

## 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 (NPF) and Regional Spatial and Economic Strategy (RSES) 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 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 plans.

### 3.1 Population & Housing Targets

<p><b>NPF 2018</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>.</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 2018</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 2019</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 Dun, 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.

<p><b>MASP 2019</b></p>	<p>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.</p>																				
<p><b>‘Housing Supply Target Methodology for Development Planning’<sup>2</sup> (DHLGH December 2020)</b></p>	<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> <p>These Guidelines provided for the following housing targets for County Wicklow:</p> <table border="1" data-bbox="384 790 1396 1032"> <thead> <tr> <th colspan="2"><b>Table 8: Wicklow County Council</b></th> <th><b>Annual Average</b></th> <th><b>Total Households</b></th> </tr> </thead> <tbody> <tr> <td><b>A</b></td> <td>ESRI NPF scenario projected new household demand 2017 to 2031</td> <td>732</td> <td>10,976</td> </tr> <tr> <td><b>B</b></td> <td>Actual new housing supply 2017-19</td> <td>730</td> <td>2,190</td> </tr> <tr> <td><b>C</b></td> <td>Homeless households, and estimated unmet demand as at Census 2016</td> <td>N/A</td> <td>150</td> </tr> <tr> <td><b>D</b></td> <td><b>Housing Demand 2020-31 =Total (A-B+C)/12</b></td> <td><b>745</b></td> <td><b>8,936</b></td> </tr> </tbody> </table>	<b>Table 8: Wicklow County Council</b>		<b>Annual Average</b>	<b>Total Households</b>	<b>A</b>	ESRI NPF scenario projected new household demand 2017 to 2031	732	10,976	<b>B</b>	Actual new housing supply 2017-19	730	2,190	<b>C</b>	Homeless households, and estimated unmet demand as at Census 2016	N/A	150	<b>D</b>	<b>Housing Demand 2020-31 =Total (A-B+C)/12</b>	<b>745</b>	<b>8,936</b>
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<p><b>National Planning Framework – First Revision (April 2025)</b></p>	<p>The National Planning Framework (NPF) revision process was approved and published by Government and the Oireachtas in April 2025. The revised NPF provides the basis for the review and updating of regional strategies and local authority development plans to reflect matters such as updated housing figures, projected jobs growth and renewable energy capacity allocations, including through the zoning of land for residential, employment and a range of other purposes.</p>																				
<p><b>‘NPF Implementation: Housing Growth Requirements’<sup>2</sup> (DHLGH July 2025)</b></p>	<p>Under Section 28 of the Planning &amp; Development Act, 2000 (as amended), the ‘<i>NPF Implementation: Housing Growth Requirements</i>’ were issued on 29<sup>th</sup> July 2025.</p> <p>The Guidelines provide new housing growth requirements to planning authorities in order to facilitate the revision and update of development plans in accordance with the NPF. The housing growth requirements provided replace the Section 28 “<i>Housing Supply Target Methodology for Development Planning</i>” Guidelines issued in December 2020.</p> <p>These Guidelines provided for the following housing targets for County Wicklow:</p> <table border="1" data-bbox="384 1637 1517 1906"> <thead> <tr> <th><b>Local Authority</b></th> <th><b>Existing Annual 2020 Housing Requirement (Housing Supply Target)</b></th> <th><b>Adopted Development Plan - Annual Housing Requirement (Housing Supply Target)</b></th> <th><b>New Annual New Housing Growth Requirement to 2034</b></th> <th><b>New Annual New Housing Growth Requirement 2035 to 2040</b></th> </tr> </thead> <tbody> <tr> <td><b>Wicklow County Council</b></td> <td>745</td> <td>1,411</td> <td>2,068</td> <td>931</td> </tr> </tbody> </table>	<b>Local Authority</b>	<b>Existing Annual 2020 Housing Requirement (Housing Supply Target)</b>	<b>Adopted Development Plan - Annual Housing Requirement (Housing Supply Target)</b>	<b>New Annual New Housing Growth Requirement to 2034</b>	<b>New Annual New Housing Growth Requirement 2035 to 2040</b>	<b>Wicklow County Council</b>	745	1,411	2,068	931										
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<sup>2</sup> Guidelines for Planning Authorities issued under Section 28 of the PDA 2000 (as amended)

In accordance with 'NPF Implementation: Housing Growth Requirements' (DHLGH July 2025), Table 3.1 to follow sets out the new housing unit targets for County Wicklow for the duration of this County Development Plan up to Q2 2028, for a further period up to Q4 2031 (which is the medium term horizon of this plan) and the longer term up to 2040.

