be regarded as a strategic reserve and that proposals for the development of such lands or housing will not be considered for development purposes during the plan period;

Alternative Objectives: by indicating lands that will be considered for alternative appropriate uses within the plan period such as employment, amenity, community or other uses;

Discontinuing the Objective: by deletion of the zoning objective and related lands from the written statement and maps of the development plan.

Detailed 'Infrastructural Assessments' in accordance with NPO 72 and the methodology for a Tiered Approach to Zoning set out under Appendix 3 of the NPF shall be carried out for all lands proposed to be zoned and de-zoned in future Local Area Plan.

AMENDMENT V1 – 8

CORE STRATEGY TABLES

Table A: LAP Towns

This analysis utilises the 2031 housing targets, having regard the likely timeframes of future LAPs (6-10 years), due to be adopted in the 2023 – 2025 period.

SETTLEMENT		POPULATION & HOUSING				ZONING							
Settlement Type	Settlement name	A	B	C	D	E	F	G	H	I	J	K	L
		Census 2016 Population	Census 2016 (%)	Housing Target 2016-2031 (less completed units 2017-2020) (units)	Housing Target (as % of County 2031 target)	Development capacity of existing zoned lands (units) ⁹	Development capacity of existing zoned land within built up area (units)	Development capacity of existing zoned land outside built up area (units)	Development capacity of existing zoned land within built up area as % of total development capacity (F/E)	Units required to be provided outside of built up area (units) (C – F)	Surplus capacity of existing zoned land outside built up area (units) (G – I)	Surplus land outside of existing built up area (ha)	Method of addressing shortfall / surplus
County	Wicklow	142,425		11,719	100%								
Key Town	Bray	29,646	21%	4,897	42%	6,500	2,000	4,500	31%	2,897	1,600	40 ¹⁰	Will be addressed in next LAP – comprises strategic sites
	Wicklow - Rathnew	14,114	10%	1,742	15%	4,200	2,000	2,200	48%	0	2,200	55 ¹¹	21ha already under construction; remaining surplus will be addressed in next LAP
Self Sustaining (Growth) Towns	Arklow	13,226	9%	1,056	9%	5,200	2,100	3,100	40%	0	3,100	78 ¹¹	11ha already under construction; remaining surplus will be addressed in next LAP
	Greystones - Delgany	18,021	13%	1,078	9%	2,900	1,700	1,200	59%	0	1,200	30 ¹¹	7.5ha already under construction; remaining surplus will be addressed in next LAP
	Blessington	5,234	4%	514	4%	1,450	300	1,150	21%	215	935	31 ¹¹	Surplus will be addressed in next LAP
	Enniskerry	1,877	1%	91	1%	520	375	145	72%	0	145	5 ¹²	Surplus will be addressed in next LAP
	Kilcoole	4,244	3%	190	2%	600	460	140	77%	0	140	5 ¹²	Surplus will be addressed in next LAP

⁹ Zoned housing / mixed use lands that has not delivered any housing units pre 2020 due to lack of permission / non-commencement of permitted development / non-completion of commenced development.

¹⁰ Density assumption 40/ha

¹¹ Density assumption 30/ha

Table B: Towns / Aggregate Town Groups / Rural Areas that form part of County Development Plan 2022-2028
 This table relates to the period up to Q2 2028

SETTLEMENT		POPULATION & HOUSING					LAND ZONING REQUIRED			
Settlement Type	Settlement name	A	B	C	D	E	F	G	H	I
		Census 2016 Population	Census 2016 (%)	Housing Target 2016-Q2 2028 (less completed units 2017-2020) (units)	Housing Target (as % of County target)	Housing Target + 25% additional provision (Units)	Development capacity of proposed zoned residential lands (units) ¹²	Development capacity of proposed zoned infill / mixed use / town centre lands (units) ¹³	Total development capacity (units)	Proportion of zoned land within built up area
County	Wicklow	142,425		8,467	100%					
Self Sustaining Towns	Baltinglass	2,251	2%	125	1.5%	156	105	50	155	100%
	Newtownmountkennedy	3,552	2%	533	6%	666	544	80	624	44%
	Rathdrum	1,716	1%	168	2%	210	320	70	390	52%

¹² Density assumption 30/ha

¹³ Capacity determined by site by site analysis

AMENDMENT V1 – 9

3.6 Transport and Accessibility

The **National Planning Framework** is focused on policies, actions and investment to deliver 10 National Strategic Outcomes (NSOs). With respect to transport and accessibility, the key objectives relevant to Wicklow and the Dublin Metropolitan Area are:

High quality international connectivity	<ul style="list-style-type: none"> ▪ Support the improvement and protection of the TEN-T road network to strengthen access routes to Ireland’s ports and airports
Inter-Urban Roads	<ul style="list-style-type: none"> ▪ Maintaining the strategic capacity and safety of the national roads network including planning for future capacity enhancements; ▪ Improving average journey times targeting an average inter-urban speed of 90kph; ▪ Enabling more effective traffic management within and around cities and re-allocation of inner city road-space in favour of bus-based public transport services and walking/cycling facilities
Public Transport	<ul style="list-style-type: none"> ▪ To strengthen public transport connectivity between cities and large growth towns in Ireland and Northern Ireland with improved services and reliable journey times. ▪ Expand attractive public transport alternatives to car transport to reduce congestion and emissions and enable the transport sector to cater for the demands associated with longer term population and employment growth in a sustainable manner through the following measures; ▪ Deliver the key public transport objectives of the Transport Strategy for the Greater Dublin Area 2016-2035 by investing in projects such as New Metro Link, DART Expansion Programme, BusConnects in Dublin and key bus-based projects in the other cities and towns; ▪ Provide public transport infrastructure and services to meet the needs of smaller towns, villages and rural areas; and ▪ Develop a comprehensive network of safe cycling routes in metropolitan areas to address travel needs and to provide similar facilities in towns and villages where appropriate.
Rural Development	<ul style="list-style-type: none"> ▪ Provide a quality nationwide community based public transport system in rural Ireland which responds to local needs under the Rural Transport Network and similar initiatives; ▪ Invest in maintaining regional and local roads and strategic road improvement projects in rural areas to ensure access to critical services such as education, healthcare and employment.

These transportation and accessibility objectives are translated to the regional level through the **Regional Spatial and Economic Strategy**; the Transport Investment Priorities for the region that are relevant to Wicklow are as follows:

Rail	<ul style="list-style-type: none"> ▪ DART Expansion Programme - new infrastructure and electrification of existing lines ... while continuing to provide DART services on the South-Eastern Line as far south as Greystones ▪ Provide for an appropriate level of commuter rail service in the Midlands and South-East ▪ Complete the construction of the National Train Control Centre. ▪ New stations to provide interchange with bus, LUAS and Metro network including Kishoge, Heuston West, Cabra, Glasnevin, Pelletstown and Woodbrook. ▪ LUAS Green Line Capacity Enhancement in advance of Metrolink. ▪ Undertake appraisal, planning and design of LUAS network expansion to Bray, Finglas, Lucan and Poolbeg ▪ In principle there is a need to carry out an evaluation of underground metro routes within the M50
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<p>Bus</p>	<ul style="list-style-type: none"> ▪ Core Bus Corridors comprising 16 radial routes and 3 orbital routes in Dublin ▪ Regional Bus Corridors connecting the major regional settlements to Dublin ▪ Dublin Metropolitan Bus Network Review ▪ Network reviews for the largest settlements across EMRA, with a view to providing local bus services ▪ Review of bus services between settlements ▪ Review of local bus services throughout EMRA, including services to small towns and villages and the rural transport programme ▪ New interchange and bus hub facilities ▪ New fare structures ▪ Enhanced passenger information ▪ Improvements to bus waiting facilities ▪ Integrated timetabling of bus and rail into a coherent national and regional network.
<p>Strategic Roads</p>	<ul style="list-style-type: none"> ▪ Support the improvement and protection of the TEN-T network to strengthen access routes to Ireland's ports, including investment in the ongoing development of the N11/M11 to improve connectivity to Rosslare ▪ M11 from Jn 4 M50 to Kilmacanogue N3 ▪ In addition, long term protection shall remain for the Eastern Bypass and the Leinster Outer Orbital Route.

Of key importance to County Wicklow's transportation and accessibility strategy, is the NTA's **Transport Strategy for the Greater Dublin Area (GDA)**. The current strategy for the period 2016-2035 is the applicable strategy although it is noted that this is under review (late 2020). Any alterations to the transport strategy, as they apply to Wicklow that occur during the making of this plan will be integrated into the plan where possible.

The 2016-2035 transport strategy provides a framework for the planning and delivery of transport infrastructure and services in the GDA over the next two decades. It also provides a transport planning policy around which other agencies involved in land use planning, environmental protection, and delivery of other infrastructure such as housing, water and power, can align their investment priorities. It is, therefore, an essential component, along with investment programmes in other sectors, for the orderly development of the GDA over the next 20 years.

The transportation assessment and proposals to meet demand provided in the strategy are based around 6 'radial corridors' emanating out from the city centre and for County Wicklow, the following strategy is set out:

<p>Corridor F – Arklow – Wicklow – Greystones – Bray – Cherrywood – Dundrum – Dun Laoghaire – Dublin City Centre.</p>	<ul style="list-style-type: none"> ▪ Corridor F stretches from the south east business districts to Wicklow, based around the N/M11 route and containing both the DART and Luas Green Line. The Strategic Development Zone of Cherrywood is in this corridor. ▪ During the preparation of the Strategy, the NTA prepared a report on the South East corridor. This study primarily aimed to identify public transport options that could effectively meet the growth in travel demand to year 2035, between the South East Study Area and Dublin City Centre. A number of options to cater for transport growth were examined. This included the upgrading of the Green line to Metro standard all the way to a point in Bray. Other options included focusing on the DART and a combination of BRT and bus priority to service growth, including a BRT network linking to the upgraded Metro at Bride's Glen or Sandyford. ▪ Given the need to accommodate expected growth in demand between segments along Corridor F, as well as from these segments to the city centre, a number of schemes are proposed. The capacity of the South Eastern rail line will be increased through enhancements to the existing rail line, incorporating city centre signalling and extra rolling stock. DART Underground will also enable increases in capacity along this corridor. This will facilitate faster and more frequent intercity, regional and DART services to be provided on
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	<p>this line.</p> <ul style="list-style-type: none"> ▪ While these schemes focus on the coastal areas, the western parts of the corridor, including Cherrywood and other potential development areas, will require high capacity public transport. It is, therefore, proposed to upgrade the Luas Green Line to Metro standard from the city centre, where it will link into the new Metro North, as far as its current terminus at Bride's Glen. From this point to Bray, a new Luas line is proposed. This will provide a new north-south inland rail axis from Swords to Bray. These rail services will be supplemented by the proposed BRT on the N11 from UCD to Blanchardstown, and the core radial bus corridors on the N11, south of UCD, and on the Rock Road. ▪ To provide for growth in vehicular trip demand and improve road safety, the N11 and M50 between Newtownmountkennedy and Sandyford (including the M11/M50 junction) will be upgraded. Additionally, Loughlinstown roundabout will be improved, while a distributor road network will be developed to service development lands at Kiltiernan / Glenamuck.
<p>Corridor E – N81 Settlements – South Tallaght – Rathfarnham – to Dublin City Centre</p>	<ul style="list-style-type: none"> ▪ Corridor E is made up of generally suburban residential development and is not defined on the basis of a major transport route, road or public transport service. It presents a challenge in that respect as it is more difficult to serve with high capacity public transport than other corridors, which are defined by multi-lane roads and / or dual carriageways, and contain existing or proposed rail lines. ▪ As limited growth in radial trips along Corridor E outside of the Metropolitan Area is anticipated, it is not proposed to implement significant public transport infrastructure improvements. Bus capacity will be increased to meet demand along the N81. ▪ For the Metropolitan parts of this corridor, the performance of the Rathfarnham Quality Bus Corridor is poor relative to others and requires enhancement. As such, a number of options, including Light Rail, have been examined. However, due to the land use constraints in the corridor and owing to the pressure on the existing road network, a Luas line was not deemed feasible. Instead, the emerging solution comprises a Bus Rapid Transit (BRT) to Tallaght via Rathfarnham and Terenure. This will result in a significant increase in capacity and reliability compared to existing public transport services and will balance public transport requirements with those of the private car. The BRT will be supplemented by a core radial bus corridor between Rathfarnham, Rathmines and the City Centre. ▪ Two new roads are to be built within this corridor, a South Tallaght link road from Oldcourt Road to Kiltipper Road, and a public transport bridge over the Dodder to the east of Tallaght from Firhouse Road to the N81 to address localised access and congestion issues.

Strategic Roads

- In light of the above higher order strategies, the priority for strategic (national) road improvement is the upgrade of the M/N11 in the north of the County, from the Dublin border as far as Kilpedder, ~~in particular improvements to the M50 / M11 merge which is deficient in capacity, and all interchanges serving Bray.~~
- The construction of proposed and route selected N81 from South Dublin to Hollywood Cross is a key objective of this plan. The Regional Spatial and Economic Strategy also identifies the Leinster Outer Orbital Route as a longer term objective, and this potentially traverses the region from Arklow in the south-east, to the Naas-Kilcullen area in the west via a route similar to the existing R747 – N81 corridor. This will form an element of the long term road investment strategy of this plan.
- In light of the likely continuing car dependency to access the metropolitan region in the short to medium term, it is the strategy of this plan to facilitate and encourage measures to improve capacity and efficiency of the national and regional routes, and facilitate the improved use of the national and regional routes by public transport, including the development of bus park-n-rides.
- The priority for regional road improvement will be with east-west connector routes i.e. Wicklow – Roundwood – Sally Gap - (R763/4 – R759), Wicklow – Laragh – Wicklow Gap – N81 (R763 – R756) and the R747 (Arklow – Tinahely – Baltinglass).

Public Transport

In light of the above higher order strategies, the priority for strategic public transport improvements are:

- Improvements to the DART service in north-east Wicklow, serving the metropolitan area Key Town of Bray and Greystones, the location of an identified key strategic employment site in the RSES;
- LUAS extension to the metropolitan area Key Town of Bray;
- LUAS extension from City West / Tallaght to Blessington;
- Rail improvement to the Dublin – Rosslare rail line; this is the only heavy rail line in the County, which is single track only from Bray and has only six functioning stations from Bray to Arklow. The settlement strategy exploits the connectivity provided by this route by allocating over 75% of the future population growth to settlements along this line;
- Major improvements to bus services, including rural services.

CHAPTER 4 SETTLEMENT STRATEGY

Chapter 4 of the draft plan (view the draft Chapter [HERE](#)) has been adopted with the following Amendments:

AMENDMENT V1 – 10

Level 7 Settlement Maps Ballinaclesh

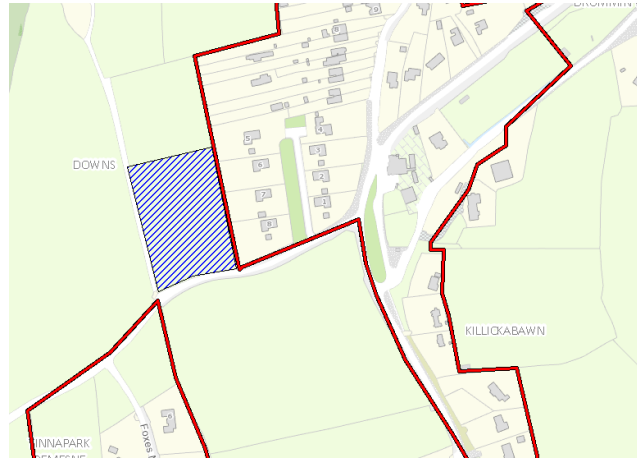
Extend village boundary by c. 0.2ha / 0.5 acres as shown in blue on map below:



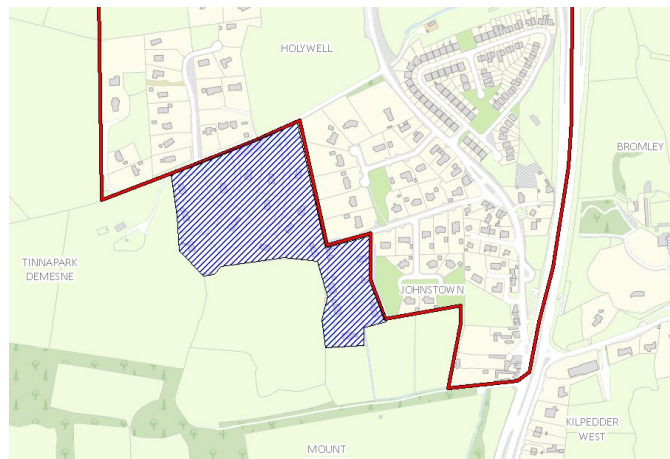
AMENDMENT V1 – 11

Level 7 Settlement Maps Kilpedder - Willowgrove

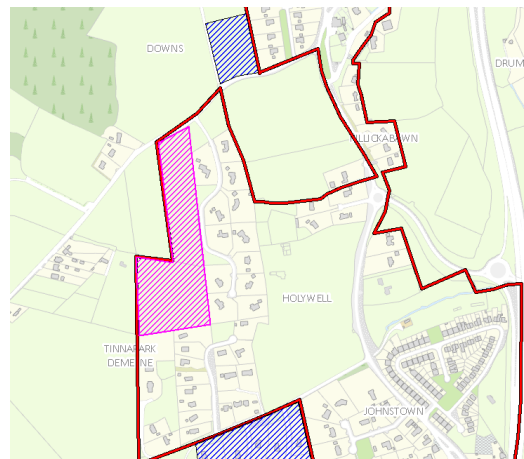
(a) Extend village boundary by c. 1.2ha / 3 acres as shown in blue on map below



(b) Extend village boundary by c. 7.2ha / 17.8 acres as shown in blue on map below



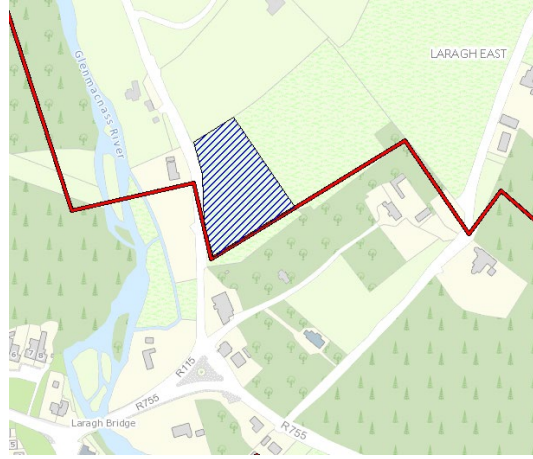
(c) Reduce village boundary by c. 4.5ha / 11 acres as shown in pink on map below



AMENDMENT V1 – 12

Level 7 Settlement Maps Laragh

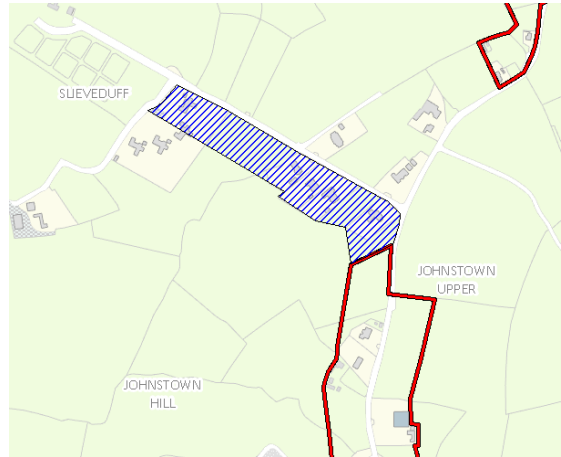
Extend village boundary by c. 0.6ha / 1.5 acres as shown in blue on map below:



AMENDMENT V1 – 13

Level 8 Settlement Maps Johnstown

Extend village boundary by c. 3ha / 7.4 acres as shown in blue on map below:



CHAPTER 5 TOWN AND VILLAGE CENTRES – PLACEMAKING AND REGENERATION

Chapter 5 of the draft plan (view the draft Chapter [HERE](#)) has been adopted with no Material Amendments.

CHAPTER 6 HOUSING

Chapter 6 of the draft plan (view the draft Chapter [HERE](#)) has been adopted with the following Amendments:

AMENDMENT V1 – 14

Section 6.2 Wicklow County Housing Strategy

The purpose of the Housing Need Demand Assessment tool is to:

- *Assist local authorities to develop long-term strategic views of housing need across all tenures;*
- *Provide robust evidence base to support decisions about new housing supply, wider investment and housing related services that inform an overall national housing profile;*
- *Inform policies about the proportion of social and affordable housing required, including the need for different types and sizes of provision;*
- *Provide evidence to inform policies related to the provision of specialist housing and housing related services¹⁴.*

~~In the absence of Ministerial guidance on the preparation of HNDAs the Planning Authority has prepared an interim Housing Strategy. This will be reviewed following the publication of HNDA guidelines. HNDA is required to be integrated into the development plan review process where planning authorities give notice of review of a development plan in accordance with section 11(1) of the 2000 Act, after the date of Circular 14/2021 (14 April 2021). As the notice of the review of the Wicklow County Development Plan occurred before the date of this circular, HNDA is not being carried out at this time. It will however be carried out in due course, and should it identify that amendment of the County Development Plan is necessary to reflect its outcomes, the plan will be varied accordingly. Therefore until this exercise is completed, this Housing Strategy is to be considered an 'interim' one.~~

While the Housing Strategy has found that there is rationale for seeking 10% of eligible residential development to be reserved for social housing (or 20% social and affordable in certain circumstances) during the strategy period of 2024-2028, this only addresses social housing needs that will arise during the 2024-2028 period and does not take into account the considerable demand for such housing that has built up over the currency of the previous strategy. It is also clear that the combination of the Council's own construction and Part V will only cater for a proportion of the population experiencing affordability problems in the County. 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 housing possible and to ensure a regionally equitable balance of housing delivery, including providing ~~Provide~~ for housing for older people in town centres more suited for those with reduced mobility.

