

## CHAPTER 3

# CORE STRATEGY

### 3.0 Introduction

The purpose of the Core Strategy is to provide relevant information to show that the development plan provisions, in particular its population, housing, retail and transport 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.

In particular the Core Strategy shall address:

- any policies of the Minister in relation to national and regional population targets,
- provide details of land zoned for residential use or a mixture of residential and other uses,
- how the zoning proposals accord with national policy that development of land shall take place on a phased basis,
- provide relevant information to show that, in setting out objectives regarding retail development contained in the development plan, the planning authority has had regard to any guidelines that relate to retail development issued by the Minister under section 28,
- set out a settlement hierarchy and provide details of any policies or objectives for the time being of the Government or any Minister of the Government in relation to national and regional population targets that apply to towns and cities referred to in the hierarchy, and to the areas or classes of areas not included in the hierarchy,
- projected population growth of cities and towns in the hierarchy,
- aggregate projected population, in villages and smaller towns with a population of under 1,500 persons, and the open countryside outside of villages and towns,
- relevant roads that have been classified as national primary or secondary roads under section 10 of the Roads Act 1993 and relevant regional and local roads within the meaning of section 2 of that Act,
- relevant inter-urban and commuter rail routes, and
- where appropriate, rural areas in respect of which planning guidelines relating to sustainable rural housing issued by the Minister under section 28 apply,

Whether zoning objectives are outlined in this development plan or in subsidiary local area plans, the Core Strategy of the development plan must be sufficiently specific in setting population targets and housing requirements across the overall area of the planning authority and the elements of the settlement hierarchy outlined above thereby to act as a clear framework for amendments to existing zonings or new zonings in lower-level plans. In turn, the population targets and housing requirements of lower-level plans must be consistent with the Core Strategy of the County Development Plan and this will be achieved either in subsequent amendments to such plans or in the preparation of new local area plans.

### 3.1 Population

<p><b>NPF</b></p>	<p>While the NPF indicates that in setting overall targets for growth, it is the pattern of development that is being targeted, rather than precise numbers, it does provide a target for growth in the Eastern and Midlands Region of <b>490,000-540,000</b> additional people by 2040. The element of this that is to be targeted for Dublin and its suburbs is <b>235,000 – 293,000</b> (see tables below for summary figures).</p> <p>National Policy Objectives 68 of the NPF states:  <i>A Metropolitan Area Strategic Plan<sup>1</sup> may enable up to 20% of the phased population growth targeted in the principal city and suburban area, to be accommodated in the wider metropolitan area i.e. outside the city and suburbs or contiguous zoned area, in addition to growth identified for the Metropolitan area. This will be subject to:</i></p> <ul style="list-style-type: none"> <li>▪ <i>any relocated growth being in the form of compact development, such as infill or a sustainable urban extension;</i></li> <li>▪ <i>any relocated growth being served by high capacity public transport and/or related to significant employment provision; and</i></li> <li>▪ <i>National Policy Objective 9, as set out in Chapter 4.</i></li> </ul>
<p><b>NPF Roadmap</b></p>	<p>The NPF does not specify targets for Counties or towns in the EMRA region outside of Dublin city and suburbs; however subsequent to the adoption of the NPF, the Department of Housing, Planning and Local Government published the 'Implementation Roadmap for the NPF' in July 2018 which provided county level 'transitional population projections'. The transitional population projections plot a growth trajectory set approximately mid-way between what is currently being planned for in statutory Development Plans if projected forward to 2031, and the more likely evidence based and nationally coherent projected scenario to 2031 and 2040. These 'adjusted' transitional figures will apply to 2026 and will also inform the period to 2031.</p> <p>For Wicklow the 2026 and 2031 projections are <b>155,000 - 157,500</b> and <b>160,500 – 164,000</b> respectively, from the 2016 base of 142,500.</p> <p>The 'Roadmap' specifies that scope for 'headroom', not exceeding 25%, can be considered to 2026 in those counties where projected population growth is projected to be at or above the national average baseline, including County Wicklow.</p>
<p><b>RSES</b></p>	<p>The RSES provides a further elaboration on foot of NPO 68 including a breakdown of population projections to county level, based on the NPF Implementation Roadmap, which shall be used by local authorities in the formulation of the core strategies of their development plans.</p> <p>It provides that a further allowance of transition population targets in NPO 68 by way of up to 20% of the targeted growth in the city being transferred to other settlements in the Metropolitan Area Strategic Plan (MASP) shall apply only to the three Metropolitan Key Towns in the MASP namely Bray, Maynooth and Swords, and only if they can demonstrate compact growth on high capacity planned or existing public transport corridors.</p>

<sup>1</sup> As part of the RSES process, the NPF indicates that arrangements are to be put in place to enable the preparation of five coordinated metropolitan area strategic plans (MASPs) for the Dublin, Cork, Limerick, Galway and Waterford Metropolitan areas. In line with the Regional Spatial and Economic Strategies, the MASPs will be provided with statutory underpinning to act as 12-year strategic planning and investment frameworks for the city metropolitan areas, addressing high-level and long-term strategic development issues.

<b>MASP</b>	In accordance with NPO 68, the Regional Assembly in July 2020 approved the 'transfer' of population growth of 13,000 from the city to the metropolitan area settlement of Bray, of which 9,500 would be to that part of Bray located in Co. Wicklow.
<b>'Housing Supply Target Methodology for Development Planning'<sup>2</sup> (DHLGH December 2020)</b>	<p>Under Section 28 of the Planning &amp; Development Act, 2000 (as amended), the '<i>Housing Supply Target Methodology for Development Planning, Guidelines for Planning Authorities</i>' were issued on 18<sup>th</sup> December 2020.</p> <p>These Guidelines provide the methodology to be adopted by planning authorities in formulating the housing supply target for their statutory development plan. The methodology utilises research undertaken by the ESRI – '<i>Regional Demographics and Structural Housing Demand at a County Level</i>' (Dec 2020). The guidelines are to be applied by each planning authority to assist in ensuring that their development plan is prepared to be consistent with the National Planning Framework and relevant Regional Spatial and Economic Strategy.</p>