**Table 3.1 Housing Targets for County Wicklow 2025-2040**

Year	Target	Cumulative total
2025	2,068	2,068
2026	2,068	4,136
2027	2,068	6,204
Q1+Q2 2028	1,034	<b>7,238</b>
Q3+Q4 2028	1,034	8,272
2029	2,068	10,340
2030	2,068	12,408
2031	2,068	<b>14,476</b>
2032	2,068	16,544
2033	2,068	18,612
2034	2,068	20,680
2035	931	21,611
2036	931	22,542
2037	931	23,473
2038	931	24,404
2039	931	25,335
2040	931	<b>26,266</b>

The new housing target for the period Q1 2025-Q2 2028 is **7,238 units**.

The new housing target for the period Q1 2025 – Q4 2031 is **14,476 units**.

The new housing target for the period Q1 2025 – Q4 2040 is **26,266 units**.

The Guidelines set out the following **Policies and Objectives**:

- It is a policy and objective of these Guidelines that the housing growth requirements for each planning authority set out in Appendix 1<sup>3</sup> are reflected in the relevant City or County Development Plan, subject to consistency with the policies and objectives of the National Planning Framework – First Revision (2025), relevant Ministerial Guidelines issued under Section 28 of the Planning and Development Act 2000 (as amended), relevant Government policy, and the undertaking of necessary environmental assessments.
- It is a policy and objective of these Guidelines that 'additional provision' of up to 50% over and above the housing growth requirement for each local authority set out in Appendix 1 is reflected within the relevant City or County Development Plan, subject to consistency with the policies and objectives of the National Planning Framework – First Revision (2025), relevant Ministerial Guidelines issued under Section 28 of the Planning and Development Act 2000 (as amended), relevant Government policy, and the undertaking of necessary environmental assessments.
- It is a policy and objective of these Guidelines that planning authorities should use all available means to ensure that the objectives of these Guidelines are incorporated within development plans as quickly as possible through the variation of the current adopted development plan. Where a planning authority is undertaking a development plan review under the Act of 2000 or preparing a new development plan under the Act of 2024, a parallel process of varying the current adopted development plan, as appropriate, should be undertaken. The policies and objectives of these Guidelines should not be reflected in Local Area Plans without also being reflected within the relevant development plan.

<sup>3</sup> Appendix 1 of the 'NPF Implementation: Housing Growth Requirements' (DHLGH July 2025)

### 3.2 Settlement Hierarchy

#### National Planning Framework (First Revision 2025)

The NPF sets out a national settlement hierarchy as follows:

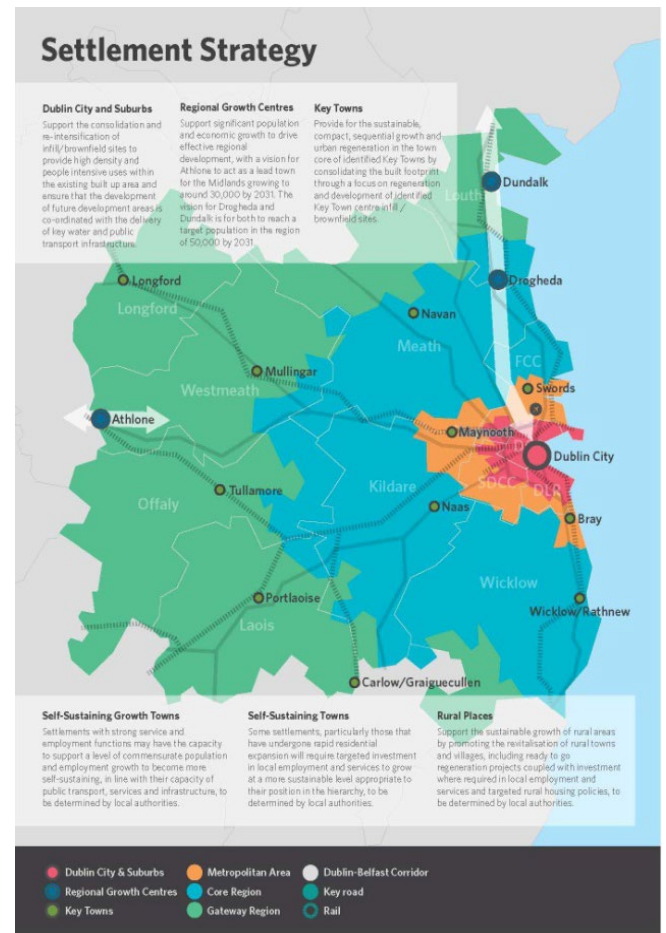
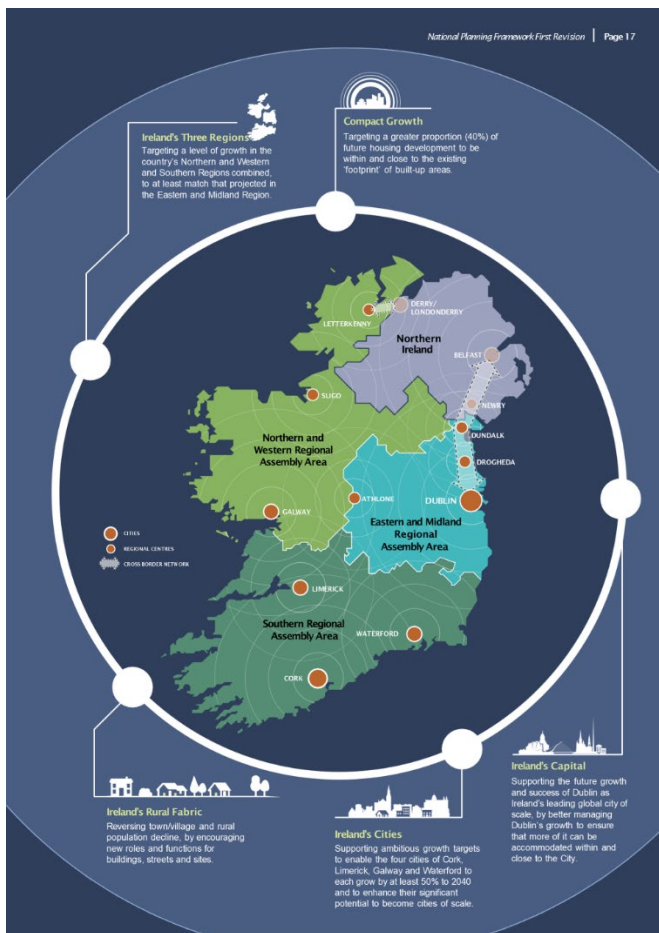
- The five cities and their suburbs (Dublin, Cork, Limerick, Galway, Waterford)
- Regional centres of Athlone in the Midlands, Sligo and Letterkenny in the North-West
- Letterkenny-Derry North-West Gateway Initiative and Dublin – Belfast corridor Drogheda-Dundalk-Newry.

#### 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>4</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 3.2 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	Metropolitan Area Self-Sustaining Growth Town	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.	Greystones - Delgany
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
			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
7	Villages Type 1	Villages with moderate capacity for development	Shillelagh
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>4</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

### 3.3 Population & Housing Allocations

This development plan is for the period Q3 2022 – Q2 2028 and the housing unit targets for each settlement / aggregate settlement grouping are set out in the tables to follow and include a longer term horizon up to Q4 2031.

These targets have been sourced and derived from the overall County housing targets set out in Section 3.1 above. The new housing targets are taken as minimum levels of housing to be supported by zoning / development objectives in the 2025-2031 period.