¹⁴ Section 6.6, National Planning Framework

AMENDMENT V1 – 15

6.3.5 Densities

The density standards as per the Guidelines for Planning Authorities on Sustainable Residential Development in Urban Areas (2009) are set out in Table 6.1.

Table 6.1 Density Standards

Location	Density Standards
Large Towns¹⁵ (Bray, Greystones-Delgany, Arklow, Wicklow –Rathnew and Blessington)	<ul style="list-style-type: none"> ▪ Public Transport Corridors: Minimum density of 50 units per hectare within 500m walking distance of bus stop or 1km of light rail stop or rail station. ▪ Outer Suburban / Greenfield Sites: Minimum density of 35 - 50 dwellings per hectare. ▪ Development at net densities less than 30 dwellings per hectare should generally be discouraged particularly on sites in excess of 0.5 hectares.
Small Towns and Villages¹⁶ (Kilcoole, Newtownmountkennedy, Baltinglass, Enniskerry, Rathdrum, Aughrim, Ashford, Carnew, Kilmacanogue, Roundwood, Tinahely, Newcastle, Dunlavin, Avoca, Shillelagh, Donard)	<ul style="list-style-type: none"> ▪ Centrally located sites: 30 – 40 + units per hectare for mainly residential schemes may be appropriate or for more mixed use schemes. ▪ Edge of Centre Sites: 20-35 dwellings per hectare. ▪ Edge of small town / village: Densities of less than 15 – 20 dwellings per hectare (as an alternative to one-off housing) as long as such development does not represent more than 20% of the total new planned housing stock of the small town or village.
Villages under 400 Population	Any individual scheme for new housing should not be larger than 10 units.

In the application of density standards and the assessment of applications, cognisance shall also be taken on Circular letter NRUP 02/2021 that clarifies that the application of the Sustainable Residential Development Guidelines Planning Authorities should apply a graduated and responsive, tailored approach to the assessment of residential densities in Peripheral and/or Less Accessible Urban Locations, as defined in the Apartment Guidelines and as they apply to towns of all sizes, to ensure that such places are developed in a sustainable and proportionate manner.

¹⁵ These are defined in the Guidelines for Planning Authorities on Sustainable Residential Development in Urban Areas (2009) as those with a population of 5,000 or more.

¹⁶ These are defined in the Guidelines for Planning Authorities on Sustainable Residential Development in Urban Areas (2009) as those with a population ranging from 400 to 5,000 persons.

AMENDMENT V1 – 16

Section 6.4 Housing Objectives

General

- ~~**CPO 6.2** To implement the following housing occupancy control for multi-house developments of 10 units or more in all settlements in Levels 1–6 of the settlement hierarchy:~~
- ~~▪ 75% no restriction;~~
 - ~~▪ 25% applicant / purchaser of any new home must have lived for at least 3 years duration in County Wicklow, within 15km of the proposed development site, prior to purchasing a home. This does not include units delivered in accordance with Part V.~~

AMENDMENT V1 – 17

Section 6.4 Housing Objectives

General

- CPO 6.X** The sale of all developments of residential units, whether houses, duplexes or apartments, to commercial institutional investment bodies shall be prohibited.

AMENDMENT V1 – 18

Section 6.4 Housing Objectives

Social and Affordable Housing

- CPO 6.9** To implement the provisions of the Wicklow Housing Strategy and in particular, to apply a 10% (or a greater percentage if provided for in future legislation) social housing requirement pursuant to Part V of the Planning and Development Act 2000 (as amended) to land zoned for residential use, or for a mixture of residential or other uses, except where the development would be exempted from this requirement. **In certain circumstances as set out in the Affordable Housing Act 2021, this requirement will be 20% devoted to social and affordable housing.**

AMENDMENT V1 – 19

Section 6.4 Housing Objectives

Sequence / Phasing of Housing

CPO 6.20 Housing development shall be managed and phased to ensure that infrastructure is adequate or is being provided to match the needs of new residents.

~~Where specified by the Planning Authority,~~ new significant residential or mixed use development proposals (of which residential development forms a component)¹⁷, ~~may~~ **shall** be required to ~~provide a social and community facility/facilities as part of the proposed development or the developer may be required to carry out~~ **be accompanied by** 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.

New significant residential or mixed use development proposals shall be required to be accompanied by a 'Accessibility Report' that demonstrates that new residents / occupants / employees (including children and those with special mobility needs) will be able to safely access through means **other than** the private car:

- (a) local services including shops, schools, health care and recreational facilities, and
- (b) public transport services.

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/quality of existing or planned linkages.

¹⁷ Being defined as all developments in excess of 50 units of housing in any settlements in Levels 1-4 in the hierarchy, 25 housing units in Levels 5-10, and **all developments over 25 units** in excess of 500m distance to a public transport service, as well as other format / sizes / locations are may be deemed necessary by the Local Authority.

AMENDMENT V1 – 20

6.4 Housing Objectives

Dwelling Mix / Sizes / Locations / Formats

CPO 6.34 Support the change of use of vacant commercial premises **in town / villages centres** to residential purposes outside of the retail core areas as identified in Chapter 10, **subject to CPO10.9.**

AMENDMENT V1 – 21

Section 6.4 Housing Objectives

Housing in the Open Countryside

CPO 6.41 Facilitate residential development in the open countryside for those with a **housing need** based on the core consideration of **demonstrable functional social or economic** need to live in the open countryside in accordance with the requirements set out in Table 6.3.

Table 6.3 Rural Housing Policy

Housing Need / Necessary Dwelling

This is defined as those who can demonstrate a clear need for new housing, for example:

- first time home owners;
- someone that previously owned a home and is no longer in possession of that home as it had to be disposed of following legal separation / divorce / repossession by a lending institution, the transfer of a home attached to a farm to a family member or the past sale of a home following emigration;
- someone that already owns / owned a home who requires a new purpose built specially adapted house due to a verified medical condition and who can show that their existing home cannot be adapted to meet their particular needs;

and other such circumstances that clearly demonstrate a bona fide need for a new dwelling in the open countryside notwithstanding previous / current ownership of a home as may be considered acceptable to the Planning Authority.

Economic Need

The Planning Authority recognises the rural housing need of persons whose livelihood is intrinsically linked to rural areas subject to it being demonstrated that a home in the open countryside is essential to the making of that livelihood and that livelihood could not be maintained while living in a nearby settlement.

In this regard, persons whose livelihood is intrinsically linked to rural areas may include:

- a. Those involved in agriculture
 The Planning Authority will positively consider applications from those who are engaged in a significant agricultural enterprise and require a dwelling on the agricultural holding that they work. In such cases, it will be necessary for the applicant to satisfy the Planning Authority with supporting documents that due to the nature of the agricultural employment, a dwelling on the holding is essential for the ongoing successful operation and maintenance of the farm. In this regard, the Planning Authority will consider whether there is already a dwelling / dwellings on the farm holding when determining if a new dwelling can be justified.

- b. Those involved in non-agricultural rural enterprise / employment
 The Planning Authority will support applications from those whose business / full time employment is intrinsically linked to the rural area that can demonstrate a need to live in the vicinity of their employment in order to carry out their full time occupation. The Planning Authority will strictly require any applicant to show that there is a particular aspect or characteristic of their employment that requires them to live in that rural area, as opposed to a local settlement.
 Where an applicant's case for a new dwelling on the basis of economic need is based on establishing a new or alternative agricultural / non-agricultural rural enterprise and they have no previous experience in agriculture / rural enterprise, the Planning Authority shall not consider the above requirements met until the applicant can show that the new agricultural / non-agricultural rural enterprise has been legally and continuously ongoing for at least 5 years prior to the making of the application for a dwelling, and is the applicant's primary occupation and source of income. Applicants whose proposed business is not location-dependent will not be considered.

- c. Other such persons as may have definable economic need to reside in the open countryside, as may arise on a case by case basis.

Social Need

The Planning Authority recognises the need of persons intrinsically linked to rural areas that are not engaged in significant agricultural or rural based occupations to live in rural areas.

In this regard, persons intrinsically linked to a rural area may include:

- Permanent native residents of that rural area (including Level 8 and 9 settlements) i.e. a person who was born and reared in the same rural area as the proposed development site and permanently resides there;
- A former permanent native of the area (including Level 8 and 9 settlements) who has not resided in that rural area for many years (for example having moved into a town or due to emigration), but was born and reared in the same rural area as the proposed development site, has strong social ties to that area, and now wishes to return to their local area;
- A close relative who has inherited, either as a gift or on death, an agricultural holding or site for his/her own purposes and can demonstrate a social need to live in that particular rural area,
- The son or daughter of a landowner who has inherited a site for the purpose of building a one off rural house and where the land has been in family ownership for at least 10 years prior to the application for planning permission and can demonstrate a social need to live in that particular rural area,
- Persons who were permanent native residents of a rural area but due to the expansion of an adjacent town / village, the family home place is now located within the development

boundary of the town / village;

- Local applicants who are intrinsically linked to their local area and, while not exclusively involved in agricultural or rural employment, have access to an affordable local site;
- Local applicants who provide care services to family members and those working in healthcare provision locally; and
- other such persons as may have a definable strong social need to live in that particular rural area, which can be demonstrated by way of evidence of strong social or familial connections, connection to the local community / local organisations etc as may arise on a case by case basis.

In the event of conflict of any other settlement strategy objective / Landscape Zones and categories, a person who qualifies under policy CPO 6.41 their needs shall be supreme, except where the proposed development would be a likely traffic hazard or public health hazard.

With regard to the preservation of views and prospects, due consideration shall be given to those listed within the area of the National Park; and with respect to all other areas, to generally regard the amenity matters, but not to the exclusion of social and economic matters. The protection and conservation of views and prospects should not give rise to the prohibition of development, but development should be designed and located to minimise impact.

CHAPTER 7 COMMUNITY DEVELOPMENT

Chapter 7 of the draft plan (view the draft Chapter [HERE](#)) has been adopted with the following Amendments:

AMENDMENT V1 – 22

Section 7.1 Local Strategies

7.1.4 Wicklow Children and Young People’s Plan [CYPP] 2020-2022

Wicklow Children and Young People’s Services Committee [CYPSC] was formally established in April 2011. The purpose of the Children and Young People’s Services Committees is to secure better outcomes for children and young people through more effective co-operation and collaboration by existing services and through interventions at local level. Between 2011 and to date two action plans have been developed and implemented to address local needs as consistent with the national outcomes framework. The Wicklow CYPSC 2020-2022 Plan will continue to progress necessary work to meet ongoing and emerging needs.

CYPSC’s work towards the five national outcomes for children and young people in Ireland. These are that children and young people

1. Are active and healthy, with positive physical and mental wellbeing
2. Are achieving full potential in all areas of learning and development
3. Are safe and protected from harm
4. Have economic security and opportunity
5. Are connected, respected and contributing to their world

The CYPP presents a coordinated interagency approach to the delivery of services to children and young people in Wicklow for 2020 to 2022 by all agencies in Wicklow. It reflects the priorities that have been identified from an analysis of the needs in the county and a commitment by members to address these needs over the three years of the plan. The voice of children and young people is represented and the CYPSC is committed to strengthening participation with children and young people further during the lifetime of this plan.

AMENDMENT V1 – 23

Section 7.3 Social Infrastructure

7.3.5 Allotments and community gardens

~~An emerging new form of open space is the use of land for allotments.~~ Interest and activity continues to grow in the use of land for allotments and community gardens. 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. Unlike allotments which are plots of land that are worked on by individuals or families, a community garden is all about sharing – both the work and the harvest.

Public allotments and community gardens are becoming an increasingly important element of sustainable communities. They have a number of benefits including the promotion of healthy lifestyles, biodiversity and providing a cheaper local and sustainable source of food. The Council supports the provision and wider distribution of such facilities across the County.

AMENDMENT V1 – 24

Section 7.3 Social Infrastructure

7.3.6 Swimming

Swimming is a sport that enhances safety on and near water and is a form of physical activity that is particularly well-suited to lifelong participation. It is one of the few sports that is accessible by all ages, genders and abilities, regardless of fitness levels or health status. The importance of swimming as a sport in its own right and as a gateway to other sports including surfing, rowing, canoeing and kayaking is recognised in the National Sports Policy 2018 – 2027. The expansion and improvement of indoor and outdoor swimming facilities will be supported.

AMENDMENT V1 – 25

Section 7.4 Community Development Objectives

CPO 7.1 To consult and engage with prescribed bodies, **National Governing Bodies of Sport**, local community interest groups and individuals during the local plan-making process for towns and villages to determine community / social infrastructure deficiencies and needs in accordance with the provisions of the Planning and Development Act.

AMENDMENT V1 – 26

Section 7.4 Community Development Objectives

CPO 7.5 Housing development shall be managed and phased to ensure that infrastructure is adequate or is being provided to match the needs of new residents.

~~Where specified by the Planning Authority,~~ New significant¹⁸ residential or mixed use development proposals (of which residential development forms a component), ~~may shall~~ be required to ~~provide a social and community facility/facilities as part of the proposed the developer or the developer may be required to carry out~~ **be accompanied by** 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.

New significant residential or mixed use development proposals shall be required to be accompanied by a 'Accessibility Report' that demonstrates that new residents / occupants /

¹⁸ Being defined as all developments in excess of 50 units of housing in any settlements in Levels 1-4 in the hierarchy, 25 housing units in Levels 5-10, and **all developments over 25 units** in excess of 500m distance to a public transport service, as well as other format / sizes / locations are may be deemed necessary by the Local Authority.

employees (including children and those with special mobility needs) will be able to safely access through means other than the private car:

- a) local services including shops, schools, health care and recreational and sports facilities, and
- b) public transport services.

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/quality of existing or planned linkages as part of the local area plan preparation.

AMENDMENT V1 – 27

Section 7.4 Community Development Objectives

CPO7.14 Where practicable, education, community, recreational and open space facilities shall be clustered. However, schools shall continue to make provision for their own recreational facilities as appropriate. The need for schools to have access to local sports and swimming facilities is also recognised and will be taken into account when considering the need and planning and development of such facilities.

AMENDMENT V1 – 28

Section 7.4 Community Development Objectives

CPO 7.31 Support the objectives of public health policy including Healthy Ireland, National Sports Policy and the National Physical Activity Plan.

AMENDMENT V1 – 29

Section 7.4 Community Development Objectives

CPO 7.43 To prioritise, facilitate and support the development of a community swimming pool facility and a sports complex within the western region of the County, so located to achieve maximum accessibility to the residents of West Wicklow.

AMENDMENT V1 – 30

Section 7.4 Community Development Objectives

CPO 7.48 To support and facilitate the development of allotments and community gardens, of an appropriate scale, on lands which meet the following criteria:

- land situated within or immediately adjacent to the edge of towns/villages;
- land that is easily accessible to the residents of a particular town or village;
- where an adequate water supply can be provided;
- where adequate road infrastructure and access exists/can be provided; and
- where adequate parking facilities can be provided.

AMENDMENT V1 – 31

Section 7.4 Community Development Objectives

Residential & Day Care

CPO7.XX To provide for new nursing home / residential care facility for the elderly at location shown on Map 7.01:

- Kilmullen, Newcastle (c. 2ha)

To zone lands as shown on Map 7.01 below for nursing home use



CHAPTER 8 BUILT HERITAGE

Chapter 8 of the draft plan (view the draft Chapter [HERE](#)) has been adopted with the following Amendments:

AMENDMENT V1 – 32

Section 8.5 Built Heritage Objectives

Archaeology Objectives

CPO 8.5 To facilitate new or improved public access to and erection of appropriate interpretive signage at National Monuments, archaeological sites, castles, sites of historic interest and archaeological landscapes in State ~~or Local Authority~~ or private ownership, as identified in Schedule 08.02 and Map 8.02 of this plan, in co-operation with landowners.

CHAPTER 9 ECONOMIC DEVELOPMENT

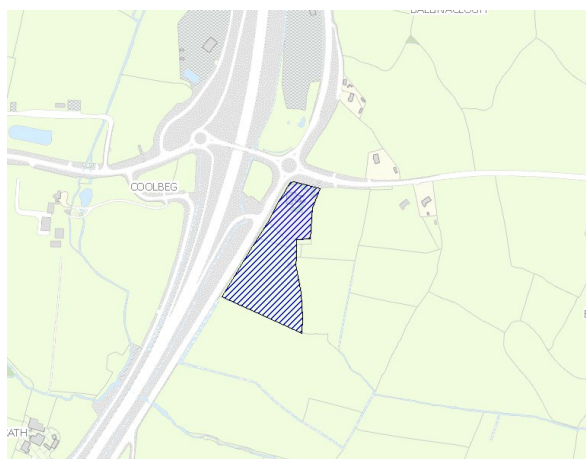
Chapter 9 of the draft plan (view the draft Chapter [HERE](#)) has been adopted with the following Amendments:

AMENDMENT V1 – 33

Section 9.5 Objectives for Economic Development

CPO 9.16 To provide a Motorway Service Area at 'The Beehive', Coolbeg Cross (M11 Exit 18), as shown on Map 09.04

Add new Map 09.04



AMENDMENT V1 – 34

Section 9.5 Objectives for Economic Development

Green Industry

CPO 9.21 To encourage and facilitate the 'circular economy' and the development of 'green' industries, including industries relating to renewable energy and energy-efficient technologies, material / waste recycling and conservation.

AMENDMENT V1 – 35

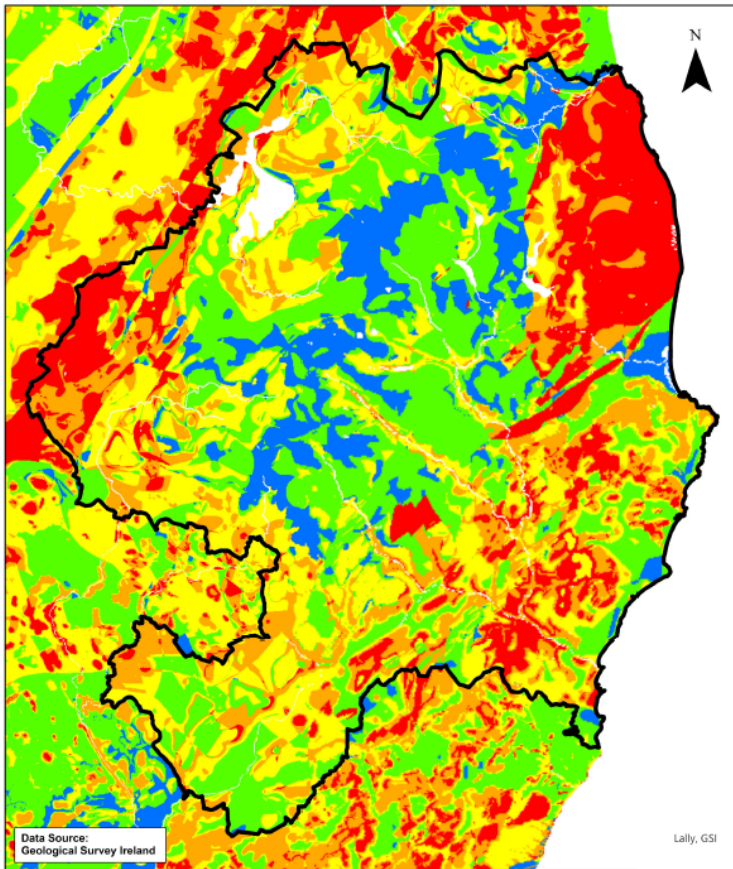
Section 9.5 Objectives for Economic Development



Postal Facilities

CPO 9.31 To support the provision of new postal facilities and the enhancement of existing facilities at suitable locations in the County subject to proper planning and sustainable development.

AMENDMENT V1 – 36

Include map of 'Aggregates Potential' in the County



<p>Map No. 1</p> <p>Crushed Rock Aggregate Potential</p> <p>(Geological Survey Ireland)</p>  <p>WICKLOW ENDLESS OPPORTUNITIES</p>	<p>Legend</p> <p>— Wicklow County Boundary</p> <p>Crushed Rock Aggregate Potential</p> <ul style="list-style-type: none"> ■ Very High potential ■ High potential ■ Moderate potential ■ Low potential ■ Very Low potential <p>Scale: 1:300,000 @A4</p>	<p>DRAFT</p> <p>WICKLOW COUNTY</p> <p>DEVELOPMENT PLAN 2021-2027</p> <p>Wicklow County Council Planning Department</p>  <p><small>© Ordnance Survey Ireland. All rights reserved Licence number 2021/35CCMA/Wicklow County Council</small></p>
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CHAPTER 10 RETAIL

Chapter 10 of the draft plan (view the draft Chapter [HERE](#)) has been adopted with no Amendments

CHAPTER 11 TOURISM AND RECREATION

Chapter 11 of the draft plan (view the draft Chapter [HERE](#)) has been adopted with the following Amendments:

AMENDMENT V1 – 37

Section 11.0 Introduction

Tourism and recreation make a positive contribution to the economic and social wellbeing of County Wicklow. In 2017, 275,000 overseas tourists visited the County generating revenue of €73m with a further ~~319,000~~ **352,000** domestic visitors generating an estimated ~~€49m~~ **€53m** in revenue. The tourism sector took a significant hit as a result of the Covid-19 pandemic.

AMENDMENT V1 – 38

Section 11.1.3 Fáilte Ireland Strategies

In March 2015, the Government published the Tourism Policy Statement People, Place and Policy – Tourism to 2025 which sets out clear and ambitious targets for the development of Irish tourism. The ambition of this policy statement is to have a vibrant, attractive tourism sector that makes a significant contribution to employment across the country; is economically, socially and environmentally sustainable; helps promote a positive image of Ireland overseas, and is a sector in which people want to work.