**Table 3.1 Population targets Co. Wicklow 2026, 2031**

	2016	2026	2031	Total growth 2016-2031
<b>County Wicklow</b> plus 25% headroom (2026 only) plus MASP allocation (2031)	142,425	155,000 - 157,500 158,144 – 161,269	160,500 – 164,000 170,000 – 173,500	18,075 – 21,575 27,575 – 31,075
<b>of which Bray (min)</b>				9,500

Source: CSO, NPF, NPF Roadmap, RSES, WCC

## 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 – Q4 2031	Total
<b>New housing demand</b>	3,230	1,404	8,467	1,848	14,949

Source: CSO, WCC

<sup>2</sup> Guidelines for Planning Authorities issued under Section 28 of the PDA 2000 (as amended)

### 3.3 Settlement Hierarchy

#### National Planning Framework

The NPF sets out a national settlement hierarchy as follows:

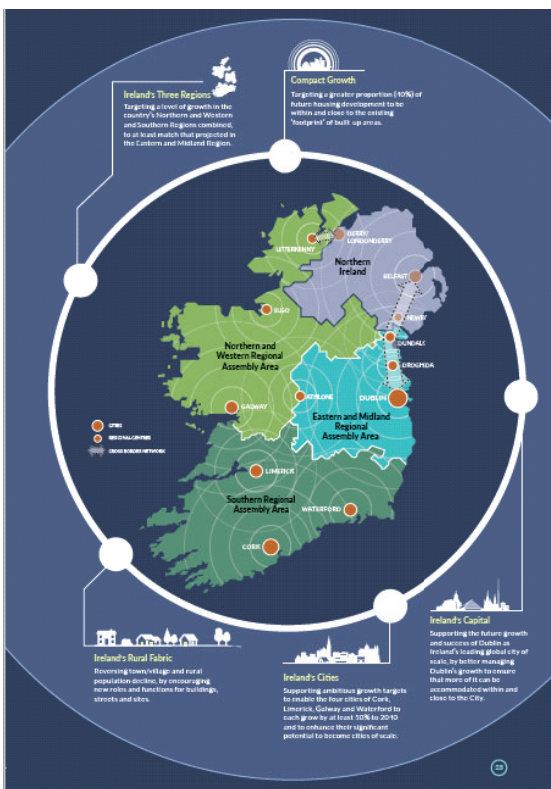
- The five cities and their suburbs (Dublin, Cork, Limerick, Galway, Waterford)
- Regional centres of Athlone in the Midlands, Sligo and Letterkenny in the North-West
- Letterkenny-Derry North-West Gateway Initiative and Dublin – Belfast corridor Drogheda-Dundalk-Newry.

#### Regional Spatial and Economic Strategy

The RSES settlement hierarchy identifies 7 tiers of settlements in the region:

- Dublin City and suburbs
- Regional Growth Centres
- Key towns
- Self Sustaining Growth Towns
- Self Sustaining Towns
- Towns and Villages
- Rural

Having carried out an ‘Asset Based’ assessment of Wicklow settlements, the RSES identifies Bray and Wicklow Town as ‘Key Towns’. Other settlements are to be defined by the County Development Plan.



## Asset Based Assessment of Wicklow Towns

In accordance with the methodology and criteria set out in the RSES, all Wicklow settlements over 1,500 population (Census 2016)<sup>3</sup>, have been evaluated in order to determine their appropriate categorisation in the new settlement hierarchy. A hierarchy of 10 tiers has been determined, which is consistent with the RSES but provides for sub-categories so as to provide a better fit for Wicklow, in particular better grouping of settlement types. In addition, this allows for the least amount of change from the previous development plan, which will generally aid in understating and implementation.

**Table 3.3 Wicklow Settlement Hierarchy**

Level	Settlement Typology	Description	Settlement
1	Metropolitan Area Key Town	Large economically active service and/or county towns that provide employment for their surrounding areas and with high-quality transport links and the capacity to act as growth drivers to complement the Regional Growth Centres.	Bray
2	Core Region Key Town	Large economically active service and/or county towns that provide employment for their surrounding areas and with high-quality transport links and the capacity to act as growth drivers to complement the Regional Growth Centres.	Wicklow - Rathnew
3	Core Region Self-Sustaining Growth Towns	Self-Sustaining Growth Towns with a moderate level of jobs and services – includes sub-county market towns and commuter towns with good transport links and capacity for continued commensurate growth to become more self-sustaining.	Arklow
			Greystones - Delgany
			Blessington
4	Core Region Self-Sustaining Towns	Self-Sustaining Towns with high levels of population growth and a weak employment base which are reliant on other areas for employment and/or services and which require targeted 'catch up' investment to become more self-sustaining.	Baltinglass
			Enniskerry
			Kilcoole
			Newtownmountkennedy
			Rathdrum
5	Towns & Villages Small Towns Type 1	Small towns with good local service and employment functions.	Ashford
			Aughrim
			Carnew
			Dunlavin
			Tinahely
6	Towns & Villages Small Towns Type 2	Small Towns with moderate local service and employment functions.	Avoca
			Donard
			Kilmacanogue
			Newcastle
			Roundwood
			Shillelagh
7	Villages Type 1	Villages with moderate capacity for development	
8	Villages Type 2	Villages with limited capacity for development	
9	Rural Clusters	Existing clusters of rural housing, suitable for new rural generated housing	
10	Open countryside		

<sup>3</sup> Other than Bray and Wicklow Town which have already been assessment via the RSES and deemed to be 'Key Towns' suitable for significant growth

### 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 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 settlement<sup>4</sup> as well as the application of the objectives of this plan will provide for a flexible development framework, including phasing, to ensure that the 2028 target 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*

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.