In determining appropriate growth rates for each settlement / tier, particular cognisance has been taken of the NPOs of the Revised NPF:

<b>NPO11</b>	<i>Planned growth at a settlement level shall be determined at development plan-making stage and addressed within the objectives of the plan. The consideration of individual development proposals on zoned and serviced development land subject of consenting processes under the Planning and Development Act shall have regard to a broader set of considerations beyond the targets including, in particular, the receiving capacity of the environment.</i>
<b>NPO17</b>	<i>In each Regional Assembly area, settlements not identified in Policy 4 or 5 of this Framework<sup>5</sup>, may be identified for significant (i.e. 30% or more above 2022 population levels) rates of population growth at regional and local planning stages, provided this is subject to:</i> <ul style="list-style-type: none"> <li>▪ <i>Agreement (regional assembly, metropolitan area and/or local authority as appropriate);</i></li> <li>▪ <i>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</i></li> <li>▪ <i>A co-ordinated strategy that ensures alignment with the delivery of investment in infrastructure and the provision of employment, together with supporting amenities and services.</i></li> </ul>
<b>NPO42</b>	<i>To target the delivery of housing to accommodate approximately 50,000 additional homes per annum to 2040.</i>
<b>NPO43</b>	<i>Prioritise the provision of new homes at locations that can support sustainable development and at an appropriate scale of provision relative to location.</i>
<b>NPO92</b>	<i>Ensure the alignment of planned growth with the efficient and sustainable use and development of water resources and water services infrastructure, in order to manage and conserve water resources in a manner that supports a healthy society, economic development requirements and a cleaner environment.</i>
<b>NPO97</b>	<i>The Metropolitan Area Strategic Plans, shall include provision for large-scale Transport Orientated Development (TOD) opportunities and may target a proportion of planned growth in the metropolitan areas towards the delivery of new sustainable communities at brownfield and greenfield locations in the principal city and suburbs areas and in the wider metropolitan areas focused on opportunities arising from existing and planned major public transport investment, along planned high capacity public transport corridors and in accordance with the principles of Transport Orientated Development.</i>
<b>NPO101</b>	<i>Planning authorities will be required to apply a standardised, tiered approach to differentiate between i) zoned land that is serviced and ii) zoned land that is serviceable within the life of the plan.</i>
<b>NPO103</b>	<i>When considering zoning land for development purposes that cannot be serviced within the life of the relevant plan, such lands should not be zoned for development.</i>

Housing 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.

<sup>5</sup> National Policy Objective 4: A target of half (50%) of future population and employment growth will be focused in the existing five cities and their suburbs. National Policy Objective 5: The regional roles of Athlone in the Midlands, Sligo and Letterkenny in the North-West and the Letterkenny- Derry and Drogheda-Dundalk-Newry cross-border networks will be supported in the relevant Regional Spatial and Economic Strategy and in Regional Enterprise Plans.