Fáilte Ireland's Tourism Development & Innovation A Strategy for Investment 2016 – 2022 is a broad strategy for investment in the tourism sector and seeks to identify the areas of investment that need focus on what will deliver sustainable growth in the Irish tourism sector resulting in higher revenue and more jobs.

The tourism sector's best prospects for growth lie in generating increased levels of overseas revenue. The focus of the Government's 2025 Tourism Policy is to increase the economic contribution of tourism to the Irish economy, by increasing the value of tourism service exports.

Fáilte Ireland, the national tourism development authority, aims to **develop**, guide and promote tourism as a leading indigenous component of the Irish economy. Its current strategy for Wicklow is encompassed in the 'Ireland's Ancient East' programme.

Fáilte Ireland is in the process of preparing Regional Tourism Plans for each of the four Regional Experience Brands (Dublin, Wild Atlantic Way, Ireland's Ancient East and Ireland's Hidden Heartlands). The purpose of the Regional Tourism Plans is to identify the sustainable tourism development priorities that will help to unlock the commercial potential of the region bringing benefits to all stakeholders and industry. Each plan will be prepared based on the VICE model which is a methodology for working towards sustainable tourism that seeks to strike an appropriate balance between the needs of the **V**isitor, the **I**ndustry and **C**ommunity and the **E**nvironment. The plans will be for the period to 2025 and will be grounded in Fáilte Ireland's new Corporate Strategy. There will be a strong spatial element to the plans which will seek to identify where development should take place in order to unlock the tourism potential of the region.

The Regional Tourism Plans will also provide a strategic framework for a suite of Destination and Experience Development Plans (DEDPs) which will sit underneath them. They will set out the overall goals of each of the proposed DEDPs as well as the timing and sequence for the preparation of these plans.

Ireland's Ancient East

Ireland's Ancient East (IAE) has been developed by Fáilte Ireland as a branded visitor experience encompassing the rich heritage and cultural assets that Ireland has to offer in the midlands/eastern half of the country. The initiative is designed to allow visitors peel back the layers of time and to go off the beaten track to experience thousands of years of history. Covering the South and East and part of the Midlands, it focuses on the wealth of cultural and heritage attractions in the area. The new destination brand has been designed to appeal to the key customer segments – namely the Culturally Curious and the Great Escapers, and to present this large geographic area in a cohesive and unified manner. Fáilte Ireland has established a strategic partnership with the OPW which will enable key heritage assets to be opened and made accessible through a sensitive, sustainable tourism approach.

The key strategic objectives of the Ireland's Ancient East initiative are:

- To drive growth in international visitor numbers, tourism revenue and associated tourism employment in the regions which currently underperform in these areas.
- To move Ireland's east and south from a transit and day tripping zone to a destination which attracts international overnight visitors.
- To develop a world class visitor experience, which delivers fully on the brand promise.
- To differentiate the Ireland's East and South destination, within the international tourism marketplace, on the basis of the quality of its heritage experiences and a clear and memorable narrative, which links all experiences within it.
- To disperse visitor traffic across the geography by encouraging the exploration of both the well-known attractions (in some cases congested) and lesser known sites and experiences (hidden gems).
- To ensure Ireland's Ancient East **Regional Experience Brand** is delivered in accordance with the principles of sustainable tourism, ensuring that economic, social and environmental benefits are delivered in a balanced way.

Destination Experience Development Plans

The role of Fáilte Ireland's Destination Experience Development Plans (DEDP's) for Wicklow County is to support the development of world-class experiences focused on the region's rich ancient heritage while adding to the overall destination proposition. Wicklow has benefited previously through the Tales of Two Worlds plan which had a particular focus on the Great Houses and Gardens of the region. While that plan is now complete, Fáilte Ireland aims to continue to develop DEDP's to address experience development gaps across the region. These plans will provide the context for tourism operators and stakeholders to work in partnership, create new and improved existing visitor experiences, and communicate coherent and unified stories to the visitor.

AMENDMENT V1 – 39

Section 11.2 Strategy for Tourism & Recreation

Outdoor Recreation

Wicklow has excellent outdoor recreation assets including the Wicklow mountains, forests, lakes, rivers and beaches. It has the capacity to become a year round international outdoor activity destination.

Wicklow Mountains National Park covers 20,000 hectares making it the largest national park in Ireland. The Park is an invaluable recreational space for locals and tourists. The most visited area is Glendalough, which attracted ~~732,824~~ 732,362 visitors in 2019 and was ~~third~~ fourth on Ireland's top ten 'free to enter' attractions for 2019. Powerscourt House Gardens and Waterfall were ~~ninth~~ eighth on the top ten fee-charging attractions during 2019 with ~~472,523~~ 487,876 visitors.

The popularity of Glendalough as a tourism destination has created a number of challenges particularly in terms of access and visitor management. The County Council in partnership with Fáilte Ireland, NPWS and the OPW are in the process of creating a Visitor Experience and Management Masterplan for Glendalough and the Wicklow Mountains National Park. In terms of sustainable tourism development it is important to manage access to the landscape at key points and to distribute visitors in a more sustainable manner.

There is potential to expand the network of walking routes connecting with the Wicklow Way and create a world-class network of trails. There is also potential to develop Wicklow as a destination for cycling and e-biking.

Tourist Hubs and Destination Towns

In conjunction with Fáilte Ireland, the Planning Authority will support the development of Bray, Wicklow-Rathnew, Arklow, Greystones, Blessington, Baltinglass, Enniskerry and Rathdrum as significant tourism hubs. Many other settlements also act as tourism hubs but on a smaller scale. Many of the settlements surrounding the Wicklow Mountains act as tourist hubs including Laragh, Roundwood and Rathdrum. In addition, the Planning Authority will support the development of the south-west of the county, particularly for development related to rural, archaeological, heritage and outdoor recreational tourism and the urgent need for increased accommodation.

In particular, Wicklow-Rathnew has been identified by Fáilte Ireland and the Eastern and Midlands Regional Assembly as a tourist destination town. The Planning Authority will support and facilitate the continued development of Wicklow-Rathnew as a tourist destination town.

~~Fáilte Ireland is actively developing visitor experience development plans such as the Vikings Visitor Experience Development Plan. This sets out to strengthen the county's offering as a Viking destination. Another bespoke programme is the 'Great houses and Gardens Experience'. The Council will support such programmes that help deliver sustainable tourism within the county.~~

Fáilte Ireland, the National Tourism Development Authority and Coillte, Ireland's largest commercial forestry company have announced plans to re-develop Avondale House and Forest Park into a state-of-the-art visitor attraction. A total of €8 million will be invested in the re-development of Avondale House and Forest Park with Fáilte Ireland contributing more than €6.1million to the project. The redevelopment of Avondale House and Forest Park is hugely significant from a tourism and economic perspective for Ireland's Ancient East and for Wicklow. The development of this new world class visitor experience provides a major opportunity for tourism businesses across Wicklow to leverage this significant investment.

Coillte in partnership with Fáilte Ireland are redeveloping Avondale House and Forest Park into a state-of-the-art visitor destination. The redevelopment is hugely significant from a tourism and economic perspective for the County and the region and has the potential to leverage further tourism development and investment.

The development of the Avonmore Way link bridge will facilitate an important link between Rathdrum and Laragh. This will be a significant addition to the County's tourism and recreation infrastructure.

The Planning Authority will support the development of a heritage and Famine remembrance walking trail linking the villages of Carnew and Shillelagh to allow the village of Carnew to be connected to the Arklow-Shillelagh greenway and thus benefit the regions tourism and recreation infrastructure.

AMENDMENT V1 – 40

Section 11.3 Tourism & Recreation Objectives

Accommodation

CPO 11.17 To facilitate the development of hostels and alternative accommodation offerings along established walking / hiking routes and adjacent to existing tourism / recreation facilities.

AMENDMENT V1 – 41

Section 11.3 Tourism & Recreation Objectives

Accommodation

CPO 11.XX To resist consent for change of use of purpose built holiday homes to permanent residential use unless it can be demonstrated that the development would comply with relevant design standards for permanent occupation, as well as the development objectives including occupancy controls where applicable for that location, whether town, village or rural area.

AMENDMENT V1 – 42

Section 11.3 Tourism & Recreation Objectives

Other Visitor Facilities

CPO 11.25 To cooperate with Wicklow County Tourism, Bord Fáilte Ireland and other appropriate bodies in facilitating the development and erection of standardised and branded signage for tourism facilities and tourist attractions.

AMENDMENT V1 – 43

Section 11.3 Tourism & Recreation Objectives

Tourism & Recreation Infrastructure

CPO 11.28 To support tourist/visitor park and ride facilities at appropriate locations that will facilitate access to upland amenity areas, as may be identified in the Glendalough and Wicklow Mountains National Park Masterplan, or by strategies / plans of the Wicklow Outdoor Recreation Committee, Wicklow Tourism or other tourism agencies.

AMENDMENT V1 – 44

Section 11.3 Tourism & Recreation Objectives

Tourism and Recreation Themes & Products

CPO 11.29 In conjunction with Fáilte Ireland, to support the development of Bray, Wicklow-Rathnew, Arklow, Greystones - Delgany, Blessington, Baltinglass, Enniskerry, Kilcoole, Newtownmountkennedy, Rathdrum and Tinahely/ Shillelagh/Carnew (South West Wicklow) as tourism hubs.

AMENDMENT V1 – 45

Section 11.3 Tourism & Recreation Objectives

Tourism and Recreation Themes & Products

CPO 11.31 To develop Wicklow-Rathnew as a recreation and tourism hub and its designation by Fáilte Ireland as a Destination Town due to its attractive coastal location, heritage assets and its proximity to key destinations such as the Wicklow Mountains, Glendalough and Brittas Bay and the key attractions within the town including the Wicklow Gaol, the Murrough, coastal walks, beaches, architectural heritage, sports facilities and as a terminus of the planned Greystones – Wicklow Coastal Route.

AMENDMENT V1 – 46

Section 11.3 Tourism & Recreation Objectives

Tourism and Recreation Themes & Products

CPO 11.XX Support the preparation, delivery and implementation of a Visitor Experience Masterplan for Glendalough and Wicklow Mountains National Park and Visitor Orientation Plan for County Wicklow in partnership with Fáilte Ireland, NPWS and the OPW.

AMENDMENT V1 – 47

Section 11.3 Tourism & Recreation Objectives

Tourism and Recreation Themes & Products

CPO 11.XX Support the development of Avondale House and Forest Park into a state of-the-art visitor attraction, including (but limited to) visitor information and orientation services, and outdoor recreational attractions and facilities, with strong linkages to Rathdrum and surrounding amenities and villages.

AMENDMENT V1 – 48

Section 11.3 Tourism & Recreation Objectives

Tourism and Recreation Themes & Products

CPO 11.34 To support the development of a strategic national network of walking, cycling, horse riding and water-based trails.

AMENDMENT V1 – 49

Section 11.3 Tourism & Recreation Objectives

Tourism and Recreation Themes & Products

CPO 11.37 To protect and enhance existing and support the development of new, walking, cycling and horse riding routes / trails, including facilities ancillary to trails (such as sign posting and car parks) and the development of linkages between trails in Wicklow and adjoining counties. In particular, to encourage and facilitate:

- on-road cycling routes across the Wicklow Mountains (in particular across the Sally Gap) and along coastal routes;
- the development of a new walking-route trail from Bray Head, via the Sugarloaf Mountains, joining up with The Wicklow Way;
- hill-walking trails in West Wicklow;
- the development of a lakeshore walk trail around the Vartry reservoir;
- the development of a walking-route trail along the disused Great Southern and Western Railway line (Naas to Tullow branch) through Dunlavin and Baltinglass subject to consultation and agreement with landowners;
- the development of a coastal route from Bray to Arklow as well as links between this potential route and the coast road;
- The Wicklow Way and St. Kevin's Way (as permissive waymarked routes).
- The Wicklow to Glendalough "pilgrim walk" incorporating ancient wells.
- 'Mountains to the Sea' amenity route incorporating Glendalough, Laragh, Annamoe, Roundwood, Newtownmountkennedy and Kilcoole-Newcastle.
- The development of an amenity and active travel walking-and-cycling route between the Bray Harbour area northwards to the Dun Laoghaire Rathdown administrative area to provide for future connection to the proposed Woodbrook DART station.

AMENDMENT V1 – 50

Section 11.3 Tourism & Recreation Objectives

Environmental Protection

CPO 11.47 Where relevant, the Council and those receiving permission for development under the plan, shall ~~seek to~~ manage any increase in visitor numbers and/or any change in visitor behaviour in order to avoid significant environmental effects, including loss of habitat and disturbance. Management measures may include ensuring that new projects and activities are a suitable distance from ecological sensitivities; visitor/habitat management plans will be required for proposed projects as relevant and appropriate.

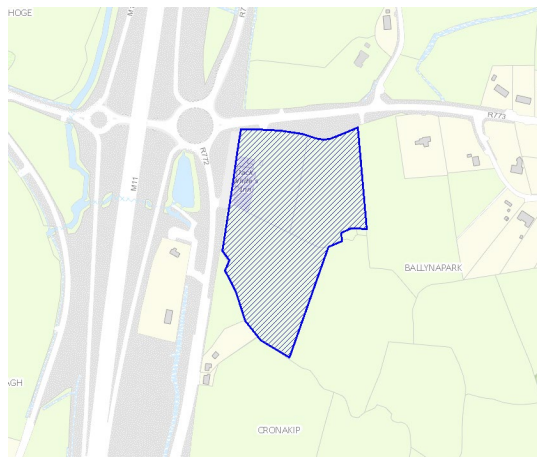
AMENDMENT V1 – 51

Section 11.3 Tourism & Recreation Objectives

Tourism Zoning

CPO 11.XX To provide for tourism development at Jack Whites, as shown on Map 11.05

Add new Map 11.05



CHAPTER 12 SUSTAINABLE TRANSPORTATION

Chapter 12 of the draft plan (view the draft Chapter [HERE](#)) has been adopted with the following Amendments:

AMENDMENT V1 – 52

Section 12.0 Introduction

In particular, the achievement of the following goals shall be at the core of all aspects of the transportation objectives of this plan:

- Facilitating modal shift (compared to current modal split, as shown table to follow) to more sustainable transport options by:
 - Support of investment programmes and any associated infrastructure development that deliver improvements to public transport infrastructure and services, in particular the upgrading of the Dublin – Rosslare train line, improved DART Services, bringing the Luas or other mass transit to Bray and Fassaroe and the development of improved bus services in all parts of the County;
 - Promotion of development patterns that facilitate the delivery of local public transport links within towns (including feeder buses to train / Luas stations and other transport interchanges), between towns and in rural areas;
 - Promoting development of ‘Park and Ride’ facilities, particularly for access to public transport but also to encourage carpooling and discourage single occupancy vehicles;
 - Delivering improvements to the pedestrian environment and promoting walking as a mode of transport through the provision of new and improvement of existing walking facilities throughout the County;
 - Delivering improvements to cycling facilities and promoting cycling as a mode of transport through the provision of new and improvement of existing cycling facilities throughout the County;
 - Working with the NTA on the implementation of local projects which support pedestrian and cyclist permeability, safety and access to schools and public transport.
- Supporting the transition from existing fossil fuel vehicles to clean renewable vehicles, support and facilitate the transition to electric vehicle (EV) use, including measures for more recharging facilities and prioritise EV parking in central locations.
- More effectively managing vehicular traffic and car parking in town and village centres to make public transport, walking and cycling more attractive option for availing of town / village centre services.
- Facilitating the improvement of the existing road network, to enhance safety for all users, and to remove bottlenecks and hazards.
- Improving east – west linkages in the County, as well as linkages between the west and south of the County to other counties.
- Ensuring that vehicular and pedestrian environments can be used by all people, regardless of their age, size, disability or ability.

Modal Split (trips to work and school)	Active		Public Transport		Private vehicles	
	2011	2016	2011	2016	2011	2016
Bray	21%	20%	21%	21%	58%	57%
Wicklow - Rathnew	18%	15%	8%	10%	74%	75%
Greystones- Delgany	10%	11%	22%	22%	68%	67%
Arklow	22%	24%	5%	5%	72%	71%
Blessington	19%	19%	9%	10%	72%	71%
Baltinglass	28%	34%	4%	4%	68%	62%
Enniskerry	6%	5%	18%	17%	76%	78%
Kilcoole	17%	17%	15%	16%	68%	67%
Newtown	12%	10%	17%	18%	71%	72%
Rathdrum	22%	24%	7%	6%	72%	70%

AMENDMENT V1 – 53

Section 12.8 Sustainable Transportation Objectives

Sustainable Mobility Objectives

CPO 12.3 In collaboration and with the support of the relevant transport agencies, to prepare and / or update existing Area Based Transport Assessments and Local Transport Plans for all towns in Levels 1-4 of the County settlement hierarchy, (namely Bray **and environs**, Wicklow – Rathnew, Arklow, Greystones – Delgany, Blessington, **Baltinglass, Enniskerry, Kilcoole**, Rathdrum and Newtownmountkennedy) and any other settlement where it is deemed necessary by the Planning Authority and utilise these assessments and plans to inform land use and investment decisions, **including the preparation of future Local Area Plans.**

AMENDMENT V1 – 54

Section 12.8 Sustainable Transportation Objectives

Climate Action & Environmental Protection Objectives

CPO 12.8 To require the implementation of the following standards for EV charging in new developments:

Building type		Requirement
New buildings and buildings undergoing major renovation	Non-residential buildings with more than 10 parking spaces within property boundary.	Installation of at least 1 recharging point. Installation of ducting infrastructure for at least 1 in 5 parking spaces.
	Residential multi-unit buildings.	Installation of 1 recharging point for every 10 car parking spaces (with a minimum 1 for developments under 10 spaces) Installation of ducting infrastructure for every parking space within property boundary.
New (single-unit residential) buildings	New 'own door' dwelling with car parking space located within the property boundary.	Installation of recharging points for electric vehicles on site.
New (single-unit residential) buildings	New 'own door' dwelling served by shared car parking areas or car parking spaces not within the dwelling site boundaries.	Installation of 1 recharging point for every 10 dwellings (with a minimum 1 for development under 10 dwellings) which is available to all residents Installation of ducting infrastructure for every parking space within development.

AMENDMENT V1 – 55

Section 12.8 Sustainable Transportation Objectives

Public Transport Objectives

CPO 12.20 To cooperate with the NTA and other relevant transport planning bodies in the delivery of a high quality, integrated **and accessible** transport system in County Wicklow.

AMENDMENT V1 – 56**Section 12.8 Sustainable Transportation Objectives****Public Transport Objectives**

- CPO 12.21** To promote the development of transport interchanges and 'nodes' where a number of transport types can interchange with ease. In particular:
- to facilitate the development of park and ride facilities at appropriate locations along strategic transport corridors which will be identified through the carrying out of required coordinated, plan-led transport studies and consultation with the appropriate transport agencies and /or Regional Authority ;
 - to support and facilitate the enhancement of the strategic park and ride at Greystones as identified in the RSES;
 - to enhance existing parking facilities at / near and the improvement of bus links to the train stations in Bray, Greystones, **Kilcoole**, Rathdrum, Wicklow and Arklow;
 - to require electric vehicle charging points to be incorporated into all car parks at public transport nodes;
 - to promote car sharing parking spaces at premium locations in car parks;
 - to promote the linkage of the Luas extension or other mass transit to Bray town centre, Bray train station and Fassaroe;
 - to promote the Luas extension from City West/ Tallaght to Blessington;
 - **to support the enhancement of public transport services and infrastructure in West Wicklow and in particular to support the improvement of bus services / bus priority on the N81, bus linkages to rail stations and the development of park-and-ride facilities at strategic locations;**
 - **to encourage** the improvement of bicycle parking facilities at all transport interchanges;
 - to improve existing and provide new footpath / footway linkages to existing / future transport interchange locations; and
 - to support the development of bus shelters, ~~that shall incorporate disabled access~~ and bicycle parking facilities where possible.
 - **to promote and support the development of fully accessible public transport services and infrastructure, that can be used by all people, regardless of their age, size, disability or ability.**

AMENDMENT V1 – 57**Section 12.8 Sustainable Transportation Objectives****Public Transport Objectives**

- CPO 12.22** To continue to work with Iarnrod Eireann and the NTA on the improvement of mainline train and DART services into Wicklow and in particular,
- To facilitate all options available to increase capacity through Bray Head ~~and along the coastal route south of Greystones.~~
 - **To support the delivery of the DART + programme**
 - **To support electrification of the rail line south of Greystones and the provision of high speed and high frequency services on the existing underutilised south east rail line to south Wicklow.**

AMENDMENT V1 – 58

Section 12.8 Sustainable Transportation Objectives

Public Transport Objectives

- CPO 12.23** To ensure the continued and long term operation of and ~~that possibilities for~~ improvement of the Dublin – Rosslare line, including the re-opening of closed stations, are maintained and to ensure that land uses adjacent to former stations are appropriate and can facilitate future improvements. In particular:
- to ensure coastal protection measures are put in place to protect the railway line from coastal erosion and to consider identifying corridor options for route continuity in the event of coastal land loss.
 - to resist any development within 20m of the railway line;
 - to resist demolition or removal of any former train station structures or apparatus, other than for safety reasons;
 - to require any development proposals in the vicinity of former train stations to be so designed to facilitate future access to the station and to reserve adequate space for future car parking

AMENDMENT V1 – 59

Section 12.8 Sustainable Transportation Objectives

Public Transport Objectives

- ~~CPO 12.24~~ ~~To support the undertaking of a study to assess the feasibility of extending regular rail services to south Wicklow.~~

AMENDMENT V1 – 60**Section 12.8 Sustainable Transportation Objectives****Public Transport Objectives**

- CPO 12.27** To promote the delivery of improved and new bus services both in and out of the County but also within the County by:
- supporting the development and delivery of bus service enhancement projects, including BusConnects and measures to improve bus priority such as additional bus lanes and priority signalling etc as may be deemed appropriate;
 - facilitating the needs of existing or new bus providers with regard to bus stops and garaging facilities (although unnecessary duplication of bus stops on the same routes / roads will not be permitted);
 - requiring the developers of large-scale new employment and residential developments in the designated key towns in the County that are distant (more than 2km) from train / Luas stations to fund / provide feeder bus services for an initial period of at least 3 years;
 - promoting the growth of designated settlements to a critical mass to make bus services viable and more likely to continue;
 - provision of bus lanes on M11 / N11;
 - to work with Bus Eireann and the NTA to improve services in south and west Wicklow.