<sup>4</sup> 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)

Level	Settlement	Justification
1, 2	Bray	Key Towns are identified for growth rates of c. 35% having regard to their identification in the RSES as 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 3.4 Wicklow Settlement / Aggregate Settlement Population Targets 2016, Q2 2028

Level	Settlement	Population 2016	Population target Q2 2028	% of total County growth to Q2 2028 by tier	
1	Bray	29,646	38,565	KEY TOWNS	49%
2	Wicklow - Rathnew	14,114	18,515		
3	Arklow	13,226	15,419	SELF SUSTAINING GROWTH TOWNS	25%
	Greystones - Delgany	18,021	21,727		
	Blessington	5,234	6,145		
4	Baltinglass	2,251	2,607	SELF SUSTAINING TOWNS	12%
	Enniskerry	1,877	2,106		
	Kilcoole	4,244	4,778		
	Newtownmountkennedy	3,552	5,179		
	Rathdrum	1,716	2,339		
5	Ashford	5,710	6,695	SMALL TOWNS	5%
	Aughrim				
	Carnew				
	Dunlavin				
	Tinahely				
6	Avoca	3,835	4,230		
	Donard				
	Kilmacanogue				
	Newcastle				
	Roundwood				
Shillelagh					
7-9	Villages / clusters	38,999	41,352	VILLAGES	9%
10	Open countryside			OPEN COUNTRYSIDE	
	<b>Total</b>	<b>142,425</b>	<b>169,658</b>		<b>100.0%</b>



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	5,062
2	Wicklow -Rathnew	5,456	650	200	1,267	275	2,392
3	Arklow	5,406	165	100	790	166	1,221
	Greystones - Delgany	6,766	875	400	508	170	1,953
	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
	Newtownmountkennedy	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	1,249
	<b>Total</b>	<b>54,986</b>	<b>3,230</b>	<b>1,404</b>	<b>8,467</b>	<b>1,848</b>	<b>14,949</b>

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 3.6 to follow.

**Table 3.6 Housing development completed, underway and permitted in Co. Wicklow**

Level	Settlement	Housing Units completed post 2016	Units under construction <sup>5</sup>	Extant permission <sup>6</sup>
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			

<sup>5</sup> As of 31 March 2021

<sup>6</sup> As of 31 March 2021, granted but uncommenced

### 3.5 Zoning

This development plan provides the population and housing targets for all 21 settlements in the County up to 2031. However, it only provides plans for 13 settlements, the remainder of the settlements having their own stand-alone 'Local Area Plans', which will be reviewed after the adoption of this County Development Plan.

#### 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)

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.

The **Core Strategy Tables** 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.

#### Small Town Plans (STPs)

With respect to the remaining towns and settlements, their plans form part of this County Development Plan (see Volume 2). While each Small Town Plan will cover a period of 6 years, zoning / development objectives will be provided on the basis of the flexible development framework needed to support the delivery of the short, medium and long term targets.

The **Core Strategy Tables** to follow shows the zoning requirements for towns in this category that have a population greater than 1,500 persons, up to the year 2031.

For Small Towns under 1,500 population, zoning requirements are not provided for individual settlements. Each of these plans will be crafted to ensure that the aggregate housing growth provided for in any small towns or village does not exceed c. 20% for Level 5 towns and c. 15% for Level 6 Towns.

## 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 1-5 of Settlement Hierarchy

For larger towns in Levels 1-5, 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.**

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 6-9 of Settlement Hierarchy

It has been determined that all of the targeted housing growth in towns / villages at Levels 6 – 9 of the hierarchy can be accommodated within the existing built up footprint of these settlements.

### 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 the Core Strategy Tables, having regard to density assumptions made in accordance with **Principle 3** to follow and the sequential approach set out in **Principle 4**.

### **Principle 3: Higher Densities**

It is an objective of the Council to encourage higher residential densities at suitable locations, particularly in existing town / village centres and close to existing or proposed major public transport corridors and nodes.

In accordance with **Specific Planning Policy Requirement 4** of the Urban Development and Building Heights Guidelines for Planning Authorities (DHPLG 2018), in planning the future development of greenfield or edge of city/town locations for housing purposes, planning authorities must secure:

1. *the minimum densities for such locations set out in the Guidelines issued by the Minister under Section 28 of the Planning and Development Act 2000 (as amended), titled "Sustainable Residential Development in Urban Areas (2007)" or any amending or replacement Guidelines;*
2. *a greater mix of building heights and typologies in planning for the future development of suburban locations; and*
3. *avoid mono-type building typologies (e.g. two storey or own-door houses only), particularly, but not exclusively so in any one development of 100 units or more.*

Minimum densities will normally be ascribed to each parcel of zoned / designated residential land in the relevant local plan. Densities are crafted following an assessment of the capacity and characteristics of the land in question, in the interests of providing the most compact and sustainable form of development. In order to achieve the housing growth targets set out in the Core Strategy, it is important that minimum densities are achieved and exceeded where local conditions allow, except where insurmountable impediments arise.

In existing residential areas, infill development shall generally be at a density that respects the established character of the area in which it is located, subject to the protection of the residential amenity of adjoining properties.

### **Principle 4: Sequential approach**

The priority locations for new residential development will be:

- |            |   |
|------------|---|
| Priority 1 | In the designated 'town' and 'village' / 'neighbourhood centres' or 'primary zone' through densification of the existing built up area, re-use of derelict or brownfield sites, infill and backland development. In doing so, cognisance will be taken of respecting the existing built fabric and residential amenities enjoyed by existing residents, and maintaining existing parks and other open areas within settlements. |
| Priority 2 | Strategic Sites as identified by the RSES and associated MASP   |
| Priority 3 | Infill within the existing built envelope of the town, as defined by the CSO Town boundary  |
| Priority 4 | Where a need for 'greenfield' residential development is identified, the 'two-tier approach' to land zoning as set out in the NPF will be taken i.e.  |

### **Tier 1: Serviced Zoned Land**

- This zoning comprises lands that are able to connect to existing development services, i.e. road and footpath access including public lighting, foul sewer drainage, surface water drainage and water supply, for which there is service capacity available, and can therefore accommodate new development.

- These lands will generally be positioned within the existing built-up footprint of a settlement or contiguous to existing developed lands. The location and geographical extent of such lands shall be determined by the planning authority at a settlement scale as an integral part of the plan-making process and shall include assessment of available development services.
- Inclusion in Tier 1 will generally require the lands to be within the footprint of or spatially sequential within the identified settlement.

## **Tier 2: Serviceable Zoned Land**

- This zoning comprises lands that are not currently sufficiently serviced to support new development but have potential to become fully serviced within the life of the plan i.e. the lands are currently constrained due to the need to deliver some or all development services required to support new development, i.e. road or footpath access including lighting, foul sewer drainage, surface water drainage, water supply and/or additional service capacity.
- These lands may be positioned within the existing built-up footprint of a settlement, or contiguous to existing developed lands or to tier 1 zoned lands, where required to fulfil the spatially sequential approach to the location of the new development within the identified settlement.
- The potential for delivery of the required services and/or capacity to support new development must be identified and specific details provided by the planning authority at the time of publication of both the draft and final development or area plan.

This infrastructural assessment must be aligned with the approved infrastructural investment programme(s) of the relevant delivery agency(ies), for example, Irish Water, or be based on a written commitment by the relevant delivery agency to provide the identified infrastructure within a specified timescale (i.e. within the lifetime of the plan). The planning authority may also commit to the delivery of the required and identified infrastructure in its own infrastructural investment programme (i.e. Budgeted Capital Programme) in order to support certain lands for zoning.

As set out in the NPF, lands that cannot be serviced during the life of a development or area plan by reference to the infrastructural assessment of the planning authority cannot be categorised as either Tier 1 lands or Tier 2 lands per the above and therefore are not developable within the plan period. Such lands should not be zoned for development or included within a development plan core strategy for calculation purposes.

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 options 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 Plans.

## 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 Census 2016 Population	B Census 2016 (%)	C Housing Target 2016-2031  (less completed units 2017-2020)  (units)	D Housing Target  (as % of County 2031 target)	E Development capacity of existing zoned lands  (units) <sup>7</sup>	F Development capacity of existing zoned land within built up area  (units)	G Development capacity of existing zoned land outside built up area  (units)	H Development capacity of existing zoned land within built up area as % of total development capacity  (F/E)	I Units required to be provided outside of built up area (units)  (C – F)	J Surplus capacity of existing zoned land outside built up area (units)  (G – I)	K Surplus land outside of existing built up area  (ha)	L Method of addressing shortfall / surplus
County	Wicklow	142,425		11,719	100%								
Key Towns	Bray	29,646	21%	4,897	42%	6,500	2,000	4,500	31%	2,897	1,600	40 <sup>8</sup>	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 <sup>9</sup>	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	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 <sup>9</sup>	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 <sup>9</sup>	Surplus will be addressed in next LAP
	Enniskerry	1,877	1%	91	1%	520	375	145	72%	0	145	5 <sup>9</sup>	Surplus will be addressed in next LAP
	Kilcoole	4,244	3%	190	2%	600	460	140	77%	0	140	5 <sup>9</sup>	Surplus will be addressed in next LAP

<sup>7</sup> 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.

<sup>8</sup> Density assumption 40/ha

<sup>9</sup> 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) <sup>10</sup>	Development capacity of proposed zoned infill / mixed use / town centre lands (units) <sup>11</sup>	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	80	185	100%
	Newtownmountkennedy	3,552	2%	533	6%	666	612	80	692	40%
	Rathdrum	1,716	1%	168	2%	210	585	70	655	31%

<sup>10</sup> Density assumption 30/ha

<sup>11</sup> Capacity determined by site by site analysis



### 3.6 Transport & 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:

<b>High quality international connectivity</b>	<ul style="list-style-type: none"> <li>Support the improvement and protection of the TEN-T road network to strengthen access routes to Ireland's ports and airports</li> </ul>
<b>Inter-Urban Roads</b>	<ul style="list-style-type: none"> <li>Maintaining the strategic capacity and safety of the national roads network including planning for future capacity enhancements;</li> <li>Improving average journey times targeting an average inter-urban speed of 90kph;</li> <li>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</li> </ul>
<b>Public Transport</b>	<ul style="list-style-type: none"> <li>To strengthen public transport connectivity between cities and large growth towns in Ireland and Northern Ireland with improved services and reliable journey times.</li> <li>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;</li> <li>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;</li> <li>Provide public transport infrastructure and services to meet the needs of smaller towns, villages and rural areas; and</li> <li>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.</li> </ul>
<b>Rural Development</b>	<ul style="list-style-type: none"> <li>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;</li> <li>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.</li> </ul>

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:

<b>Rail</b>	<ul style="list-style-type: none"> <li>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</li> <li>Provide for an appropriate level of commuter rail service in the Midlands and South-East</li> <li>Complete the construction of the National Train Control Centre.</li> <li>New stations to provide interchange with bus, LUAS and Metro network including Kishoge, Heuston West, Cabra, Glasnevin, Pelletstown and Woodbrook.</li> <li>LUAS Green Line Capacity Enhancement in advance of Metrolink.</li> <li>Undertake appraisal, planning and design of LUAS network expansion to Bray, Finglas, Lucan and Poolbeg</li> <li>In principle there is a need to carry out an evaluation of underground metro routes within the M50</li> </ul>
<b>Bus</b>	<ul style="list-style-type: none"> <li>Core Bus Corridors comprising 16 radial routes and 3 orbital routes in Dublin</li> <li>Regional Bus Corridors connecting the major regional settlements to Dublin</li> <li>Dublin Metropolitan Bus Network Review</li> <li>Network reviews for the largest settlements across EMRA, with a view to providing local bus services</li> <li>Review of bus services between settlements</li> <li>Review of local bus services throughout EMRA, including services to small towns and villages</li> </ul>