AMENDMENT V1 – 61**Section 12.8 Sustainable Transportation Objectives****General Road Objectives**

- CPO 12.36** Objectives for the M/N11:
- Upgrading of the N11/M11 between the northern County boundary to Junction 14 Coyne's Cross in line with the conclusions of the on-going N11/M11 upgrade study, including enhanced road capacity, ancillary and associated road schemes, provide additional lanes, and safety improvements to the main carriageway and all necessary improvements to associated junctions (including service roads and linkages to cater for local traffic movements);
 - ~~Improving the M11 / M50 merge;~~ Improving the downstream southbound capacity of the N11/M11 south of the M50 to alleviate issues at the M50 / M11 merge;
 - Upgrading the N11 interchange at the Glen of the Downs to facilitate the provision of a northern link road from the N11 to Greystones;
 - Upgrade Ballyronan Interchange to facilitate improved access to Newtownmountkennedy ~~and a possible link road from Ballyronan to Kilcoole;~~
 - The provision of a third interchange on the Arklow by-pass, linking the M11 to Vale Road.

AMENDMENT V1 – 62

Section 12.8 Sustainable Transportation Objectives

Strategic Sites in Bray Objectives

- CPO 12.66** To continue to work with Dún Laoghaire-Rathdown County Council, and the transport agencies to facilitate the delivery of key enabling infrastructure required to develop the two strategic sites, especially for the westward extension of the town to Fassaroe, including Bray-Fassaroe public transport links and road improvements; **and the development of an amenity and active travel walking and cycling route between the Bray Harbour area northwards to the Dun Laoghaire Rathdown administrative area to provide for future connection to the proposed Woodbrook DART station.**

Chapter 13 Water Services

Chapter 13 of the draft plan (view the draft Chapter [HERE](#)) has been adopted with no Amendments.

CHAPTER 14 FLOOD RISK MANAGEMENT

Chapter 14 of the draft plan (view the draft Chapter [HERE](#)) has been adopted with the following Amendments:

AMENDMENT V1 – 63

Section 14.4 Flood Risk Management Objectives

CPO 14.05 To continue to work with the OPW and other agencies to deliver Flood Defence Schemes in the County as identified in current and future FRMPs, in particular:

- Avoca River (Arklow) Flood Defence Scheme;
- Avoca River (Avoca) Flood Defence Scheme;
- Low cost works in accordance with the OPW's Minor Works Scheme;
- Coastal Protection Projects, where funding allows.

and ensure that development proposals support, and do not impede or prevent, progression of such schemes

CHAPTER 15 WASTE AND ENVIRONMENTAL EMISSIONS

Chapter 15 of the draft plan (view the draft Chapter [HERE](#)) has been adopted with no Amendments.

CHAPTER 16 INFORMATION COMMUNICATION AND ENERGY

Chapter 16 of the draft plan (view the draft Chapter [HERE](#)) has been adopted with the following Amendments:

AMENDMENT V1 – 64

Section 16.2 Energy Infrastructure

16.2.1 Electricity Generation

In accordance with the provisions of section 28(1C) of the *Planning and Development Act 2000* (as amended), and having regard to the Government's commitment in the *Climate Action Plan 2021* to achieve 80% of electricity from renewable sources by 2030 (adding 14.5GW – 15.5GW of renewable energy capacity nationally), National Policy Objective 55 which promotes renewable energy use and generation to meet national targets, and section 28 guidelines *Wind Energy Development Guidelines 2006* and the *Interim Guidelines for Planning Authorities on Statutory Plans, Renewable Energy and Climate Change 2017*, the development plan aims to put in place the appropriate supports that will allow County Wicklow to contribute its share of the additional on-shore national renewable electricity target, which estimated to be **285MW-315MW**.

Footnote: *With respect to meeting the County's share of national renewable energy targets, having regard to the national target of 14.5GW-15.5GW, and of this the wind energy targets being +5GW of off-shore wind energy and +8GW of additional on-shore wind energy (source: 2021 Climate Action Plan), County Wicklow should endeavour to deliver 3% of the on-shore growth requirement (Wicklow comprising 3% of the land mass of the Republic of Ireland), which equates to +285MW-315MW.*

AMENDMENT V1 – 65

Section 16.3 Energy Infrastructure and Communications Objectives

General Energy Objectives

CPO 16.XX To support and facilitate to the highest degree possible the development of alternative and renewable sources of energy, particularly in the generation of electricity / heating and for use as transport fuel.

AMENDMENT V1 – 66

Section 16.3 Energy Infrastructure and Communications Objectives

General Energy Objectives

CPO 16.XX To support and facilitate the co-location of renewable energy developments and technologies to ensure the most efficient use of land identified as suitable for renewable energy generation

AMENDMENT V1 – 67

Section 16.3 Energy Infrastructure and Communications Objectives

General Energy Objectives

CPO 16.XX To support and promote the development of 'Sustainable Energy Communities' and in particular to encourage and facilitate developments that are energy neutral / low emission, integrate renewable energy technology or involve local renewable energy production.

AMENDMENT V1 – 68

Section 16.3 Energy Infrastructure and Communications Objectives

General Energy Objectives

CPO 16.XX To support the research and development of green hydrogen as a fuel for power generation, manufacturing, energy storage and transport.

AMENDMENT V1 – 69

Section 16.3 Energy Infrastructure and Communications Objectives

Bio Energy Objectives

CPO 16.9 To facilitate the development of projects that convert biomass to gas or electricity, **subject to demonstration that such projects are resource efficient having regard to carbon emissions resulting from the growth, harvesting and transport of inputs, and do not result in unsustainable climate damaging agricultural intensification**

AMENDMENT V1 – 70

Section 16.3 Energy Infrastructure and Communications Objective

Transport Energy Objectives

CPO 16.26 To facilitate the development of services and utilities for electric vehicles and **other low emission** alternative vehicles / **fuel** types, including the roll-out of additional electric charging points **and alternative fuel distribution infrastructure** in collaboration with relevant agencies, at appropriate locations.

CHAPTER 17 NATURAL HERITAGE AND BIODIVERSITY

Chapter 17 of the draft plan (view the draft Chapter [HERE](#)) has been adopted with the following Amendments (Please also note the new and amended Tree Preservation Orders (TPOs)):

AMENDMENT V1 – 71

Section 17.0 Introduction

Natural heritage includes the variety of life, often referred to as biodiversity, its physical or geological foundation, and the landscapes which form the surrounding environment. Wicklow supports a good diversity of natural and semi natural habitats such as marine, coastal, wetland, woodland, lake, river and uplands that in turn support a wide range of associated wild plant and animal species. There are also many geological heritage sites of interest in the County which are an important element of the natural heritage. The conservation and management of the natural environment must be viewed as a central element in the long-term economic and social development of the County. Protecting and enhancing biodiversity and landscapes is vital for the health, well-being and quality of life of communities today ~~and will also be vitally important in the future in adapting to climate change~~ and it has a vital role to play in our response to the climate emergency.

AMENDMENT V1 – 72

Section 17.4 Natural Heritage & Biodiversity Objectives

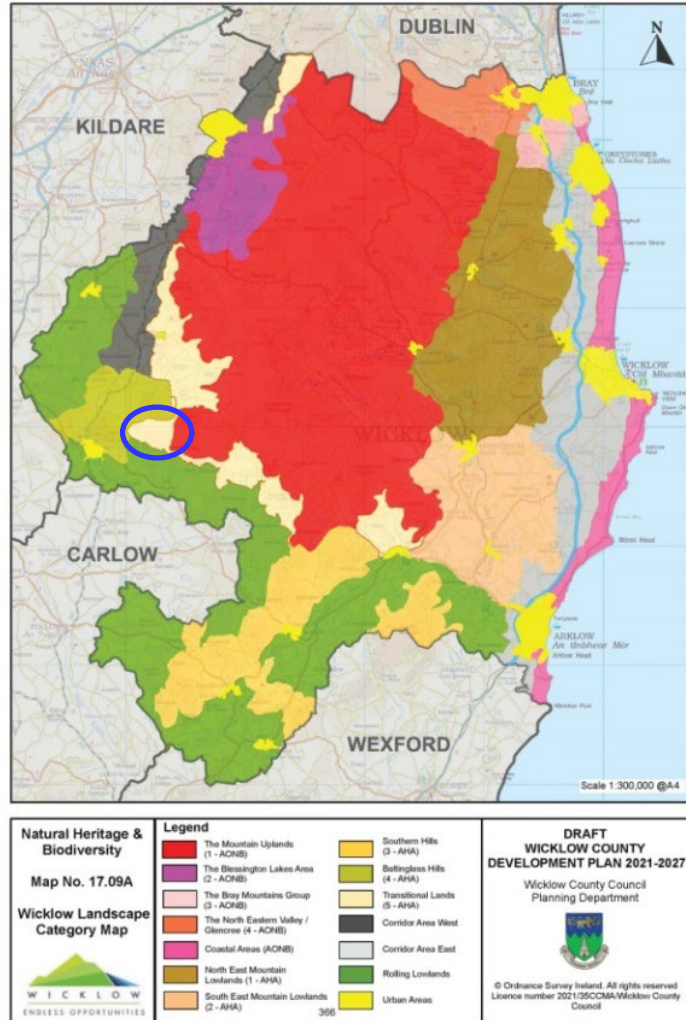
Woodlands, trees & hedgerows

- CPO 17.18** To promote the preservation of trees, groups of trees or woodlands in particular native tree species, and those trees associated with demesne planting, in the interests of the **long-term sustainability of a stable ecosystem** amenity or and the environment generally, as set out in Schedule 17.05 A and B, and Maps 17.05 and 17.05A - H of this plan.
- CPO 17.19** To consider the making of Tree Preservation Orders (TPOs) to protect trees and woodlands of high **amenity** value.
- CPO 17.21** To **strongly** discourage the felling of mature trees to facilitate development and to encourage tree surgery rather than felling ~~where possible~~ if such is **essential to enable development to proceed**.
- CPO 17.22** To **encourage require and ensure** the preservation and enhancement of native and semi-natural woodlands, groups of trees and individual trees, as part of the development management process, and to require the planting of native broad-leaved species, and species of local provenance in all new developments.
- CPO 17.23** To **encourage require** the retention of hedgerows and other distinctive boundary treatment in the County. Where removal of a hedgerow, 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 (unless otherwise agreed by the Planning Authority).

AMENDMENT V1 – 73

Landscape Category Maps - 17.09A, 17.09B, 17.09C

Change area marked from 'Area of High Amenity' to 'Area of Outstanding Natural Beauty'



New / Amended Tree Preservation Orders

District	ID	Location	Description
Bray MD	TPO B18	Bray Richmond Park	A: 1 st green, Mature Redwood B: 2 nd green, Scots Pine (2 No.), Beech (4 No.)
	TPO B5	Bray Oldcourt Demesne	Amendment proposed to existing TPO No. B5 Add to description ' <i>Row of mature oak and beech trees along the western boundary of Charnwood Estate; stand alone mature oak in open area to west of Charnwood, to east of Swan River valley woodlands</i> '
	TPO B19	Bray Rockbrae House (FCA)	Redwood, left of entrance
	TPO B20	Bray Ravenswell School	Large Pine right of entrance
	TPO 47	Kilmacanogue, N11	Mature Scots Pine, mature Beech trees, mature Monterey pine, Monterey Cypress, Blue Atlas Cedars, east of N11 bridge at roundabout
	TPO 2	Kilmacanogue, Avoca Handweavers	Amendment proposed to existing TPO No. 2 Add to description ' <i>In particular (but not limited to):</i> <ul style="list-style-type: none"> - <i>The Yew walk, containing 12 mature Yew trees</i> - <i>Sessile oak and beech within garden area</i> - <i>Weeping Monterey cypress</i> - <i>Redwoods</i> - <i>Blue atlas cedar</i>
Wicklow MD	TPO 48	Wicklow Town – Rathnew; Knockrobin	A group of c. 33 mature sessile oak and large mature Scots pine.
	TPO 49	Wicklow Town – Rathnew; Burkeen Wood	Large mature woodland consisting of mature oak, ash, sweet chestnut, beech and sycamore
Arklow MD	TPO 50	Arklow, Coast Road	Corsican Pine trees at Kynoch's Lodge
	TPO 51	Rathdrum, Parnell Memorial Park	Trees in the Parnell Memorial Park; including blue atlas cedar, common alder, sycamore (4 No.), Scots pine.
Baltinglass MD	TPO 52	Manor Kilbride, east of Kilbride Bridge	Small woodland containing c. 150 trees of predominantly beech, with sycamore, oak and pine.
	TPO 44	Manor Kilbride	Amendment to existing TPO No. 44 Revised map

CHAPTER 18 GREEN INFRASTRUCTURE

Chapter 18 of the draft plan (view the draft Chapter [HERE](#)) has been adopted with the following Amendments:

AMENDMENT V1 – 74

Section 18.1 Statutory & Policy Context

Project Ireland 2040: National Planning Framework (NPF)

In addition, a number of NPF National Policy Objectives address green infrastructure directly:

NPO 22	Facilitate tourism development and in particular a National Greenways, Blueways and Peatways Strategy, which prioritises projects on the basis of achieving maximum impact and connectivity at national and regional level.
NPO 58	Integrated planning for Green Infrastructure and ecosystem services will be incorporated into the preparation of statutory land use plans.
NPO 64	Improve air quality and help prevent people being exposed to unacceptable levels of pollution in our urban and rural areas through integrated land use and spatial planning that supports public transport, walking and cycling as more favourable modes of transport to the private car, the promotion of energy efficient buildings and homes, heating systems with zero local emissions, green infrastructure planning and innovative design solutions.

AMENDMENT V1 – 75

Section 18.6 Green Infrastructure Objectives

- CPO 18.5** To identify and facilitate the provision of linkages along and between green / river corridors within the county and adjoining counties to create inter connected routes and develop riverside parks and create linkages between them to form 'necklace' effect routes including development of walkways, cycleways, **bridleways** and wildlife corridors where feasible and ensuring that there is no adverse impact (directly, indirectly or cumulatively) on the conservation objectives of European sites.
- CPO 18.6** To promote and facilitate the development of coastal **paths trails** linking up with existing recreational **paths/strategic walkways/cycleways trails**, creating new linkages between coastal sites and inward linkages to settlements and green spaces in built up areas and extensions to existing facilities where feasible and ensuring that there is no adverse impact (directly, indirectly or cumulatively) on the conservation objectives of European sites.

AMENDMENT V1 – 76**Section 18.6 Green Infrastructure Objectives****Recreational Use of Natural Resources**

CPO 18.11 To support the development of greenways, blueways and other access routes along natural corridors while ensuring that there is no adverse impact on the flora and fauna, biodiversity or water quality of natural assets. **Wicklow County Council prioritises environmental protection in our design and construction of routes and surface selection.**

In particular, to support the development of existing and examine the feasibility of new walking, ~~and~~ cycling, **horse riding and water based routes and** trails along the following routes:

- from Bray Head, via the Sugarloaf Mountains, joining up with The Wicklow Way;
- the extension of the 'Blessington Greenway' walk around the Phoulaphuca reservoir;
- the expansion of a lakeshore walk around the Vartry reservoir;
- the extension of the old Shillelagh branch recreational trail - railway walk from Arklow to Shillelagh;
- the development of a route along the disused Great Southern and Western Railway line (Naas to Tullow branch) through Dunlavin and Baltinglass.
- **the development of a coastal route from Bray to Arklow as well as links between this potential route and the coast road;**
- **the Wicklow Way and St. Kevin's Way (as permissive waymarked routes).**
- **the Wicklow to Glendalough "pilgrim walk" incorporating ancient wells.**
- **'Mountains to the Sea' amenity route incorporating Glendalough, Laragh, Annamoe, Roundwood, Newtownmountkennedy and Kilcoole-Newcastle.**

AMENDMENT V1 – 77**Section 18.6 Green Infrastructure Objectives****Public Rights of Way Objectives**

CPO 18.XX The Council recognises the recreational and heritage conservation importance of the preservation protection, enhancement, maintenance and improvement, for the common good, of public rights of way providing access to seashores, mountains, lakeshores, riverbanks or other places of natural beauty or recreational utility by ensuring that new developments do not materially restrict or block the routes [pathways/trackways/laneways] of those PROWs. Developments will not be permitted where the established recreational utility or otherwise of a PROW would be compromised or lost altogether, unless specific proposals are made by the developer as part of a planning application to:

- (a) Develop a new route-way to replace the route-way of the existing PROW in full or to realign a section of such a route-way, in manner that ensures that new route-way/realigned section of route-way is of similar character, capacity and function of the route/part of a route of the PROW that it is to replace;
- (b) Appropriate legal procedures have been undertaken to extinguish the existing PROW [or part thereof] and to establish an entirely new route way or a realigned section of the existing route of a PROW.

CHAPTER 19 MARINE SPATIAL PLANNING AND COASTAL ZONE MANAGEMENT

Chapter 19 of the draft plan (view the draft Chapter [HERE](#)) has been adopted with the following Amendments:

AMENDMENT V1 – 78

Section 19.1 Legislative & Strategic Context

National Marine Planning Framework (NMPF)

The NMPF, **launched in July 2021**, is a national plan for Ireland's maritime area, setting out over a 20 year horizon, how we want to use, protect and enjoy our seas. **The NMPF details how all marine based human activities will interact with each other in an ocean space that is under increasing spatial pressure, ensuring the sustainable use of our marine resources to 2040.** The NMPF sits at the top of the hierarchy of plans and sectoral policies for the marine area. The plan has been informed by existing sectoral plans and will, in turn, be used to inform future cycles of those plans in an ongoing feedback loop. It provides a coherent framework in which those sectoral policies and objectives can be realised. It will become the key decision-making tool for regulatory authorities and policy makers into the future in a number of ways including decisions on individual consent applications which will have to secure the objectives of the plan, similar to the way that terrestrial plans form part of the decision-making tool-kit in the on-land planning process.

'Towards a Marine Spatial Plan for Ireland – a roadmap for the development of Ireland's first marine spatial plan' was published by the Government in December 2017. It sets out four broad stages in the development of the plan:

- ~~Stage 1, of which the Roadmap formed a central part, was the start-up or activation phase during which the Government's proposed approach to developing MSP was announced and initial contact made with stakeholders. This ran until end 2017;~~
- ~~Stage 2, the main development stage, commenced in Q1 2018 and ran until early 2020. It involved preparation and publishing for public consultation the Draft NMPF and associated environmental reports;~~
- ~~Stage 3 will be the finalisation phase during which the Draft NMPF and associated environmental reports will be amended as required based on the feedback received in the public consultation. The final NMPF and associated environmental reports will be prepared for submission to Government and adoption by the Oireachtas before forwarding to the European Commission ahead of the March 2021 deadline set out under the Directive;~~
- ~~Stage 4 is implementation, monitoring, enforcement and review commencing on adoption of the NMPF. The draft NMPF was published in late 2019, and following public consultation, work is ongoing to finalise the framework.~~

The County Development Plan must be consistent with the approved NMPF, with common policy areas including renewable energy, electricity networks, coastal and flood defences, fishing and aquaculture, ports and harbours, public access, tourism and recreation, protected sites and species, seascape and landscape. When dealing with an application in the maritime area it is important to refer to the NMPF as a key policy document along with any other relevant government guidance / policy.

Marine Planning and Development Management Bill 2019-Maritime Area Planning Act 2021

This legislation has put in place a comprehensive and coherent planning system for the entire Maritime Area. This Act ~~seeks to establish in law a new regime for maritime areas,~~ **streamlined** ~~existing~~ previous arrangements, to allow for a single consent principle (eliminate the duplication of development management processes for activities or developments that are currently assessed under both the foreshore and planning regimes with the introduction of a single process administered by local authorities / An Bord Pleanála). One of

the main features is to extend the existing planning permission functions of coastal local authorities to the outer limit of a newly defined nearshore¹⁹.

~~The Bill has a focus on marine forward planning, with the introduction of statutory marine planning guidelines and to ensure decisions are taken in a manner that secure the objectives of the NMPF. It also provides for transitional arrangements including, inter alia, a future development management pathway for offshore renewable energy projects and for a system of designation of Strategic Marine Activity Zones.~~

The constituent elements of this system are: (1) Forward Planning; (2) Development Management; and (3) Enforcement. The Act also has established a new agency, Maritime Area Regulatory Authority (MARA) to undertake certain consenting and enforcement functions.

AMENDMENT V1 – 79

Section 19.1 Legislative & Strategic Context

National Planning Framework (NPF)

The NPF recognises that our coastal areas play a variety of roles, across a number of sectors and are an important asset for future development of the Country. It identifies that sustainable utilisation of Ireland’s marine resources, particularly in the nearshore, is dependent to a significant degree on how we manage our resources on land, and that there are many shared aims and overlapping areas of co-ordination and activity between marine spatial planning and land-use planning.

Areas of Overlap for Co-ordination	<p>Sectoral: Community Development & Public Consultation; Economic Development; Transport – Ports and Harbours; Energy – Electricity & Renewable Energy; Fishing; Aquaculture & Mariculture; Social and Culture; Tourism & Leisure; Flood Protection; Extraction; Enabling Infrastructure; Health & Safety; Communications</p> <p>Environment: Sustainable Use of Resources; Climate Change Adaptation; Water Quality; Coastal Erosion & Accretion; Protected Sites and Environmentally Sensitive Areas; Flooding; Biodiversity; Landscape and Seascape</p> <p>Governance: Regulation and Licensing; Consent process for onshore and offshore development and activities; Responsibilities for managing activities in areas of land-sea interaction</p> <p>Data: Research including spatial data management; cumulative effects; evidence base; socio-economic profiles</p>
NPO 41a	<p>Ensure that Ireland’s coastal resource is managed to sustain its physical character and environmental quality.</p>

¹⁹ Part 2 of the Act provides for the designation of a new nearshore area in which coastal local authorities will exercise certain planning and enforcement functions.

AMENDMENT V1 – 80

Section 19.4 Marine Spatial Planning and Coastal Zone Management Objectives

Marine Planning Objectives

- CPO19.1** To review and update the County Development Plan if necessary to ensure that it is consistent with the following:
- the National Marine Planning Framework; ~~following its adoption,~~ and
 - the ~~Marine Planning and Development Management Act~~ **Maritime Area Planning Act**.
- CPO19.2** To work with the Department of Housing, Planning and Local Government and other relevant government departments and bodies on marine planning with particular reference to the following areas;
- the implementation of the National Marine Planning Framework ~~(following its adoption);~~
 - the implementation of ~~any future Marine Planning and Development Management Act~~ **Maritime Area Planning Act** in so far as it relates to the duties and functions of the Planning Authority,
 - the designation of the nearshore area for County Wicklow,
 - the preparation of any sub-regional plans for the maritime area and nearshore area.

CHAPTER 20 IMPLEMENTATION AND MONITORING

Chapter 20 of the draft plan (view the draft Chapter [HERE](#)) has been adopted with no Amendments.

VOLUME TWO PLANS**LEVEL 4 PLANS INTRODUCTION**

'Introduction to Level 4 Plans' of the draft plan (view the draft Introduction [HERE](#)) has been adopted with the following Amendments:

AMENDMENT V2 – 81**Part 1.1 Introduction to Level 4 Plans - General Objectives****Section 1.1.3 Economic Development & Employment**

Depending on their degree of accessibility, scale of population / workforce and market catchment, and the availability of support services, the Level 4 towns have varying roles to play in acting as attractors for foreign and local investment. Level 4 settlements are likely to perform a lesser function in terms of attracting foreign investment than Level 1-3 settlements; however historical foreign investment and local characteristics may support the ability of these towns to attract this scale and type of investment into the future. Generally, towns of this scale are particularly suited to attracting local investment and should aim to target investment in the form of local services, 'product intensive' industries, particularly those linked to rural resources, such as food processing, agricultural services and tourist facilities / accommodation.

The factors that make a town economically viable and attractive to investors and visitors are numerous and often hard to predict and influence, but for the purpose of these land use plans, the strategy for economic development will be based around:

- a) providing a land-use framework for each town, which makes the Council's requirements and expectations with respect to the location and type of new employment generating development abundantly clear;
- b) supporting and facilitating, to the highest degree possible (subject to environmental and other relevant planning considerations) all forms of employment generation and in particular, to encourage employment and commercial uses as a key activity in the town centre;
- c) a focus on 'placemaking' to create attractive and sustainable communities, with high quality services and public realm, to create attractive places to live, work, visit and invest.

An established measure of the employment 'health' of a settlement is a measure called the 'jobs ratio'. This is the relationship between the resident workers and the number of jobs in any defined area. A healthy area is considered to be one where the jobs ratio exceeds 70%¹. Baltinglass, Newtownmountkennedy and Rathdrum in 2016 all had jobs ratio in excess of 70%, all in or around 80%. This reflects the important role these towns play in the economic development and support of their hinterlands. It is important that this high level of employment is maintained into the future as resident population grows, and is developed further in an environmentally sustainable manner, with a particular focus on growing employment and businesses in the town centre and other already built up areas, densifying existing employment area, and targeting growth at locations that are the most sustainable in terms of accessibility. In this regard, it is the objective of the CDP to increase the jobs ratio in Level 4 towns by a minimum of 25% up to 2031.

This table also show the amount of land proposed to be zoned in each town for new employment. While it is assumed that a proportion of jobs growth will occur in the town centres and other mixed use lands that are not specifically zoned for employment alone, or will occur on existing developed employment land through

¹ As per RSES Appendix A - data and indicators

intensification, sufficient zoned employment land is zoned in each town to meet all of the jobs growth required, on the assumption of 80 employees per hectare, plus an additional 'headroom' of 100% to ensure that there will be no shortage of site choice for developers of new employment.

LEVEL 4	Jobs ratio 2016	Targeted future jobs ratio 2031	Jobs growth targeted up to 2031	Quantum of zoned employment land (ha)
Baltinglass	0.81	1.01	+500	13
Enniskerry	0.33	0.41	+100	1 ²
Kilcoole	0.46	0.57	+100	10 ²
Newtownmountkennedy	0.78	0.97	+1,100	28
Rathdrum	0.82	1.03	+600	15

AMENDMENT V2 – 82

Part 1.1 Introduction to Level 4 Plans - General Objectives

Section 1.1.10 Flood Risk Assessment

As part of each plan addressed in this appendix, a Flood Risk Assessment (FRA) has been carried out. The assessment is presented as part of the Strategic Flood Risk Assessment appendix of the County Plan. All applications shall be assessed in accordance with the provisions of 'The Planning System and Flood Risk Management' Guidelines (DoEHLG 2009) and the flood management objectives of the County Development Plan.

Where existing development is located within Flood Zones A or B, new development shall be limited to minor development only; any proposals for new development should be accompanied by an appropriately detailed FRA, undertaken in accordance with Section 4 of the SFRA and the relevant policies and objectives in the County Development Plan.

Any proposals for new development in Flood Zones A or B shall be accompanied by an appropriately detailed FRA, undertaken in accordance with Section 4 of this SFRA and the relevant policies and objectives in the County Development Plan, and in particular, where the lands at risk of flooding form part of a larger development site, the sequential approach shall be applied in the site planning, to ensure no encroachment onto, or loss of the flood plain, or that only water compatible development such as Open Space will be permitted for the lands which are identified as being at risk of flooding within the site.

AMENDMENT V2 – 83

Part 1.2 Introduction to Level 4 Plans - Zoning & Land Use

Section 1.2.1 Zoning Objectives

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

² To be reviewed in the next LAP to be commensurate with the employment growth objective

LEVEL 4 BALTINGLASS

Baltinglass Town Plan (view the draft Town Plan [HERE](#)) has been adopted with the following Amendments:

AMENDMENT V2 – 84**Section 2.5 Town Centre & Retail**

BALT X1: To facilitate and support the development of a new supermarket on land zoned town centre that will improve the retail offer for Baltinglass and the surrounding area and will support a healthy and vibrant town centre.

AMENDMENT V2 – 85**Section 2.6 Social & Community Development**

BALT X2: To support and facilitate the development of a multi-purpose sports campus in Baltinglass

AMENDMENT V2 – 86**Section 2.9 ~~Action Area Plans &~~ Specific Local Objectives SLO****Action Area 1**

~~This Action Area is located on lands west of the River Slaney, accessed off the N81 national secondary route. The subject lands measure c. 30ha and include:~~

- ~~c. 3.8ha zoned for new residential development~~
- ~~c.1.3ha zoned for mixed use~~
- ~~c. 3.4ha zoned for Active Open Space~~
- ~~c. 4.4ha zoned for Open Space (OS1)~~
- ~~c. 6ha zoned as passive open space (OS2)~~
- ~~c. 10.5 zoned for employment development~~

~~Permission was granted in 2019 for 55 housing units on part of the lands zoned for 'new residential'. Any further applications for permission or amendments to the parent permission in this action area plan shall comply with the provisions of this updated town plan.~~

~~This action area plan shall be developed in accordance with the following criteria:~~

- ~~The residential element of the action area shall be designed and laid out in a manner which addresses the N81 national secondary route, providing for an open space green area adjoining the western boundary.~~
- ~~Only a single vehicular access point shall be permitted into this action area. The internal road network serving this area shall be designed so as to provide a spine route off the N81 between the residential – open space sector and employment zones.~~
- ~~The mixed use zone shall be reserved for the development of a discount foodstore.~~
- ~~No further permission shall be granted in AA1 unless accompanied by a programme for the delivery of a active open space zone of not less than 2ha and an amenity park on the land zoned 'OS1' and dedicated to the public along the river. The developer shall be responsible for landscaping of this area and providing suitable access and lighting / furniture and for safeguarding the integrity of the route of the old railway line as part of a possible longer amenity route.~~

- ~~□ Developments adjoining the designated open spaces shall be so designed and units so orientated as to allow for passive supervision and easy access to the open spaces; in particular, no structures shall back onto open spaces and residential open spaces shall be designed where possible to flow into the larger open space areas.~~
- ~~□ The development of the action area shall ensure adequate protection and enhancement of the open space and conservation area adjoining the River Slaney.~~

Specific Local Objective SLO-1

This area is located on lands west of the River Slaney, accessed off the N81 national secondary route. The subject lands measure c. 10ha and include c. 3.8ha zoned for new residential development, 1.3ha zoned for 'mixed use' and 4.95ha zoned for open spaces use (AOS, OS1, OS2).

Permission was granted in 2019 for 55 housing units on part of the lands zoned for 'new residential'. Any further applications for permission or amendments to the parent permission in this SLO area shall comply with the provisions of this updated town plan.

This SLO shall be developed in accordance with the following criteria:

- The residential element of the action area shall be designed and laid out in a manner which addresses the N81 national secondary route, providing for an open space green area adjoining the western boundary.
- The mixed use zone shall be reserved for the development of a discount foodstore.
- Access into these lands shall be so located and designed as to provide for access from the N81 into SLO-2;
- No further permission shall be granted in SLO-1 unless accompanied by a programme for the delivery of an active open space zone of not less than 2ha on lands zoned AOS.
- Lands zoned OS1 shall be reserved for possible future development of a riverine park.
- Developments adjoining the designated and future open spaces shall be laid out and designed in such a way as to safeguard the integrity of the route of the old railway line as part of a possible longer amenity route and so designed and units so orientated as to allow for passive supervision and easy access to the open spaces; in particular, no structures shall back onto open spaces and residential open spaces shall be designed where possible to flow into the larger open space areas.
- The development of the action area shall ensure adequate protection and enhancement of the open space and conservation area adjoining the River Slaney.

Specific Local Objective SLO-2

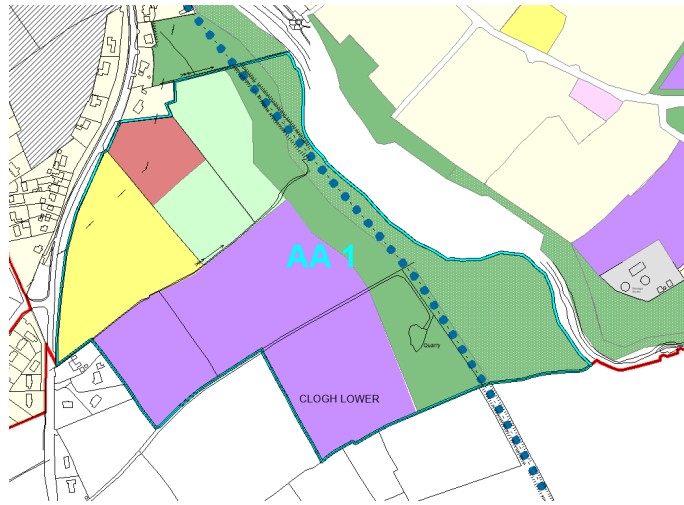
This area is located on lands west of the River Slaney, proximate to the N81 national secondary route. The subject lands measure c. 18ha and include c. 10.5ha zoned for employment use, and 7.5ha zoned for open space uses (OS1 and OS2).

This SLO shall be developed in accordance with the following criteria:

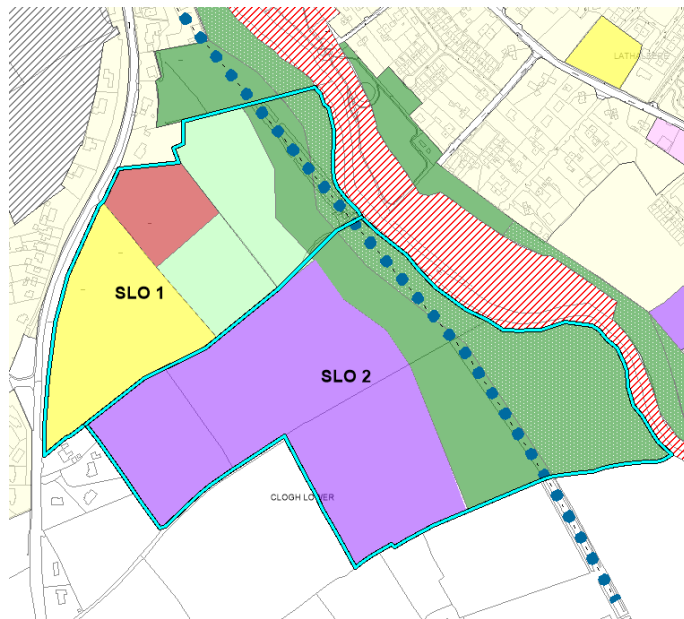
- Access into these lands shall be via SLO-1 unless a suitable alternative from the N81 is determined which does not prejudice access to SLO-1
- Lands zoned OS1 shall be reserved for possible future development of a riverine park.
- Developments adjoining the designated and future open spaces shall be laid out and designed in such a way as to safeguard the integrity of the route of the old railway line as part of a possible longer amenity route and so designed and units so orientated as to allow for passive supervision and easy access to the open spaces; in particular, no structures shall back onto open spaces and development open spaces shall be designed where possible to flow into the larger open space areas.
- The development of the action area shall ensure adequate protection and enhancement of the open space and conservation area adjoining the River Slaney.

Land Use Map

Change from:



Change to:



AMENDMENT V2 – 87

Section 2.9 ~~Action Area Plans &~~ Specific Local Objectives

SLO – 3

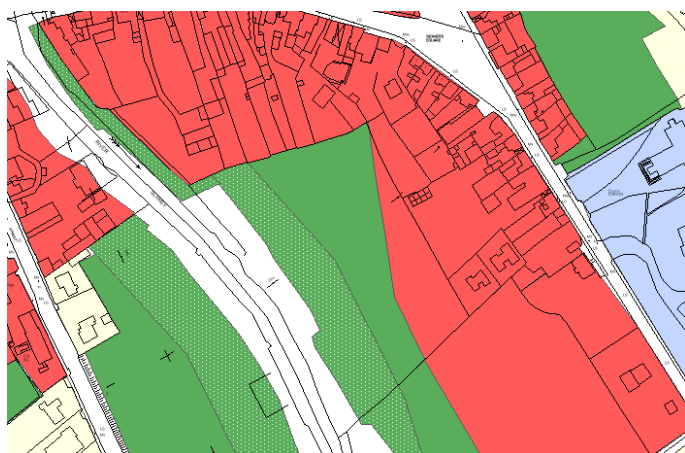
This area is located on lands east of the River Slaney, south of Market Square. The subject lands measure c. 1ha and are zoned for tourism use. Parts of these lands are in Flood Zones A and B.

This SLO shall be developed in accordance with the following criteria:

- Only 'water compatible development' as defined by 'The Planning System and Flood Risk Management Guidelines' (OPW / DEHLG 2009) may occur in areas identified in this plan SFRA or any future site specific flood risk assessment as being in Flood Zone A;
- Only 'water compatible development' or 'less vulnerable development' as defined by the Guidelines may occur in areas identified in this plan SFRA or any future site specific flood risk assessment as being in Flood Zone B;
- Projects giving rise to adverse effects on the integrity of the River Slaney SAC or any other European site (cumulatively, directly or indirectly) arising from their size or scale, land take, proximity, resource requirements, emissions (disposal to land, water or air), transportation requirements, duration of construction, operation, decommissioning or from any other effects shall not be permitted on the basis of this zoning³. Any development proposals will be required to contribute as appropriate towards the protection and where possible enhancement of the ecological coherence of the European Site network and encourage the retention and management of landscape features that are of major importance for wild fauna and flora as per Article 10 of the EU Habitats directive.

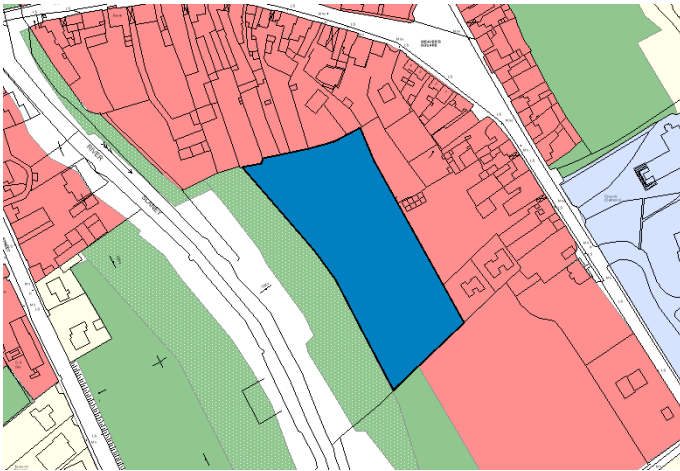
Land Use Map

Change from: Open Space (OS1) and Town Centre (TC)



³ Except as provided for in Article 6(4) of the Habitats Directive, viz. there must be: a) no alternative solution available, b) imperative reasons of overriding public interest for the project to proceed; and c) adequate compensatory measures in place.

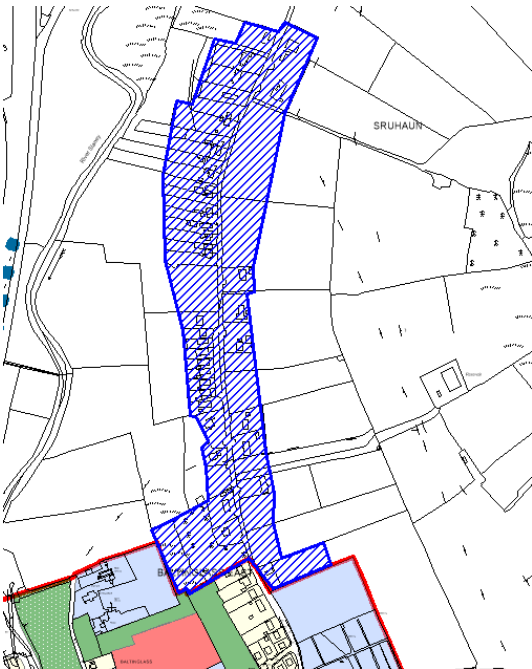
Change to Tourism (T) + Specific Local Objective SLO3



AMENDMENT V2 – 88

Land Use Map

- (a) Amend the settlement boundary to include the land shown in blue on map below, and
- (b) To zone these lands as 'RE - Existing Residential'.



LEVEL 4 NEWTOWNMOUNTKENNEDY

Newtownmountkenedy Town Plan (view the draft Town Plan [HERE](#)) has been adopted with the following Amendments:

AMENDMENT V2 – 89

Section 3.9 Action Areas & Specific Local Objectives

Add new ‘SLO - Specific Local Objective’

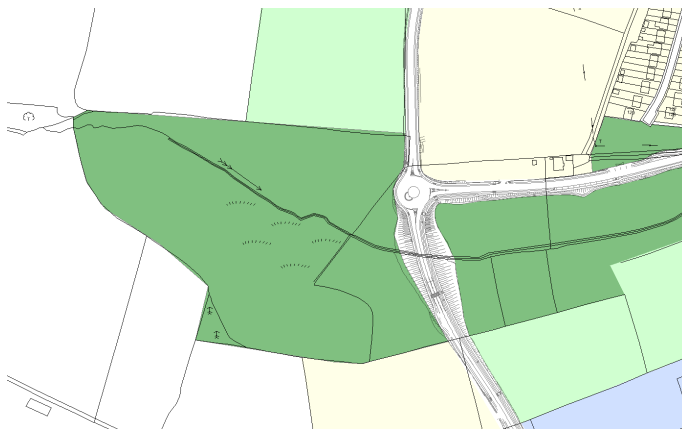
SLO-1

This SLO is located to the west of the new distributor road, adjoining land identified for a future parkland along the river. This SLO measures c. 5.7ha and shall be developed as an Open Space and Community development in accordance with the following criteria:

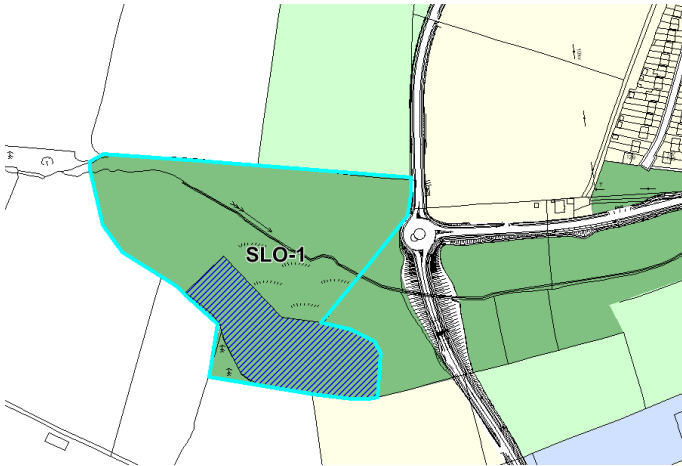
- Not less than 4ha shall be laid out and dedicated to the public as public parkland, in conjunction with the design for the adjoining development;
- A maximum area of c. 1.6ha on lands zoned CE may be developed for nursing home use
- The design of any such development shall integrate into the parkland setting and shall provide for passive supervision of the parkland area; where any access roads are required across land zone OS they shall be so designed as to allow the park, and users of same, to flow safety across;
- No construction may commence on the nursing home until this park is completed and open to the public.