	<ul style="list-style-type: none"> <li>and the rural transport programme</li> <li>▪ New interchange and bus hub facilities</li> <li>▪ New fare structures</li> <li>▪ Enhanced passenger information</li> <li>▪ Improvements to bus waiting facilities</li> <li>▪ Integrated timetabling of bus and rail into a coherent national and regional network.</li> </ul>
<b>Strategic Roads</b>	<ul style="list-style-type: none"> <li>▪ 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</li> <li>▪ M11 from Jn 4 M50 to Kilmacanogue N3</li> <li>▪ In addition, long term protection shall remain for the Eastern Bypass and the Leinster Outer Orbital Route.</li> </ul>

Of key importance to County Wicklow’s transportation and accessibility strategy, is the NTA’s **Transport Strategy for the Greater Dublin Area (GDA)**. The applicable strategy at the time of drafting this County Development Plan (2021) is the Strategy for the period 2016-2035; 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><b>Corridor F – Arklow – Wicklow – Greystones – Bray – Cherrywood – Dundrum – Dun Laoghaire – Dublin City Centre.</b></p>	<ul style="list-style-type: none"> <li>▪ 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.</li> <li>▪ 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.</li> <li>▪ 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 this line.</li> <li>▪ 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.</li> <li>▪ 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</li> </ul>
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<p><b>Corridor E – N81 Settlements – South Tallaght – Rathfarnham – to Dublin City Centre</b></p>	<p>network will be developed to service development lands at Kiltiernan / Glenamuck.</p> <ul style="list-style-type: none"> <li>▪ 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.</li> <li>▪ 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.</li> <li>▪ 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.</li> <li>▪ 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.</li> </ul>
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### 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.
- 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.

### 3.7 Retail

The development plan includes a retail strategy, which is consistent with the 'Retail Planning Guidelines for Planning Authorities' (2012) and includes the following:

- Confirmation of the retail hierarchy, the role of centres and the size of the main town centres;
- An outline of the level and form of retail activity appropriate to the various level of settlement;
- Definition in the development plan of the boundaries of the core shopping area of town centres;
- Strategic guidance on the location and scale of retail development;
- Preparation of policies and action initiatives to encourage the improvement of town centres;
- Identification of criteria for the assessment of retail developments.

The Regional Spatial and Economic Strategy presents a retail hierarchy for the region and the provisions of this development plan are consistent with same. It is however flagged in the RSES that the floorspace thresholds detailed in the GDA strategy were prepared in a different economic climate and in many cases are still to be reached. In this regard, the RSES indicates that there will be a drive towards the preparation of a new retail strategy for the region, in accordance with the requirements of the Retail Planning Guidelines for Planning Authorities 2012, or any subsequent update, to update this hierarchy and apply floorspace requirements for the Region.

**Table 3.7 EMRA and County Wicklow Retail Hierarchy**

RETAIL STRATEGY FOR THE GREATER DUBLIN AREA	WICKLOW COUNTY DEVELOPMENT PLAN	
	METROPOLITAN AREA	HINTERLAND AREA
<b>LEVEL 1 METROPOLITAN CENTRE DUBLIN CITY CENTRE</b>		
<b>LEVEL 2 MAJOR TOWN CENTRES &amp; COUNTY TOWN CENTRES BRAY, WICKLOW</b>	Bray	Wicklow
<b>LEVEL 3 TOWN AND/OR DISTRICT CENTRES &amp; SUB COUNTY TOWN CENTRES GREYSTONES, ARKLOW, BLESSINGTON, BALTINGLASS, RATHDRUM, NEWTOWNMOUNTKENNEDY</b>	Greystones	<b>Tier 1</b> Towns serving a wide district: Arklow, Blessington  <b>Tier 2</b> Towns serving the immediate district: Baltinglass, Rathdrum Newtownmountkennedy,
<b>LEVEL 4 NEIGHBOURHOOD CENTRES, LOCAL CENTRES – SMALL TOWNS &amp; VILLAGES</b>	<b>Bray Area:</b> Boghall Road / Ballywaltrim, Vevay, Dargle Rd, Dublin Road / Little Bray, Albert Road & Walk, Fassaroe, Southern Cross Road <b>Greystones Area:</b> Delgany, Blacklion, Charlesland, Killincarrig, Victoria Road	Ashford, Aughrim, Avoca, Carnew, Donard, Dunlavin, Enniskerry, Kilcoole, Kilmacanogue, Newcastle, Rathnew, Roundwood, Shillelagh, Tinahely
<b>LEVEL 5 CORNER SHOPS / SMALL VILLAGES</b>		Glenealy, Grangecon, Hollywood, Kiltegan, Knockananna, Laragh, Redcross, Stratford-on-Slaney

Source: EMRA RSES

### 3.8 Integration of Environmental & Climate Action Considerations into the Plan

The development objectives of this development plan are consistent, as far as practicable, with the conservation and protection of the environment, as well as action on climate change. This has been ensured through the continuous assessment of the elements that make up this plan at each stage of the plan making process, through Strategic Environmental Assessment and Appropriate Assessment under the Habitats Directive.