Land Use Map

Change from: OS1



Change to: OS1 & CE (hatch blue area) (+ SLO designation)



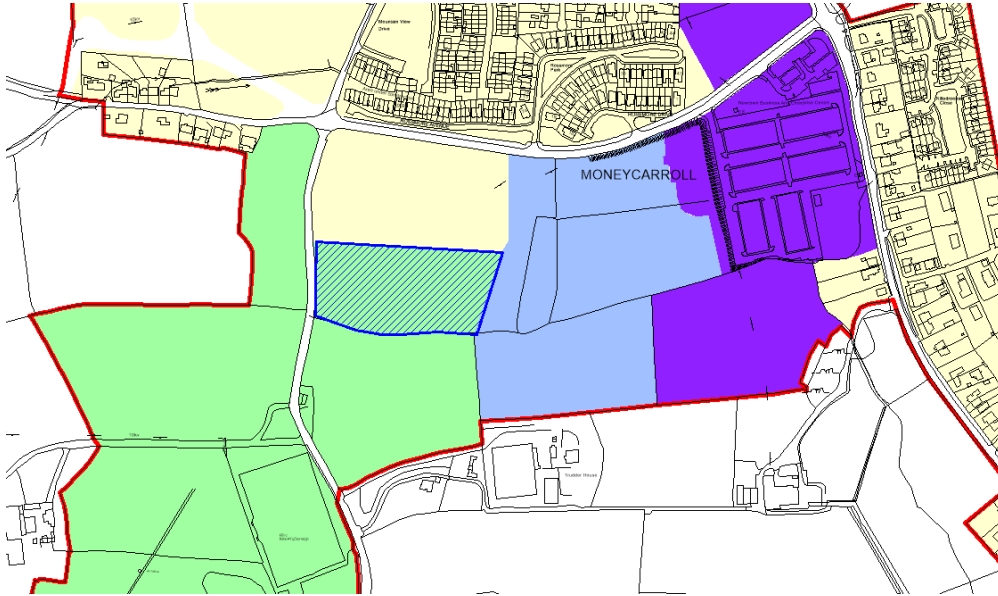
AMENDMENT V2 – 90

Land Use Map

Change from: AOS - Active Open Space

Change to RN – New Residential

Area shown in blue hatch (c. 2.25ha/5.6 acres)



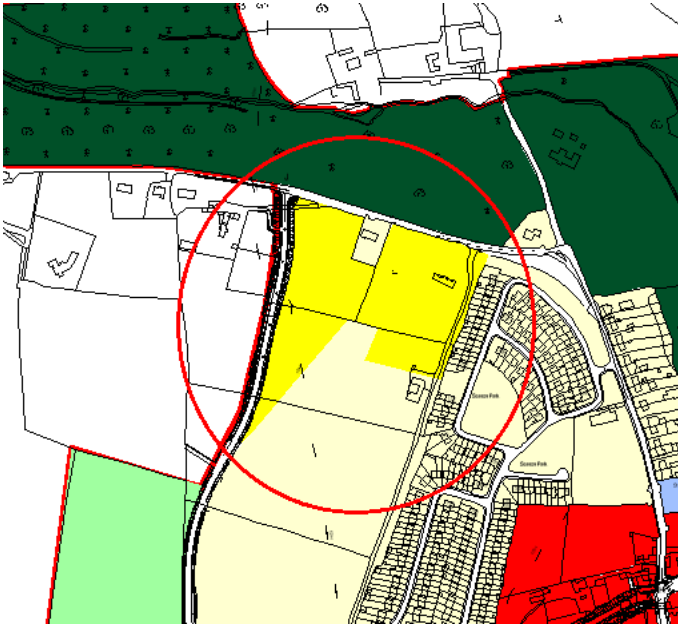
AMENDMENT V2 – 91

Land Use Map

Change from: 'RN New Residential'

Change to: 'SLB – Strategic Land Bank'

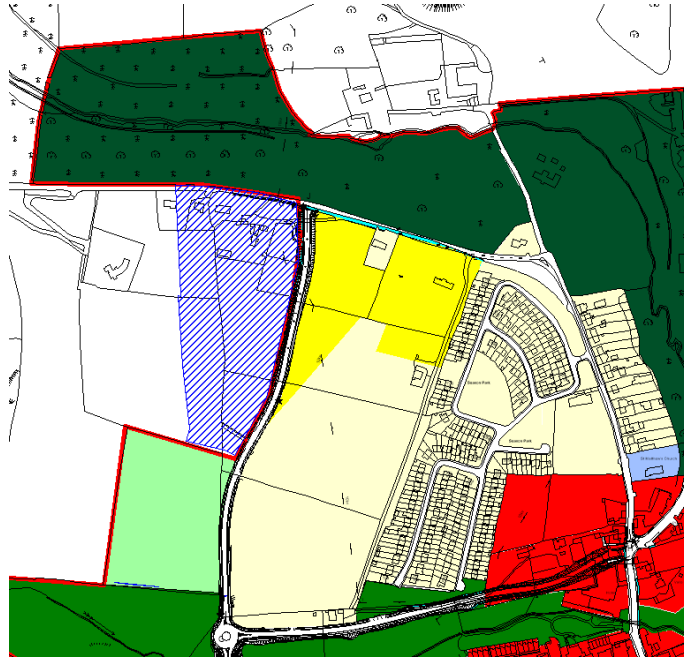
Area shown in red circle (c. 3.9ha / 9.6 acres)



AMENDMENT V2 – 92

Land Use Map

- Extend the Newtownmountkennedy plan boundary by c. 5.3ha as shown on the map below (in blue hatch)
- Zone the land 'SLB – Strategic Land Bank'



LEVEL 4 RATHDRUM

Rathdrum Town Plan (view the draft Town Plan [HERE](#)) has been adopted with the following Amendments:

AMENDMENT V2 – 93

Section 4.9 Action Areas

Action Area 1 Lands to the east of Main Street

The development of these lands provide an opportunity to provide a new 'street' to the east of the Main Street, (the design of which shall be determined following detailed survey consideration of options and public consultation), fronted by a mix of shops and residences; this street should form a complete loop from the Main Street ~~and should incorporate a new town car park~~ with pedestrian and vehicular access from the Main Street to the north (R755) and the Station Road to the south (R752). Pedestrian / cycle lane access to the Main Street will complete the loop through the Parnell Memorial Park. The new town centre car park should be located to the west of the New 'Street' and to the east of the Main Street (as indicated on the AA1 map). This is the preferred location in the town for any larger scale retailing, such as a new supermarket. Any development proposals shall include a reservation of land along the rear boundaries of properties on the Main Street to ensure future access could be provided; all of these measures could contribute to the reduction of cars and car parking from Main Street, thereby improving its overall character and level of amenity.

Objectives AA1

- To provide for a mix of uses capable of accommodating retail / commercial / community development;
- A 'town centre' type density will be required to be achieved across the TC zone of the site; a site coverage of at least 50% and a plot ratio of at least 1:0.5 will be expected;
- A new street shall be provided linking the northern and southern ends of the Main Street and new uses should form active frontage along same, with vehicular and pedestrian access via the R755 to the north and the R752 to the south. Pedestrian / cycle lane access shall also be provided through the Parnell Memorial Park to the southwest.
- The lands to the west of the new street shall generally be reserved for commercial / retail /community uses; the Planning Authority may phase and / or restrict residential development to ensure this element is delivered;
- A new town car park shall be provided to the west of the "new street" and to the east of the Main Street, as part of any development proposals;
- Any development located to the immediate east of existing properties of the Main Street should be so laid out as to facilitate the future development of these backlands and the possibility of the creation of new pedestrian and the possibility of the creation of new pedestrian links through to the Main Street;

AMENDMENT V2 – 94

Section 4.9 Action Areas

Action Area 2 Knockadosan

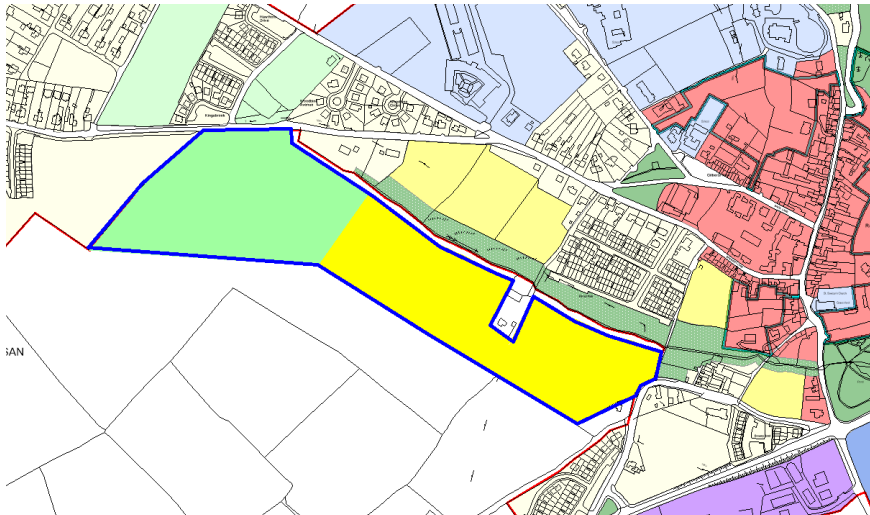
These lands located at Knockadosan, measure c. 12.5ha and are zoned for residential use (c. 6.5ha) and active open space use (6ha). The development of these lands provides an opportunity to deliver a new sports area to the west of the town (where the majority of existing / planned housing is located) and for the construction of the new street incorporating frontage from the Greenane Road to the Avoca Road via Brewery Bend that would enhance accessibility of community and commercial facilities for the residents of the development and the town.

This action area shall be developed as a residential and active open space zone in accordance with the following criteria:

- A minimum area of 6ha shall be provided by the developer as an active open space / sports facility. The location, layout, design and future management structure of this facility shall be agreed with Wicklow County Council in advance of the occupation of any residential units;
- A maximum of 6.5ha may be developed for residential use, including all services, open spaces, childcare facilities etc required for that quantum of development;
- The road layout provided within the lands shall be so designed to allow for through access from the Greenane Road to Brewery Bend.

Land Use Map

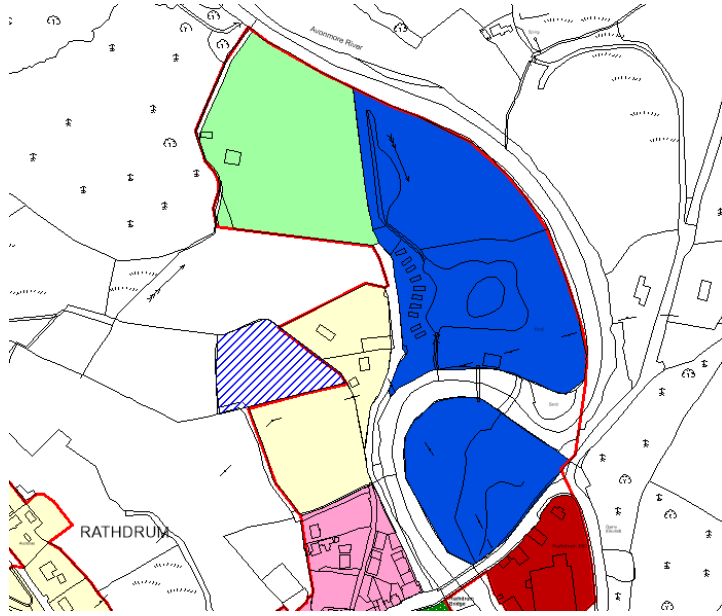
- (a) To extend the plan boundary to include the lands outlined in blue on map below (c. 12.5ha) and identify these lands as an 'Action Area 2'
- (b) Zone c. 6ha for 'AOS - Active Open Space'
- (c) Zone c. 6.5ha for 'RN-New Residential'



AMENDMENT V2 – 95

Land Use Map

- (a) To extend the plan boundary to include the lands outlined in blue hatch on map below (c. 0.8ha / 2 acres) and zone for 'RN-New Residential', and
- (b) To include an objective RT-X in the plan



Section 4.3 Residential Development

Residential Development Objectives

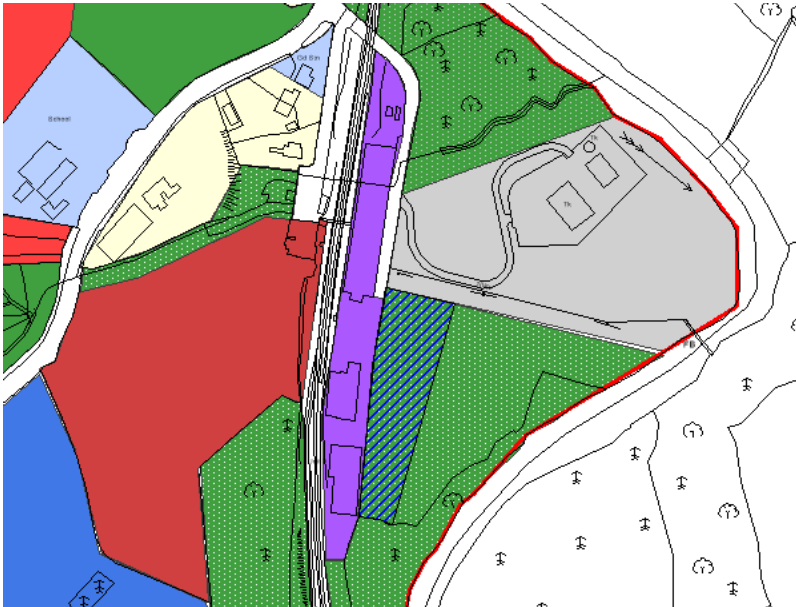
- RT-X** To provide for residential development for a maximum of 4 units on lands of c. 0.8ha, zoned 'RN – New Residential', north of Kilian's Glen.

AMENDMENT V2 – 96

Land Use Map

Change from: 'OS2 - Passive Open Space' (area marked in blue hatch on map below c. 0.47ha)

Change to: 'E - Employment'



VOLUME TWO**PLANS****LEVEL 5 PLANS**

'Introduction to Level 5 Plans' of the draft plan (view the draft Introduction [HERE](#)) has been adopted with the following Amendment:

AMENDMENT V2 – 97**Part 1.1 Introduction to Level 5 Plans – General Objectives****Section 1.1.10 Flood Risk Assessment**

As part of each plan addressed in this appendix, a Flood Risk Assessment (FRA) has been carried out. The assessment is presented as part of the Strategic Flood Risk Assessment appendix of the County Plan. All applications shall be assessed in accordance with the provisions of *'The Planning System and Flood Risk Management'* Guidelines (DoEHLG 2009) and the flood management objectives of the County Development Plan.

Where existing development is located within Flood Zones A or B, new development shall be limited to minor development only; any proposals for new development should be accompanied by an appropriately detailed FRA, undertaken in accordance with Section 4 of the SFRA and the relevant policies and objectives in the County Development Plan.

Any proposals for new development in Flood Zones A or B shall be accompanied by an appropriately detailed FRA, undertaken in accordance with Section 4 of this SFRA and the relevant policies and objectives in the County Development Plan, and in particular, where the lands at risk of flooding form part of a larger development site, the sequential approach shall be applied in the site planning, to ensure no encroachment onto, or loss of the flood plain, or that only water compatible development such as Open Space will be permitted for the lands which are identified as being at risk of flooding within the site.

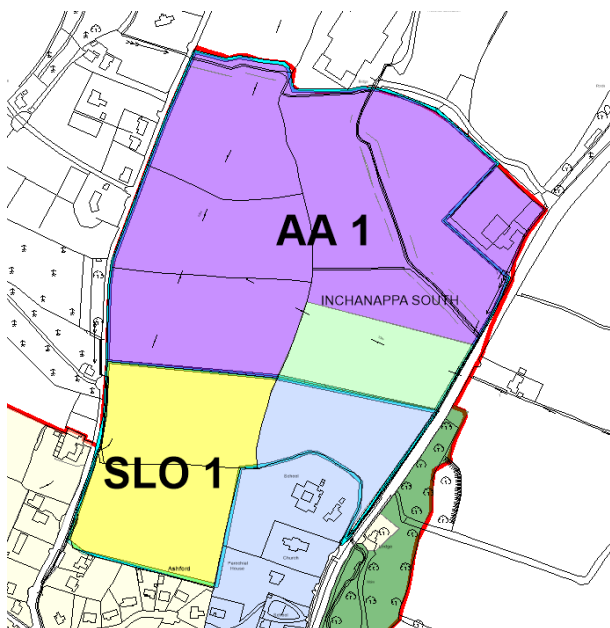
LEVEL 5 ASHFORD

Ashford Town Plan (view the draft Town Plan [HERE](#)) has been adopted with the following Amendments:

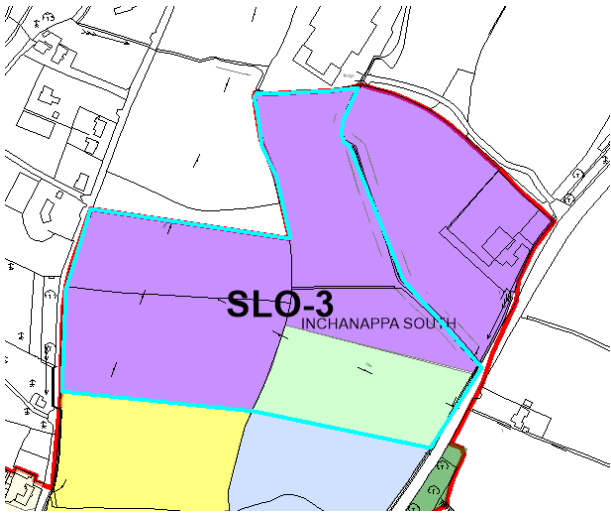
AMENDMENT V2 – 98**Section 2.9 Action Area Plans & Specific Local Objectives****Action Area 1 SLO-3 Inchanappa South**

This **Action Area SLO area** is located on lands at Inchanappa South, west of the existing Glanbia premises and north of Ashford national school. The overall action area measures c. ~~16.5ha~~ **10.5ha**, as shown below. This action area shall be delivered as an employment and community open space zone in accordance with the following criteria:

- Development of these lands shall provide a new public road linking the R764 to the R772, which will service the development of the employment zoned lands.
- Any buildings proposed along the eastern boundary of this action area shall address the R772 and be of a high-quality design and finish providing for both hard and soft landscaping in order to provide an attractive northern entrance to the town of Ashford.
- The existing stream running through these lands shall be incorporated in the overall design and layout of the action area, but it shall be left in a natural condition with a minimum set back of any development (including landscaped areas) of at least 30m on both sides.
- A minimum area of 2ha shall be developed as a sports ground (the location shown below is for indicative purposes only with the overall layout subject to detailed design), including the laying out of pitches and the construction of appropriate parking and changing room facilities. The future management/maintenance arrangements and use of this facility shall be agreed with Wicklow County Council prior to the commencement of its use.
- Only 50% of the proposed employment lands may be developed prior to the completion of the required sports facilities.

Land Use Map**Change from:**

Change to:



AMENDMENT V2 – 99

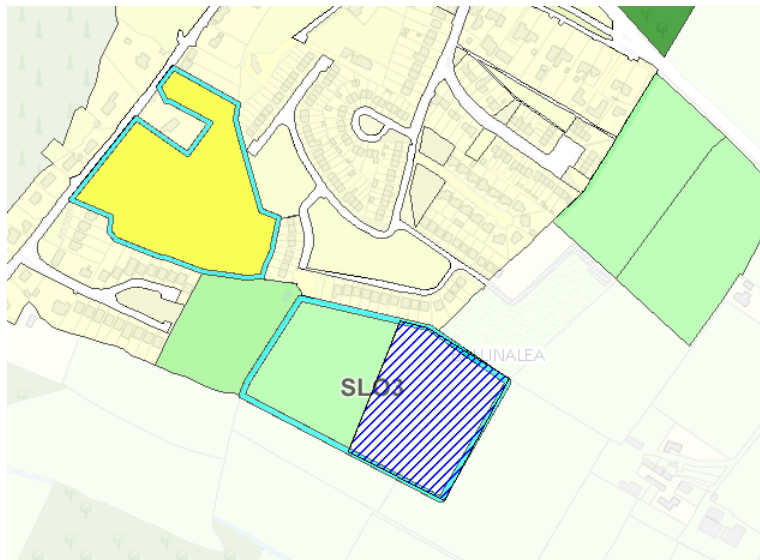
Section 2.9 Action Area Plans & Specific Local Objectives

- (a) To extend the plan boundary to include the lands outlined in light blue on map below and zone for 'RN-New Residential', and
- (b) Identify these lands, along with the adjoining AOS, as an 'SLO'

SLO 3 Ballinalea

SLO3 is situated at Ballinalea south of the Woodview estate as shown in Figure 2.X below and measures c. 3.8ha. These lands shall be developed as a residential and open space area, subject to the AOS area being laid out and suitably developed by the landowner to be suitable for active sports use and dedicated to public / sports club use prior to the commencement of any residential development.