### 3.9 Compliance with Specific Planning Policy Requirements

<b>Urban Development and Buildings Heights Guidelines for Planning Authorities 2018</b>	
<p><b>SPPR 1</b></p> <p>In accordance with Government policy to support increased building height and density in locations with good public transport accessibility, particularly town/ city cores, planning authorities shall explicitly identify, through their statutory plans, areas where increased building height will be actively pursued for both redevelopment, regeneration and infill development to secure the objectives of the National Planning Framework and Regional Spatial and Economic Strategies and shall not provide for blanket numerical limitations on building height.</p>	<p>This County Development Plan, but more particularly future Local Area Plans that will flow from it, will identify areas where increased building height will be actively pursued for redevelopment, regeneration and infill development.</p> <p>Neither this plan, nor future Local Area Plans that will flow from it, will include blanket numerical limitations on building height.</p>
<p><b>SPPR 2</b></p> <p>In driving general increases in building heights, planning authorities shall also ensure appropriate mixtures of uses, such as housing and commercial or employment development, are provided for in statutory plan policy. Mechanisms such as block delivery sequencing in statutory plans<sup>2</sup> could be utilised to link the provision of new office, commercial, appropriate retail provision and residential accommodation, thereby enabling urban redevelopment to proceed in a way that comprehensively meets contemporary economic and social needs, such as for housing, offices, social and community infrastructure, including leisure facilities.</p>	<p>This County Development Plan, , as well as future Local Area Plans that will flow from it, will include specific objectives to promote and ensure an appropriate mix of uses, and mechanisms to link the provision of new office, commercial, appropriate retail provision and residential accommodation, thereby enabling urban redevelopment to proceed in a way that comprehensively meets contemporary economic and social needs, such as for housing, offices, social and community infrastructure, including leisure facilities.</p>
<p><b>SPPR 3</b></p> <p>It is a specific planning policy requirement that where;</p> <p>(A)</p> <ol style="list-style-type: none"> <li>1. an applicant for planning permission sets out how a development proposal complies with the criteria above; and</li> <li>2. the assessment of the planning authority concurs, taking account of the wider strategic and national policy parameters set out in the National Planning Framework and these guidelines; then the planning authority may approve such development, even where specific objectives of the relevant development plan or local area plan may indicate otherwise.</li> </ol> <p>(B) In the case of an adopted planning scheme the Development Agency in conjunction with the relevant</p>	<p>This County Development Plan makes explicit provision that where an applicant for planning permission sets out how a development proposal complies with SPPR 1 and SPPR 2 Urban Development and Buildings Heights Guidelines for Planning Authorities 2018 and the assessment of the planning authority concurs, taking account of the wider strategic and national policy parameters set out in the National Planning Framework and these guidelines; then the planning authority may approve such development, even where specific objectives of the relevant development plan or local area plan may</p>

<p>planning authority (where different) shall, upon the coming into force of these guidelines, undertake a review of the planning scheme, utilising the relevant mechanisms as set out in the Planning and Development Act 2000 (as amended) to ensure that the criteria above are fully reflected in the planning scheme. In particular the Government policy that building heights be generally increased in appropriate urban locations shall be articulated in any amendment(s) to the planning scheme</p> <p>(C) In respect of planning schemes approved after the coming into force of these guidelines these are not required to be reviewed.</p>	<p>indicate otherwise.</p>
<p><b>SPPR 4</b></p> <p>It is a specific planning policy requirement that in planning the future development of greenfield or edge of city/town locations for housing purposes, planning authorities must secure:</p> <ol style="list-style-type: none"> <li>1. the minimum densities for such locations set out in the Guidelines issued by the Minister under Section 28 of the Planning and Development Act 2000 (as amended), titled "Sustainable Residential Development in Urban Areas (2007)" or any amending or replacement Guidelines;</li> <li>2. a greater mix of building heights and typologies in planning for the future development of suburban locations; and</li> <li>3. avoid mono-type building typologies (e.g. two storey or own-door houses only), particularly, but not exclusively so in any one development of 100 units or more.</li> </ol>	<p>This County Development Plan, including the Core Strategy, various policies and objectives, Development &amp; Design Standards and the Small Town Plans that form part of this plan, makes explicit provision that in planning the future development of greenfield or edge of city/town locations for housing purposes:</p> <ol style="list-style-type: none"> <li>1. the minimum densities for such locations set out in the Guidelines issued by the Minister under Section 28 of the Planning and Development Act 2000 (as amended), titled "Sustainable Residential Development in Urban Areas (2007)" or any amending or replacement Guidelines are applied;</li> <li>2. a greater mix of building heights and typologies in planning for the future development of suburban locations is provided for; and</li> <li>3. mono-type building typologies (e.g. two storey or own-door houses only), are avoided particularly, but not exclusively so in any one development of 100 units or more.</li> </ol>

<p><b>Sustainable Urban Housing: Design Standards for new Apartments, Guidelines for Planning Authorities 2018</b></p>	
<p><b>SPPR 1</b></p> <p>Apartment developments may include up to 50% one-bedroom or studio type units (with no more than 20-25% of the total proposed development as studios) and there shall be no minimum requirement for apartments with three or more bedrooms. Statutory development plans may specify a mix for apartment and other housing developments, but only further to an evidence based Housing Need and Demand Assessment (HNDA), that has been agreed on an area, county, city or metropolitan area basis and incorporated into the relevant development plan(s).</p>	<p>The provisions of this County Development Plan, including the Housing Objectives and Development &amp; Design Standards are consistent with this SPPR.</p>

<p><b>SPPR 2</b></p> <p>For all building refurbishment schemes on sites of any size, or urban infill schemes on sites of up to 0.25ha:</p> <ul style="list-style-type: none"> <li>• Where up to 9 residential units are proposed, notwithstanding SPPR 1, there shall be no restriction on dwelling mix, provided no more than 50% of the development (i.e. up to 4 units) comprises studio-type units;</li> <li>• Where between 10 to 49 residential units are proposed, the flexible dwelling mix provision for the first 9 units may be carried forward and the parameters set out in SPPR 1, shall apply from the 10th residential unit to the 49th;</li> <li>• For schemes of 50 or more units, SPPR 1 shall apply to the entire development.</li> </ul>	<p>The provisions of this County Development Plan, including the Housing Objectives and Development &amp; Design Standards are consistent with this SPPR.</p>
<p><b>SPPR 3</b></p> <p>Minimum Apartment Floor Areas:</p> <ul style="list-style-type: none"> <li>• Studio apartment (1 person) 37 sq.m</li> <li>• 1-bedroom apartment (2 persons) 45 sq.m</li> <li>• 2-bedroom apartment (4 persons) 73 sq.m</li> <li>• 3-bedroom apartment (5 persons) 90 sq.m</li> </ul>	<p>The provisions of this County Development Plan, including the Housing Objectives and Development &amp; Design Standards are consistent with this SPPR.</p>
<p><b>SPPR 4</b></p> <p>In relation to the minimum number of dual aspect apartments that may be provided in any single apartment scheme, the following shall apply:</p> <ol style="list-style-type: none"> <li>(i) A minimum of 33% of dual aspect units will be required in more central and accessible urban locations, where it is necessary to achieve a quality design in response to the subject site characteristics and ensure good street frontage where appropriate.</li> <li>(ii) In suburban or intermediate locations it is an objective that there shall generally be a minimum of 50% dual aspect apartments in a single scheme.</li> <li>(iii) For building refurbishment schemes on sites of any size or urban infill schemes on sites of up to 0.25ha , planning authorities may exercise further discretion to consider dual aspect unit provision at a level lower than the 33% minimum outlined above on a case-by-case basis, but subject to the achievement of overall high design quality in other aspects.</li> </ol>	<p>The provisions of this County Development Plan, including the Housing Objectives and Development &amp; Design Standards are consistent with this SPPR.</p>
<p><b>SPPR 5</b></p> <p>Ground level apartment floor to ceiling heights shall be a minimum of 2.7m and shall be increased in certain circumstances, particularly where necessary to facilitate a future change of use to a commercial use. For building refurbishment schemes on sites of any size or urban infill schemes on sites of up to 0.25ha , planning authorities may exercise discretion on a case-by-case basis, subject to overall design quality.</p>	<p>The provisions of this County Development Plan, including the Housing Objectives and Development &amp; Design Standards are consistent with this SPPR.</p>