Land Use Map



AMENDMENT V2 – 100**Action Area Plans & Specific Local Objectives**

- (a) To extend plan boundary to include a new 'Specific Local Objective' area of 19.25ha (as outlined in light blue on the map below)
- (b) To zone the land within this SLO as follows:
 - i. Max 11ha 'RN - New Residential' (blue hatched area)
 - ii. Minimum 3.25ha AOS (light green hatched area)
 - iii. Minimum 5ha OS1 (dark green area)

SLO XX: Inchanappa

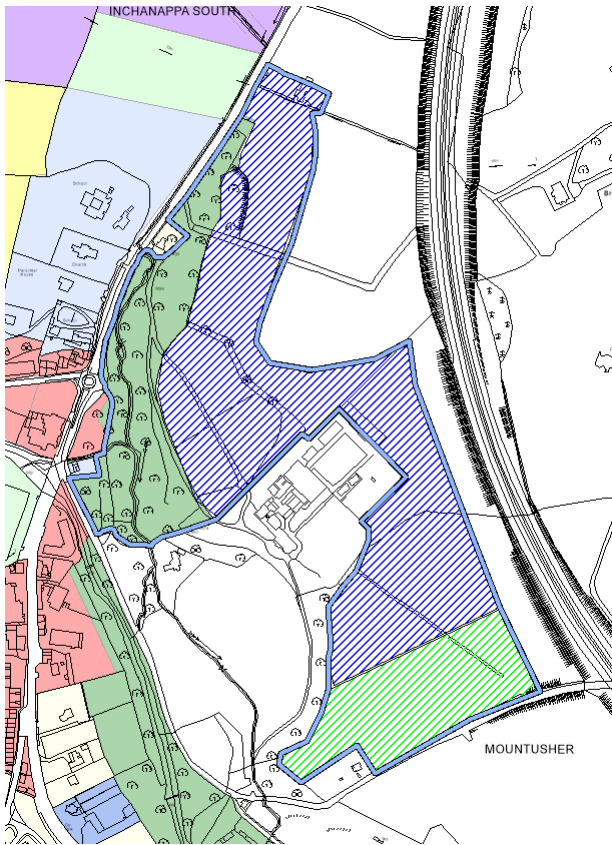
This SLO is located on part of the grounds of Inchanappa House that adjoin the M/N11 to the east, the R772 to the west and bounded by Inchanappa House and outbuildings to the south. The overall SLO measures c. 19.25ha, as shown in Figure 2.X.

This Specific Local Objective shall be delivered as a residential and open space development in accordance with the following criteria:

- The lands zoned 'OS1' in this SLO shall be developed as a 'community park' open to all (not just residents of this SLO) comprising woodland walks, landscaped areas, seats etc and a teenage zone and adult gym (minimum 0.4ha in area) at an easily accessible and safe location and well connected to Ashford Village;
- The lands zoned 'AOS' (or other similarly sized lands within the SLO area) shall be developed as a community sports area, including (but not limited to) playing pitches / courts etc and an indoor sports / community hall suitable for a range of sports and community uses; only a site that is well connected to Ashford village by active and sustainable transport modes will be considered for this element of the SLO;
- Only 50% of the residential element may be developed prior to the OS1 and the community sports zone (including buildings and appropriate access) on AOS being laid out and completed by the developer in manner to be agreed with Wicklow County Council and devoted to the public;
- The design and layout of the overall SLO, in particular the residential element, shall address and provide for passive supervision of the community park and amenity walks. At no point should the design or layout allow for housing backing onto this proposed public open space area.
- A pedestrian walk linking the residential area of this SLO to land designated as Opportunity Site 1 shall be provided as part of the development.
- The minimum set back of new housing development from the M11 in this SLO shall be 50m. Where housing development is proposed within 100m of the M11, the developer shall be responsible for designing, providing and maintaining suitable noise and light pollution mitigation measures.

This SLO shall be the subject of comprehensive (not piecemeal) masterplan that allows for the sustainable, phased and managed development of the SLO area during the plan period. Separate applications for sections of the SLO will not be considered until an overall SLO masterplan 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 the area. The position, location and size of the land use zonings shown on plan maps 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 SLO.

Land Use Map



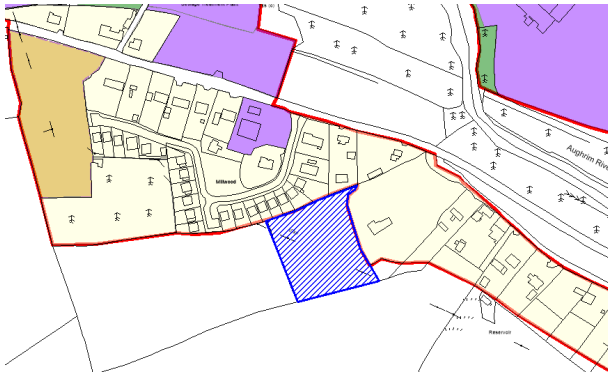
LEVEL 5 AUGHRIM

Aughrim Town Plan (view the draft Town Plan [HERE](#)) has been adopted with the following Amendment:

AMENDMENT V2 – 101

- (a) To extend plan boundary
- (b) Zone lands measuring c.0.8ha (as shown in blue hatch below) for 'RN New Residential' use.

Land Use Map



LEVEL 5 CARNEW

Carnew Town Plan (view the draft Town Plan [HERE](#)) has been adopted with the following Amendments:

AMENDMENT V2 – 102**Section 4.9 Action Area Plans & Specific Local Objectives****SLO 3**

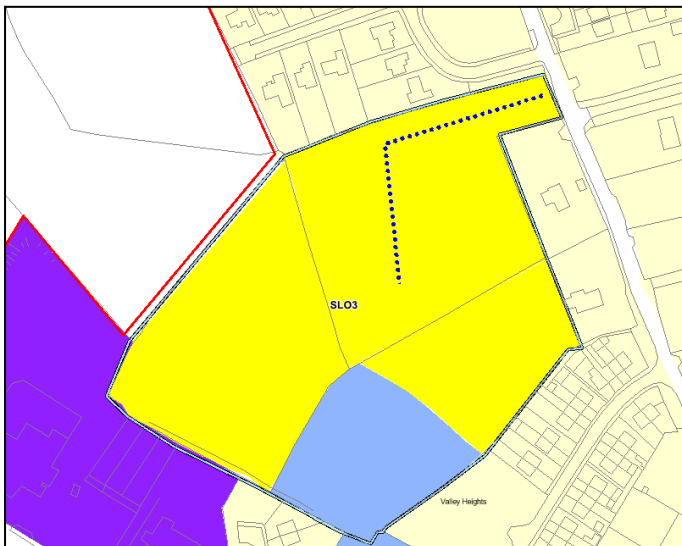
This SLO is located to the north of Scoil Aodhan Naofa measuring c. 4.2ha and shall be delivered as a comprehensive residential (c.3.5ha) and new community development (c.0.7ha) in accordance with the following criteria:

- Access to these lands shall be provided via the Coolattin Road, with a through road being provided to the community zoned lands. Only 50% of the proposed residential element of this SLO shall be developed prior to the completion of the community element of this area.
- The community lands shall be developed as a car park, with necessary turning bays and drop-off points and pedestrian access being provided to the existing primary school. A grant of easement along this road shall be provided by the landowner to the primary school and the car park shall be available to school users at all times that the school is in use.

Land Use Map

Change from: 'AOS Active Open Space' (c. 4.2ha)

Change to: 'RN New Residential' (3.5ha) and 'CE Community & Education' (0.7ha)



AMENDMENT V2 – 103

- (a) To extend plan boundary
- (b) Zone lands measuring c.1.2ha (as shown below) for part 'RN New Residential' use and part 'OS1 Open Space'.

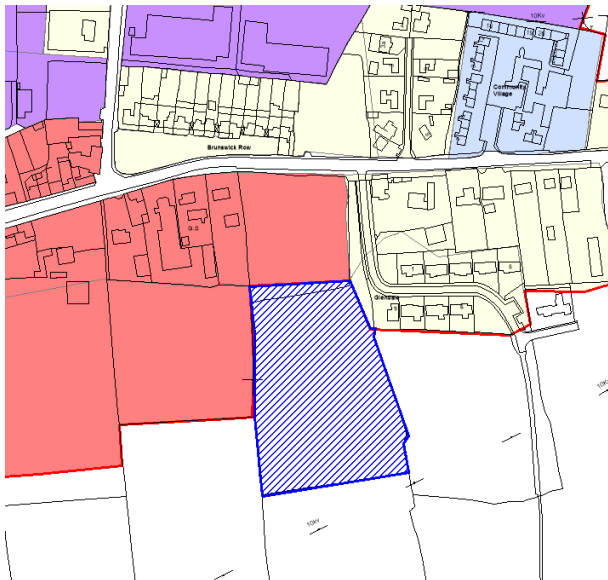
Land Use Map



AMENDMENT V2 – 104

- (a) To extend plan boundary
- (b) Zone lands measuring c.2ha (as shown in blue hatch below) for 'RN New Residential' use.

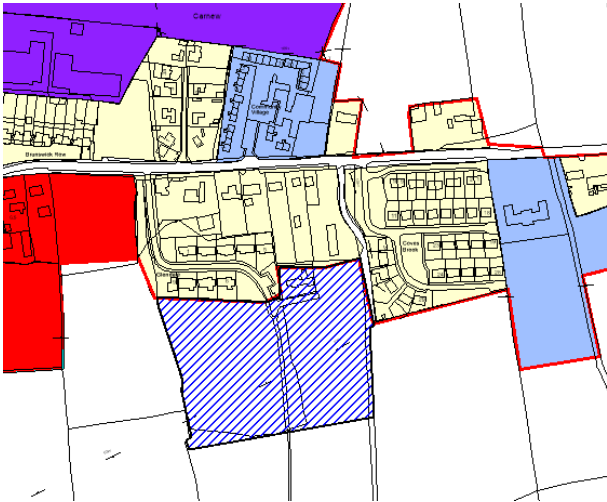
Land Use Map



AMENDMENT V2 – 105

- (a) To extend plan boundary
- (b) Zone lands measuring c.3ha (as shown in blue hatch below) for 'RN New Residential' use.

Land Use Map



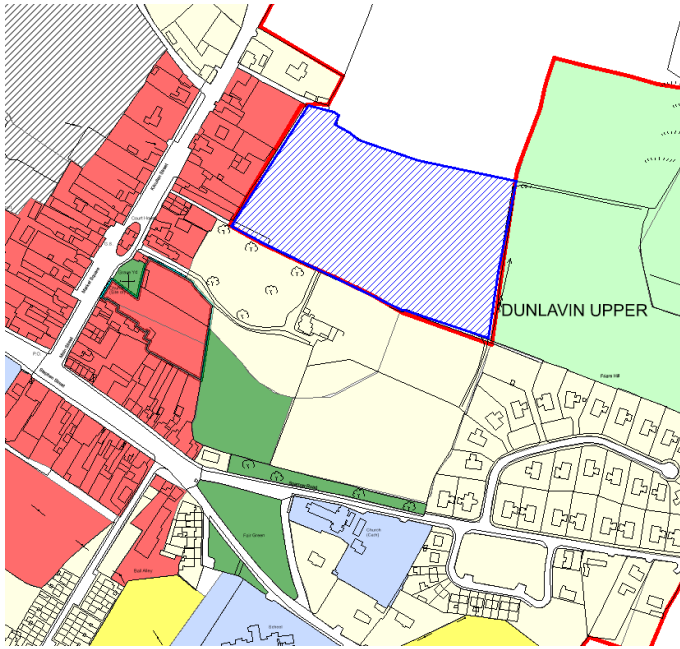
LEVEL 5 DUNLAVIN

Dunlavin Town Plan (view the draft Town Plan [HERE](#)) has been adopted with the following Amendment:

AMENDMENT V2 – 106

- (a) To extend plan boundary
- (b) Zone lands measuring c.3.6ha / 9 acres (as shown in blue hatch below) for 'RN New Residential' use.

Land Use Map



LEVEL 5 TINAHELY

Tinahely Town Plan (view the draft Town Plan [HERE](#)) has been adopted with the following Amendments:

AMENDMENT V2 – 107

Section 6.10 Tinahely Architectural Conservation Area (ACA)

The extent of the Tinahely ACA is outlined on the attached Heritage Map. The character of the ACA is defined as follows:

The ACA contains an important and attractive townscape of well-proportioned stone built town houses, commercial and public buildings dating mainly from the 18th and early 19th centuries, built along the backdrop of the Derry River, at the junction of the Shillelagh-Wicklow and Hacketstown roads.

The character of the ACA is essentially formed by the combination of the traditional urban Irish streetscape of restrained frontages to residential and retail properties, with a number of notable administrative and substantial mill buildings. The traditional streetscape provides a foil to the Market House which is the most outstanding building in the town.

Market Square, with its Market House and Court House, Pound Lane, **Barton Street**, the milling area at the Derry and Tinahely Bridge comprise the main historic area of Tinahely. The buildings fronting onto Market Square are substantial with extensive outbuildings and lands to the rear. They comprise an important “set piece” of small town urban design and planning. Later additions also of importance are the terraced workers’ cottages on the Hacketstown Road and the Methodist Church and Manse. In general, the stone built structures of this period are a valuable non-renewable cultural resource that contributes strongly to the cultural identity of the town and merits treatment as a conservation area.

Other features of note, that contribute to the character of the ACA include:

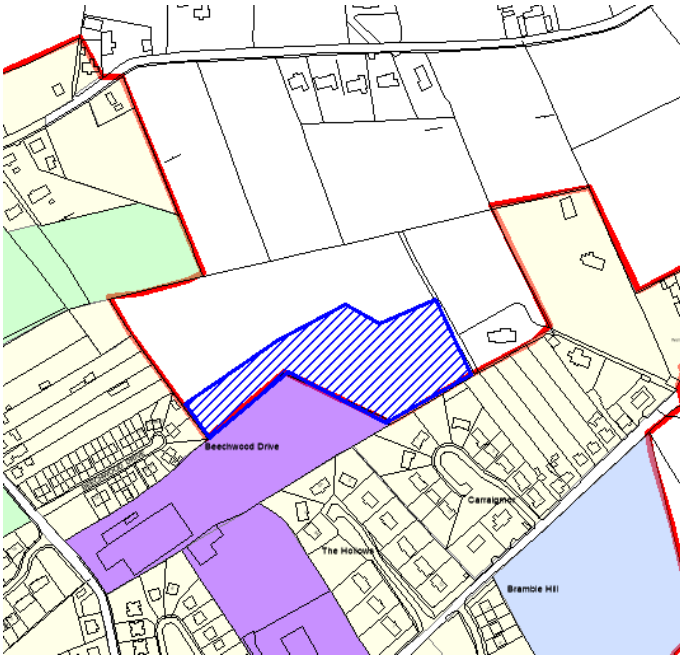
- **Pound Lane Barton Street** predominantly comprising well presented double fronted two-storey houses, mainly with classical detailing around doors and windows;
- The present bank building, a former hotel, is a substantial double fronted five-bay property with a shop frontage inserted into one bay on the ground floor;
- The old Constabulary, situated to the south-west of the Courthouse, with its rounded corner, provides an important stop to the south-west corner of the square. The recent insertion of a modern shopfront diminishes the corner;
- Structures listed on the Record of Protected Structures;
- Victorian style shopfronts.

It is important that the character of the town is not eroded by insensitive adaptations or remodelling of façades.

AMENDMENT V2 – 108

- (a) To extend plan boundary
- (b) Zone lands measuring c.1.5ha (as shown in blue hatch below) land as 'SLB Strategic Land Bank'

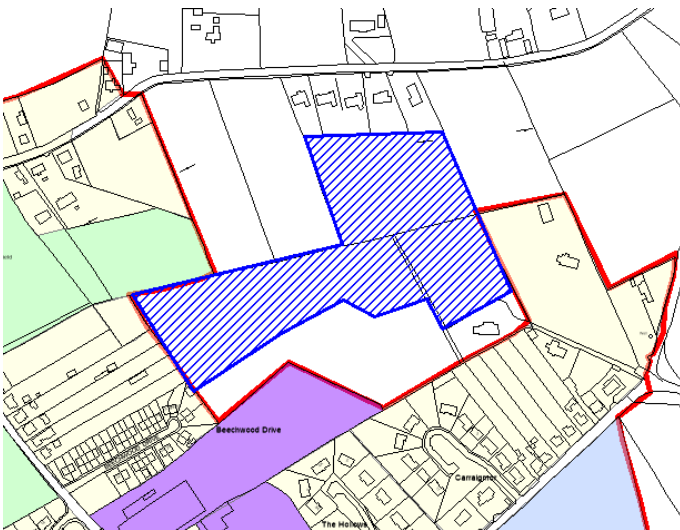
Land Use Map



AMENDMENT V2 – 109

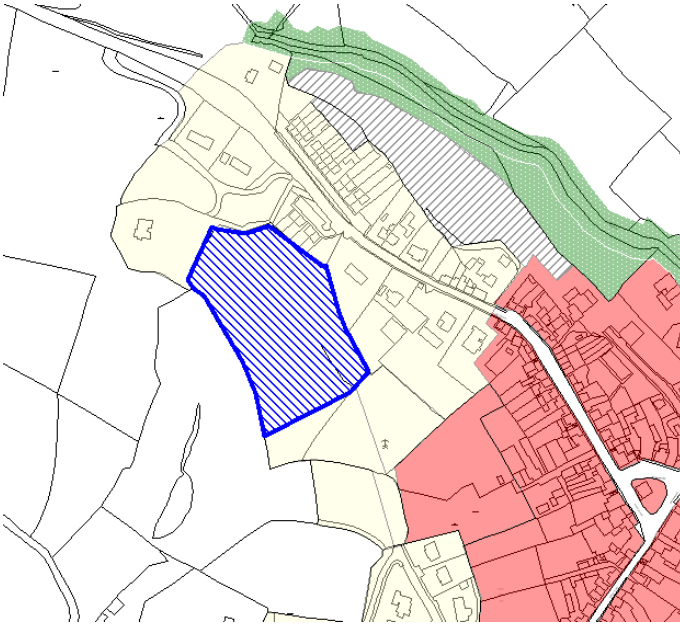
- (a) To extend plan boundary
- (b) Zone lands measuring c.4.3ha (as shown in blue hatch below) land as 'SLB Strategic Land Bank'

Land Use Map



AMENDMENT V2 – 110

- (a) To extend plan boundary
- (b) Zone lands 'R Special – Special Residential'
- (c) Include the new objective in the Tinahely Town Plan



Section 6.3 Residential Development

TINXX To provide for residential development for a maximum of 4 additional units on lands zoned 'R Special'.

LEVEL 6 PLANS

LEVEL 6 PLANS INTRODUCTION

'Introduction to Level 6 Plans' of the draft plan (view the draft Introduction [HERE](#)) has been adopted with no Amendments.

LEVEL 6 AVOCA

Avoca Town Plan (view the draft Town Plan [HERE](#)) has been adopted with the following Amendment:

AMENDMENT V2 – 111

Section 2.3 Avoca Specific Development Objectives

Notwithstanding the Flood Risk Mitigation Objective set out in the 'Introduction to Level 6 Plans', no development, other than minor works as per Section 5.28 of the Guidelines for Flood Risk Management (DoEHLG 2009) shall be considered in Flood Zones A or B until the Avoca Flood Relief Scheme is completed.

LEVEL 6 DONARD

Donard Town Plan (view the draft Town Plan [HERE](#)) has been adopted with no Amendments.

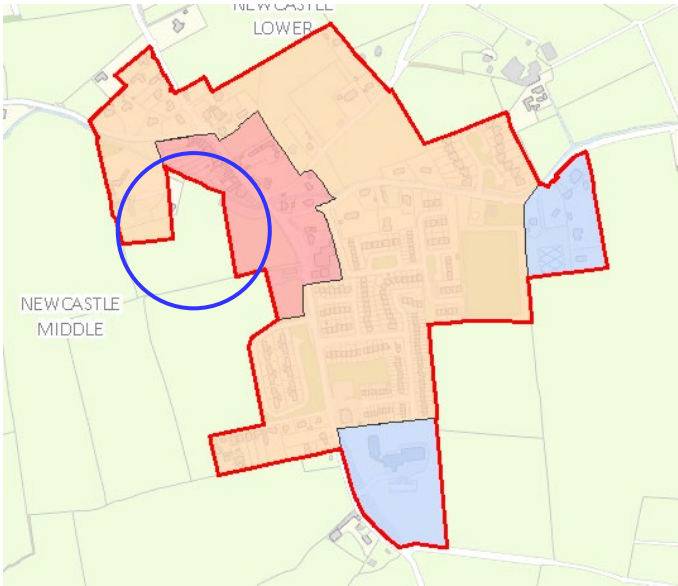
LEVEL 5 NEWCASTLE

Newcastle Town Plan (view the draft Town Plan [HERE](#)) has been adopted with the following Amendment:

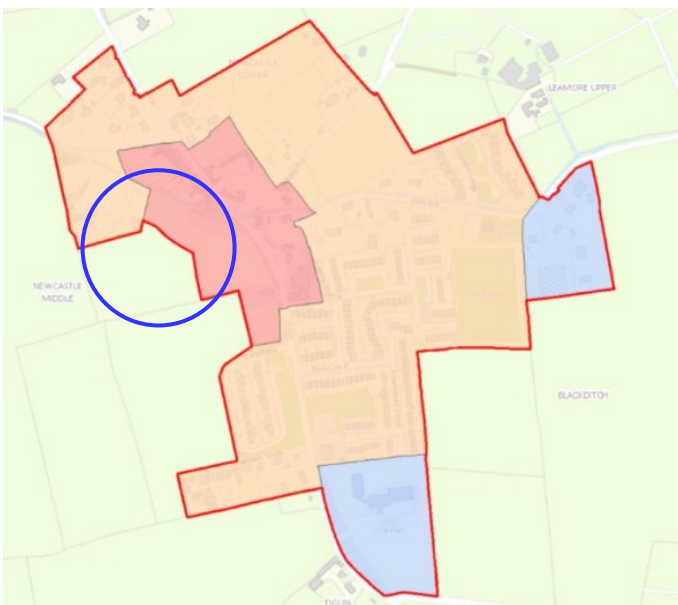
AMENDMENT V2 – 112

Land Use Map

Change from:



Change to:



LEVEL 5 ROUNDWOOD

Roundwood Town Plan (view the draft Town Plan [HERE](#)) has been adopted with the following Amendments:

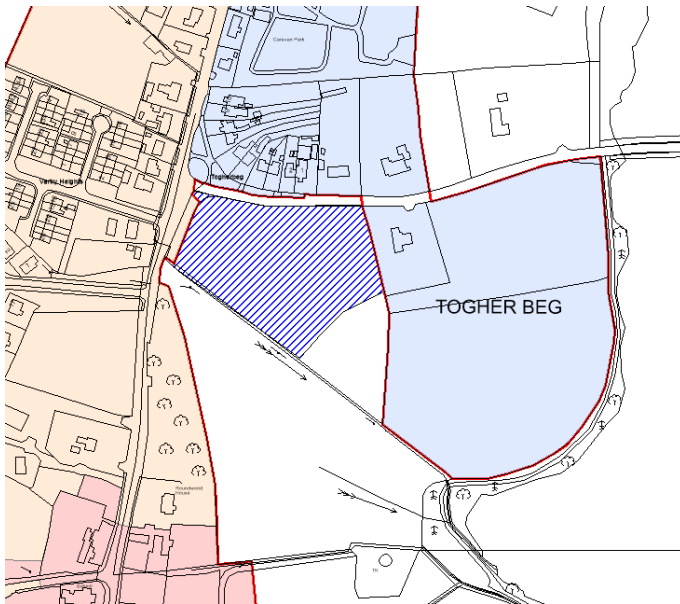
AMENDMENT V2 – 113

Section 5.3 Roundwood Specific Development Objectives

- 11. On the lands identified as **RD4** west of the Waters Bridge on Map 1 (tertiary zone) to provide for tourism use **and two family dwellings (on a maximum area of 1.5 acres)** only, strictly on the basis of the connection of any development to mains water and wastewater services, and no adverse impacts arising on the proximate Vartry Reservoir.