<p><b>SPPR 6</b></p> <p>A maximum of 12 apartments per floor per core may be provided in apartment schemes. This maximum provision may be increased for building refurbishment schemes on sites of any size or urban infill schemes on sites of up to 0.25ha, subject to overall design quality and compliance with building regulations.</p>	<p>The provisions of this County Development Plan, including the Housing Objectives and Development &amp; Design Standards are consistent with this SPPR.</p>
<p><b>SPPR 7</b></p> <p>BTR development must be:</p> <p>(a) Described in the public notices associated with a planning application specifically as a 'Build-To-Rent' housing development that unambiguously categorises the project (or part of thereof) as a long-term rental housing scheme, to be accompanied by a proposed covenant or legal agreement further to which appropriate planning conditions may be attached to any grant of permission to ensure that the development remains as such. Such conditions include a requirement that the development remains owned and operated by an institutional entity and that this status will continue to apply for a minimum period of not less than 15 years and that similarly no individual residential units are sold or rented separately for that period;</p> <p>(b) Accompanied by detailed proposals for supporting communal and recreational amenities to be provided as part of the BTR development. These facilities to be categorised as:</p> <p>(i) Resident Support Facilities - comprising of facilities related to the operation of the development for residents such as laundry facilities, concierge and management facilities, maintenance/repair services, waste management facilities, etc.</p> <p>(ii) Resident Services and Amenities – comprising of facilities for communal recreational and other activities by residents including sports facilities, shared TV/lounge areas, work/study spaces, function rooms for use as private dining and kitchen facilities, etc.</p>	<p>The provisions of this County Development Plan, including the Housing Objectives and Development &amp; Design Standards are consistent with this SPPR.</p>
<p><b>SPPR 8</b></p> <p>For proposals that qualify as specific BTR development in accordance with SPPR 7:</p> <p>(i) No restrictions on dwelling mix and all other requirements of these Guidelines shall apply, unless specified otherwise;</p> <p>(ii) Flexibility shall apply in relation to the provision of a proportion of the storage and private amenity space associated with individual units as set out in Appendix 1 and in relation to the provision of all of the communal amenity space as set out in Appendix 1, on the basis of the provision of alternative, compensatory communal</p>	<p>The provisions of this County Development Plan, including the Housing Objectives and Development &amp; Design Standards are consistent with this SPPR.</p>



<p>support facilities and amenities within the development. This shall be at the discretion of the planning authority. In all cases the obligation will be on the project proposer to demonstrate the overall quality of the facilities provided and that residents will enjoy an enhanced overall standard of amenity;</p> <p>(iii) There shall be a default of minimal or significantly reduced car parking provision on the basis of BTR development being more suitable for central locations and/or proximity to public transport services. The requirement for a BTR scheme to have a strong central management regime is intended to contribute to the capacity to establish and operate shared mobility measures;</p> <p>(iv) The requirement that the majority of all apartments in a proposed scheme exceed the minimum floor area standards by a minimum of 10% shall not apply to BTR schemes;</p> <p>(v) The requirement for a maximum of 12 apartments per floor per core shall not apply to BTR schemes, subject to overall design quality and compliance with building regulations.</p>	
<p><b>SPPR 9</b></p> <p>Shared Accommodation may be provided and shall be subject to the requirements of SPPRs 7 (as per BTR). In addition,</p> <p>(i) No restrictions on dwelling mix shall apply;</p> <p>(ii) The overall unit, floor area and bedroom floorspace requirements of Appendix 1 of these Guidelines shall not apply and are replaced by Tables 5a and 5b;</p> <p>(iii) Flexibility shall be applied in relation to the provision of all storage and amenity space as set out in Appendix 1, on the basis of the provision of alternative, compensatory communal support facilities and amenities. The obligation will be on the project proposer to demonstrate the overall quality of the facilities provided and that residents will enjoy an enhanced overall standard of amenity;</p> <p>(iv) A default policy of minimal car parking provision shall apply on the basis of shared accommodation development being more suitable for central locations and/or proximity to public transport services. The requirement for shared accommodation to have a strong central management regime is intended to contribute to the capacity to establish and operate shared mobility measures;</p>	<p>The provisions of this County Development Plan, including the Housing Objectives and Development &amp; Design Standards are consistent with this SPPR.</p>

### Interim Guidelines for Planning Authorities on Statutory Plans, Renewable Energy and Climate Change

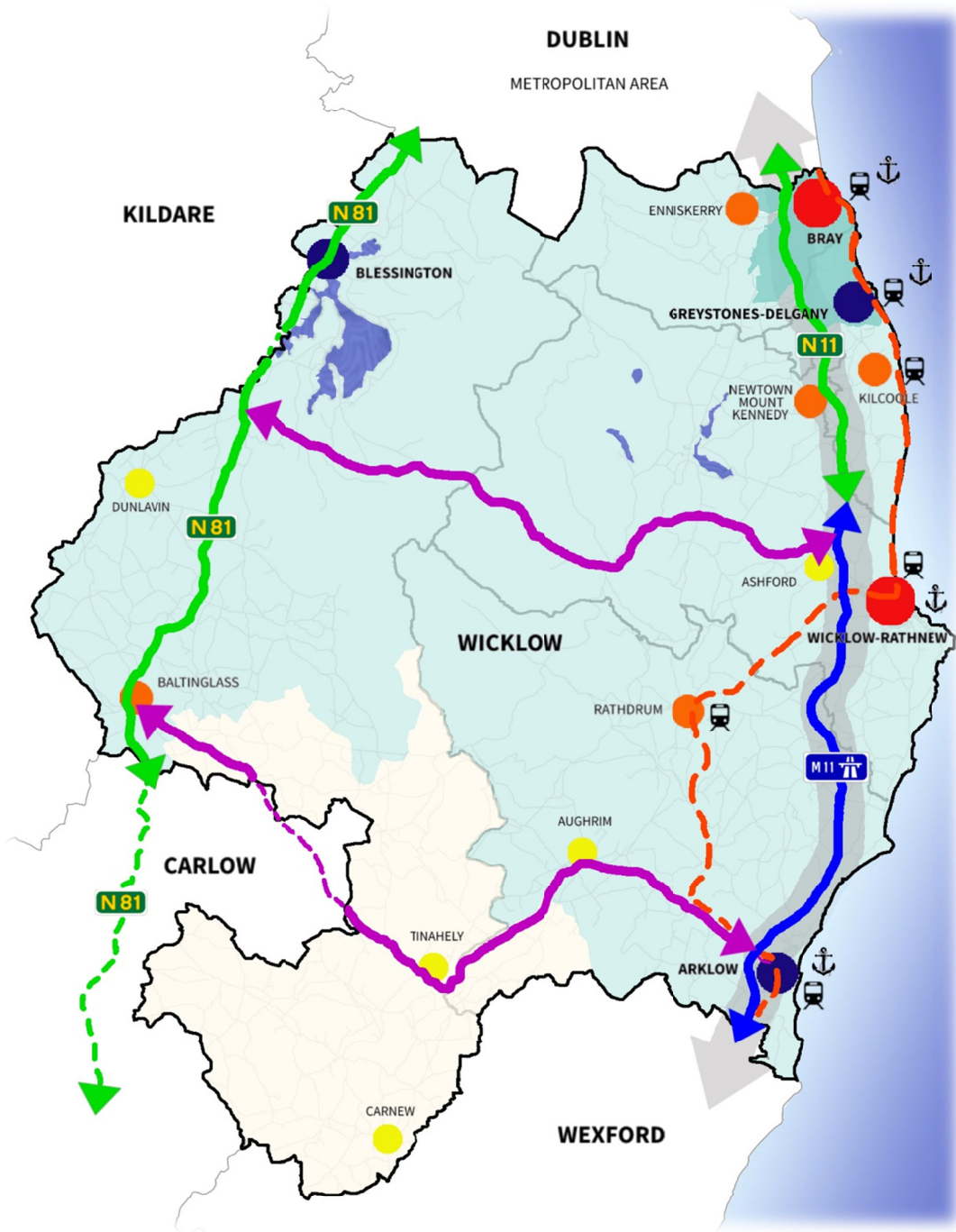
#### SPPR1

It is a specific planning policy requirement under Section 28(1C) of the Act that, in making, reviewing, varying or amending a development plan, or a local area plan, with policies or objectives that relate to wind energy developments, the relevant planning authority shall carry out the following:













- (1) Ensure that overall national policy on renewable energy as contained in documents such as the Government's 'White Paper on Energy Policy - Ireland's Transition to a Low Carbon Future', as well as the 'National Renewable Energy Action Plan', the 'Strategy for Renewable Energy' and the 'National Mitigation Plan', is acknowledged and documented in the relevant development plan or local area plan;
- (2) Indicate how the implementation of the relevant development plan or local area plan over its effective period will contribute to realising overall national targets on renewable energy and climate change mitigation, and in particular wind energy production and the potential wind energy resource (in megawatts); and
- (3) Demonstrate detailed compliance with item number (2) above in any proposal by them to introduce or vary a mandatory setback distance or distances for wind turbines from specified land uses or classes of land use into their development plan or local area plan. Such a proposal shall be subject to environmental assessment requirements, for example under the SEA and Habitats Directives. It shall also be a material consideration in SEA, when taking into account likely significant effects on climatic factors, in addition to other factors such as landscape and air, if a mandatory setback or variation to a mandatory setback proposed by a planning authority in a development plan or local area plan would create a significant limitation or constraint on renewable energy projects, including wind turbines, within the administrative area of the plan.

The provisions of this County Development Plan, including the Wind Energy Strategy, are consistent with this SPPR.

Map 3.1 Core Strategy Map



**Legend**

- |   |   |  |
|---|---|--|
|  Dublin Metropolitan Area  |  Motorway                |  Key Towns<br>(Bray, Wicklow-Rathnew)   |
|  Core Region               |  National Route          |  Self-Sustaining Growth Towns<br>(Arklow, Greystones-Delgany, Blessington)                        |
|  Gateway Region            |  Key regional Route      |  Self-Sustaining Towns<br>(Baltinglass, Enniskerry, Kilcoole, Newtown Mount Kennedy and Rathdrum) |
|  Eastern Economic Corridor |  Rail/Dart Line          |  Small Towns<br>(Ashford, Aughrim, Carnew, Dunlavin, Tinahely)                                    |
|   |  Harbour                 |  |
|   |  Wicklow county Boundary |  |