AMENDMENT V2 – 114

- (a) To extend plan boundary to include land shown in blue hatch on map below (c. 1.7ha /4.2 acres)
- (b) Zone the extended area 'Secondary Zone'

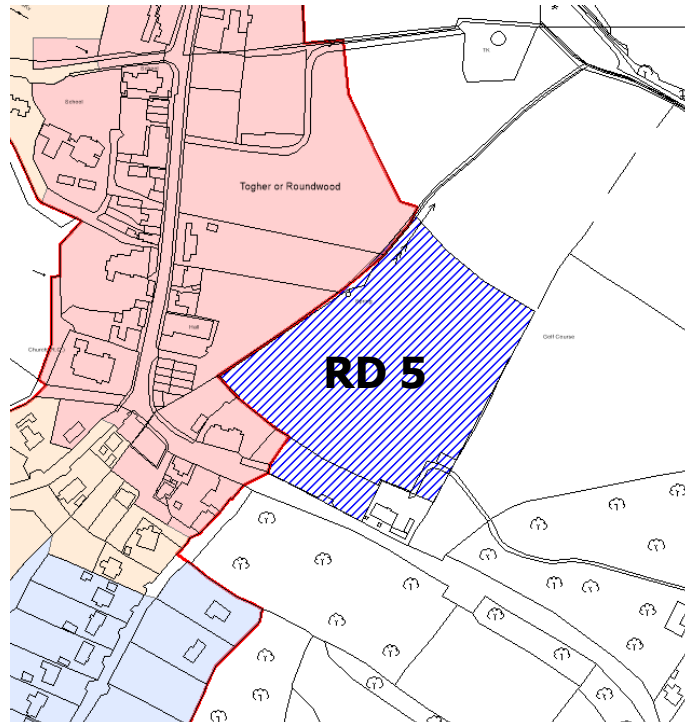


AMENDMENT V2 – 115

- (a) To extend plan boundary to include land shown in blue hatch on map below
- (b) Zone the extended area 'Secondary Zone' with new **Objective RD5**

Section 5.3 Roundwood Specific Development Objectives

- 12. On lands identified as RD5 on Map 1, ensure any development proposals allow for future connectivity to the lands to the north identified as RD3.



LEVEL 6 SHILLELAGH

Shillelagh Town Plan (view the draft Town Plan [HERE](#)) has been adopted with no Amendments.

LEVEL 7 LARAGH - GLENDALOUGH

Laragh - Glendalough Land Use & Tourism Plan (view the draft Plan [HERE](#)) has been adopted with the following Amendment:

AMENDMENT V2 – 116**1.2.2 Settlement & Tourism Objectives****Transportation & Infrastructure**

LGX1 Where existing development is located within Flood Zones A or B, new development shall be limited to minor development only; any proposals for new development should be accompanied by an appropriately detailed FRA, undertaken in accordance with Section 4 of the SFRA and the relevant policies and objectives in the County Development Plan.

Any proposals for new development in Flood Zones A or B shall be accompanied by an appropriately detailed FRA, undertaken in accordance with Section 4 of this SFRA and the relevant policies and objectives in the County Development Plan, and in particular, where the lands at risk of flooding form part of a larger development site, the sequential approach shall be applied in the site planning, to ensure no encroachment onto, or loss of the flood plain, or that only water compatible development such as Open Space will be permitted for the lands which are identified as being at risk of flooding within the site.

*Note: Please see **Amendment No. V1 – 12** where it is proposed to extend the Laragh village boundary.*

VOLUME THREE**APPENDICES****APPENDIX NUMBER 1****DEVELOPMENT AND DESIGN STANDARDS**

Appendix 1 of the draft plan (view the draft Appendix [HERE](#)) has been adopted with the following Amendments:

AMENDMENT V3 – 117**Preface & Section 2.1**

Add the following guidance documents to list

- *DoECLG Spatial Planning and National Roads Guidelines for Planning Authorities*
- *Road Safety Audit, TII Publication: TII GE-STY-01024*
- *DMRB detail be changed from 'NRA' to 'TII'.*

AMENDMENT V3 – 118**Section 1.3 Protecting Nature & Biodiversity**

Landscaping and biodiversity enhancement plans shall generally be required for new developments, particularly but not limited to those on greenfield sites, and shall be submitted with the planning application. These plans shall highlight existing landscape natural features (such as trees, hedgerows, verges, watercourses etc) to be retained and enhanced, and detail new landscaping and biodiversity enhancement measures including (but not limited to) species, number, size and location of new planting, the provision of swift bricks / boxes or towers, bat boxes, etc. and measures to protect ecological corridors, water courses etc. The plan should put an emphasis on the use of native species where possible. Planting schemes shall take account of future maintenance requirements. All landscaping design and management shall be pollinator friendly. They should generally accor~~ding~~ing with the planting and maintenance approach set out in the Pollinator Friendly Planting Code of the All-Ireland Pollinator Plan.

AMENDMENT V2 – 119**Section 1.4.3 Noise Pollution**

Noise nuisance is defined in Section 108 of the EPA Act 1992 as "Any noise which is so loud, so continuous, so repeated, of such duration or pitch or occurring at such times as to give reasonable cause for annoyance to a person in any premises in the neighbourhood". The Planning Authority will use the Development Management process to ensure that future development are designed and constructed in such a way as to minimise noise disturbance and prevent noise nuisance. The Planning Authority will have regard to the WHO / Europe Night Noise Guidelines (2009) in the assessment of applications with potential night-time noise implications.

AMENDMENT V3 – 120**Section 1.4.4 Light Pollution**

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, particular residences (light trespass) or on the night (sky glow).

The design of lighting in new development shall integrate a hierarchy of light intensity zones to ensure that environmental impact is minimised as far as possible particularly in areas proximate to ecological corridors.

Regard shall be taken of Guidance Notes for the Reduction of Light Pollution (Institute of Lighting Engineers, 2000), 'Guidance Note for the Reduction of Obtrusive Light' (ILP 2021) and 'Guidance Note 9: Domestic Exterior Lighting' (ILP 2019).

AMENDMENT V2 – 121**Section 1.4.6 ~~Waste &~~ Construction Management**

~~All development will be required to comply with the provisions of Waste Management Acts and Regulations;~~
All construction sites shall be appropriately managed to ensure that environmental emissions are strictly controlled. ~~Where necessary (such as for larger scale developments or developments in ecologically sensitive areas) this will be enforced by requiring (by planning condition) the agreement and implementation a 'construction and demolition environmental management plan' (CEMP), which will set out detailed measures to manage waste arising from the construction activity, which should set out, at a minimum, the various best practice construction measures/mechanisms that will be put in place during the construction phase to avoid, or mitigate, the impacts of: construction traffic, waste, noise, lighting, dust, storm water run-off etc, on adjoining residences and properties, on existing biodiversity, public roads, etc.~~

~~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
- Waste minimisation and management plan, including recycling / re-use of waste where possible (in accordance with circular economy principles);
- Measures for the protection of natural features, including (but not limited to) mature trees and hedgerows, protected species, ecological corridors and watercourses

A Construction Manager will be required to be appointed to liaise directly with the various sections of the ~~Planning~~ Local Authority ~~and that should include a biodiversity officer, should one be appointed.~~

AMENDMENT V3 – 122

Section 2.1.8 Bicycle Parking

Table 2.4 - Bicycle parking standards

Type of Development	Cycle Parking Standard
Residential units	1 space per bedroom + 1 visitor space per ≥ 5 units

AMENDMENT V3 – 123

Section 2.3.1 Residential developments

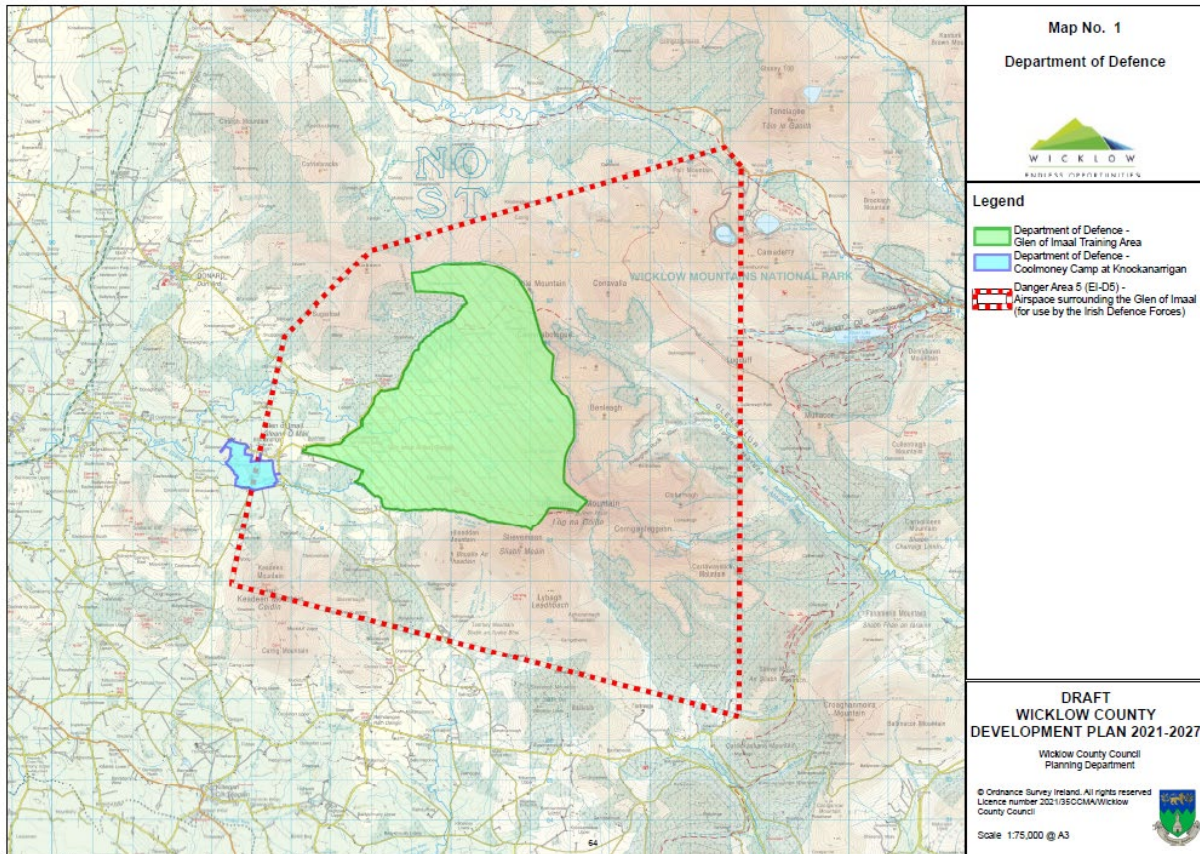
- The design and layout of all individual and multi house developments shall provide for on site waste storage (including recyclables) and composting facilities;
- For traditional housing layouts, this will normally require the inclusion of sufficient space to the side or rear of a dwelling for the storage of waste, including up to 4 wheelie bins (recyclables, glass, organic and residual waste);
- For terraced houses (i.e. those units with no side laneways / gardens) wheelie bin enclosures may be provided to the front of houses, subject to the highest quality of location and design / construction that allows for full enclosure of all bins in such manner that bins are not visible from public areas and do not allow for the emission of odours; such structures must be shown and detailed at the application stage;
- For courtyard type developments and apartment developments (i.e. those developments that include houses with either no / limited private gardens), communal bin storage and composting areas shall be provided;
- In apartment developments, this may be in the form of grouped individual bins in car parking areas or a designated waste building;
- Waste storage areas shall be designed and screened so as not to cause any adverse visual impact on the proposed complex and located so as not cause noise impact.

AMENDMENT V3 – 124

New Section 2.5

Section 2.5 Military Aviation

Applications for development located within the zones shown on Map X at the Department of Defence Glen of Imaal training area, Danger Area 5 (EI-D5) airspace surrounding the Glen of Imaal or Coolmoney Camp at Knockanarrigan shall address possible adverse impacts arising from the development, if any, on the safe operation of these military installations, including impact on military flight operation.



AMENDMENT V3 – 125

Section 3.1.1 Intensity of development (density)

- 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;
- ~~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) should be in the region of 1:1~~

AMENDMENT V3 – 126

Section 3.1.4 Open space

- Within apartment developments, private and communal amenity space shall be provided in accordance Design Standards for new Apartments (DSFNA) (2018) **as amended and as may be amended in the future**. Care should be taken to ensure that such places receive adequate sunlight and meet the highest safety standards. The front wall of balconies should be made from opaque material and be at least 1m in height.
- Dwellings ~~(including own door duplexes)~~ shall generally be provided with private open space at the following **minimum** rates:

House size	Minimum private open space
1-2 bedrooms	50sqm
3+ bedrooms	60-75sqm

- **Own door duplexes shall generally be provided with private open space at the following minimum rates:**

House size	Minimum private open space
1 bedroom	10sqm
2/3/4 bedrooms	10sqm for the first bedroom and 5sqm per additional bedroom

It will be expected that private open space provided will exceed these standards whenever possible and such minimum standards will only be acceptable for up to 50% of the units in any development.

AMENDMENT V3 – 127

Section 4.1.2 Intensity of development

The Planning Authority will require all employment developments to be of an appropriate intensity, making best use of zoned serviced land, while ensuring the highest quality of development and the protection of the residential and visual amenities of the area. measured by plot ratio and site coverage. The following standards will normally apply, except where other specified in a local plan, or where local conditions require otherwise:

Table 4.1 – Density standards

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

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

AMENDMENT V3 – 128

Section 8.5 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 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)
 - 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.
- In larger developments (in excess of 1ha), consideration should be given to dedicating part of the residential open space (not exceeding 25% of the total space) to community gardens; at a minimum, landscaping plans will be required to identify a suitable area (in terms of soil type, gradient, light, drainage etc) within the residential open space area that would be suitable for future community garden use by the resident community.

APPENDIX NUMBER 2 SINGLE RURAL HOUSES DESIGN GUIDELINES

Appendix 2 (view the draft Appendix [HERE](#)) has been adopted with no Amendments.

APPENDIX NUMBER 3 HOUSING STRATEGY

The Housing Strategy to the draft plan can be viewed [HERE](#) and the Amendments can be viewed [HERE](#)


APPENDIX NUMBER 4 RECORD OF PROTECTED STRUCTURES RPS


Appendix 4 of the draft plan (view the RPS [HERE](#)) has been adopted with Additions / Deletion / Amendments as set out [HERE](#) with the following alterations:


AMENDMENT V3 – 130


V3-130-A	ADD16 Octagon Viewing Tower, Glen Of the Downs
<p>Amend the description of as follows :</p> <p>Octagonal shaped, picturesque viewing tower constructed of roughly quarried stone in late 18th century. One large room in interior with pointed arched window openings on west facing wall. Second floor added in 19th century, no roof.</p> <p>Octagonal shaped Tea-Room/Hunting Lodge on picturesque viewing location comprising of kitchen and main room on ground floor and dining room on upper floor, with pointed arched windows on west side constructed from Red-Brick/Rustic Stone in 1766. Upper floor and Roof no longer present. Additional Underground gothic style banqueting room with pointed arched windows on west side added in 1788.</p>	


V3-130-B Waters Bridge, Vartry Upper Reservoir, Roundwood, was **NOT** added to the RPS


V3-130-C	ADD-21 Overflow Shaft, Vartry Reservoir, Roundwood				
Amend the description as follows:					
Wicklow	ADD_21	Overflow Shaft spillway weir	Vartry Lower Reservoir, Roundwood	Overflow Shaft spillway weir	

V3-130-D	Reference No. 02-23: Monastery Bridge, Enniskerry					
Amend the description as follows:						
03-23	03	Enniskerry Bridge, Monastery Road	Bridge	Knocksink Td	High, single arch bridge with iron balustrade and granite coping.	

V3-130-E		Reference No. 17-01 Glendasan Mines				
Amend the description as follows:						
17-01	17	Glendasan Lead Mines	Mines	Glendasan and Wicklow Gap Tds Brockagh and Seven Churches / Camaderry Tds	On the slopes of Brockagh and Camaderry Mountains the mines include surviving remains of mine shafts, adits, underground levels, shafts and workings, spoil heaps, settling ponds, water courses, picking floors, cobbled surfaces and buildings, structures including inter alia: crushing mill, water wheel house, ore hopper, blacksmiths forge and buddles.	

V3-130-F		Reference No. 23-07 Derrybawn Bridge				
Amend the description as follows:						
23-07	23	Derrybawn Bridge	Bridge	Brockagh and Derrybawn Tds	Three-arch, 18 th Century bridge which has decorated stones from the Seven Churches built into it. likely built in 1802; said to have stones from the churches at Glendalough built into it'	

V3-130-G		Reference No. 23-08 Derrybawn House, Laragh				
Amend the description as follows:						
23-08	23	Derrybawn House	Country House	Derrybawn Td	Early-19 th Century house of three bays and two storeys with a long garden front of five bays, of coursed-rubble granite with brick dressings, wide eaves and low-pitched, hipped roof, including a range of outbuildings to the north, adjacent to the Green Road"	

V3-130-H		Reference No. 23-11 Glendalough Mines				
Amend the description as follows:						
23-11	23	Glendalough Mines	Mines	Lugduff Td /Seven Churches Td	Former lead mines at the Upper Lake and Van Diemens Land, including surviving remains of mine shafts, underground levels, adits, shafts and workings, spoil heaps, settling ponds, reservoir dam., <i>watercourses, picking floors, cobbled surfaces and buildings including inter alia crushing mill, ore hopper and machinery</i>	

APPENDIX NUMBER 5 WIND ENERGY STRATEGY

Appendix 5 (view the draft Appendix [HERE](#)) has been adopted with no Amendments.

APPENDIX NUMBER 6 STRATEGIC ENVIRONMENTAL ASSESSMENT

The SEA will be finalised and published by 23rd October 2022.

The SEA to the draft plan can be viewed [HERE](#), the SEA of the Proposed Amendments can be viewed [HERE](#) and the SEA of the Chief Executive's further modifications are [HERE](#).

APPENDIX NUMBER 7 APPROPRIATE ASSESSMENT

The AA will be finalised and published by 23rd October 2022.

The AA to the draft plan can be viewed [HERE](#), the AA of the Proposed Amendments can be viewed [HERE](#) and the AA of the Chief Executive's further modifications are [HERE](#).

APPENDIX NUMBER 8 STRATEGIC FLOOD RISK ASSESSMENT

The SFRA will be finalised and published by 23rd October 2022.

The SFRA to the draft plan can be viewed [HERE](#), the SFRA of the Proposed Amendments can be viewed [HERE](#), and the SFRA of the Chief Executive's further modifications are [HERE](#).

APPENDIX NUMBER 9 INFRASTRUCTURAL ASSESSMENT REPORT

The Infrastructural Assessment Report to the draft plan can be viewed [HERE](#) and the Amendments can be viewed [HERE](#).

0 STATEMENT OUTLINING COMPLIANCE WITH MINISTERIAL GUIDELINES

Appendix 10 (view the draft Appendix [HERE](#)) has been adopted with no Amendments.

APPENDIX NUMBER 11 AMENDMENTS TO LOCAL AREA PLANS

A new Appendix 11 has been adopted with the following:

AMENDMENT V3 – 133

Amend Bray Municipal District Local Area Plan 2018 as follows:

Land Use Map

Change from: OS2 - Passive Open Space (c. 8.5ha / 21 acres)

Change to AG – Agriculture

Area shown within blue circle