Table 3.3: Targeted Wicklow Settlement Growth 2022-2031

Level	Town	Housing Stock 2022	Housing Growth 2022-2031	RATIONALE
1	Bray	12,598	6,299	Key Towns are identified for substantial growth rates of not less than 50% having regard to their identification in the RSES as towns suitable for higher levels of growth. Bray is well located with respect to the Metropolitan Area to absorb housing demands arising in the Metropolitan Area and is served by DART. As Bray is geographically constrained by the County boundary, the coast and Bray Head / Little Sugarloaf, it is considered that 50% is the highest rate achieved in the short to medium term.
2	Wicklow - Rathnew	6,231	3,739	Key Towns are identified for substantial growth rates of not less than 50% having regard to their identification in the RSES as towns suitable for higher levels of growth. Wicklow Town – Rathnew is determined to have the capacity to achieve and slightly exceed 50% in the short to medium term, particularly taking into account that it is due to be served in the short to medium term by enhanced rail services (electrification of line to Wicklow Town).
3	Arklow	5,566	3,896	Arklow is deemed suitable for a growth rate of not less than 30% subject to the agreements required under NPO 17. In the case of Arklow, growth has been held back for more than 25 years due to inadequate wastewater infrastructure, a deficiency that has now been rectified. In order to capitalise on this investment and catch up on decades of lost growth, Arklow is targeted to grow significantly in the short to medium term.
	Greystones - Delgany	8,216	2,465	Greystones – Delgany is deemed suitable for a growth rate of not less than 30% subject to the agreements required under NPO 17. Greystones – Delgany is well located with respect to the Metropolitan Area to absorb housing demands arising in the Metropolitan Area and is served by DART.
	Blessington	2,026	912	Blessington is deemed suitable for a growth rate of not less than 30% subject to the agreements required under NPO 17. Blessington is well located to absorb housing demands arising from the west side of the County. However, the growth rate possible will be affected by the capacity of the wastewater treatment plant in the short to medium term.
4	Baltinglass	1,016	182	Baltinglass is deemed suitable for a growth rate of not less than 30% subject to the agreements required under NPO 17. Baltinglass is well located to absorb housing demands arising from the west side of the County. However, the growth rate possible will be affected by the capacity of the wastewater treatment plant in the short to medium term.
	Enniskerry	729	437	Enniskerry is deemed suitable for a growth rate of not less than 30% subject to the agreements required under NPO 17. Enniskerry is well located with respect to the Metropolitan Area to absorb housing demands arising from the north of the County.
	Kilcoole	1,543	926	Kilcoole is deemed suitable for a growth rate of not less than 30% subject to the agreements required under NPO 17. Kilcoole is well located with respect to the Metropolitan Area to absorb housing demands arising from the north of the County and is due to be served in the short to medium term by enhanced rail services (electrification of line to Wicklow Town).
	Newtownmountkennedy	1,486	892	Newtownmountkennedy is deemed suitable for a growth rate of not less than 30% subject to the agreements required under NPO 17. Newtownmountkennedy is well located with respect to the Metropolitan Area to absorb housing demands arising from the north of the County.
	Rathdrum	866	390	Rathdrum is deemed suitable for a growth rate of not less than 30% subject to the agreements required under NPO 17. However, the growth rate possible will be affected by the capacity of the wastewater treatment plant in the short to medium term.
5	Ashford, Aughrim, Carnew, Dunlavin, Tinahely	2,708	1,083	The towns in Level 5 are cumulatively considered to have capacity to growth at a rate of not less than 30% subject to the agreements required under NPO 17.
6	Avoca, Donard, Kilmacanogue, Newcastle, Roundwood, Shillelagh	1,766	353	The towns in Level 6 are not considered to have capacity to growth at a rate in excess of 30%; a cumulative growth rate of 20% is deemed appropriate.
7-10	Villages / clusters; open countryside	14,878	1,115	Growth rate of 5%-10% identified as appropriate for rural villages and open countryside.
	<b>Total</b>	<b>59,629</b>	<b>22,067</b>	

Having regard to these new housing growth objectives, a review of existing zoned lands in the towns in Levels 1-6 of the Settlement Hierarchy (the location of 'zoned lands') to cater for the Housing Growth Requirements figures has been undertaken in Q3 2025 and is shown in Table 3.4 to follow.

**Table 3.4 Future Housing Capacity Wicklow (Levels 1-6 settlements as of Q3 2025)**

Level	Town	Units under construction as of Q3 2025	Units permitted yet to be commenced	Units permitted but subject to current appeal / JR	Zoned land with no live permission <sup>6</sup> (ha)	Estimated capacity of zoned land with no live permission (units)	Of which, subject to 'Phase 1/Priority 1' designation or no phasing designation	Of which, subject to 'Phase 2/Priority 2' designation <sup>7</sup>	Estimated capacity of zoned and currently fully serviced <sup>8</sup> land with no live permission (units)	Estimated capacity of zoned and serviceable <sup>9</sup> land with no live permission (units)
1	Bray	157	575	135	101	7,405	7,405	0	7,405	7,405
2	Wicklow - Rathnew	502	639	0	59	2,916	1,779	1,137	2,916	2,916
3	Arklow	58	854	0	99	4,227	2,178	2,049	1,065	4,227
	Greystones - Delgany	264	209	3	45	2,098	528	1,570	2,098	2,098
	Blessington	664	142	0	46	1,583	1,082	501	0	0
4	Baltinglass	69	69	0	5	96	96	0	48	48
	Enniskerry	113	17	129	13	455	455	0	455	455
	Kilcoole	173	57	0	32	1,094	796	298	1,094	1,094
	Newtownmountkennedy	447	43	0	3	77	77	0	77	77
	Rathdrum	141	0	0	12	244	244	0	86	86
5	Ashford, Aughrim, Carnew, Dunlavin, Tinahely	117	191	0	59	1,285	1,285	0	784	1,285
6	Avoca, Donard, Kilmacanogue, Newcastle, Roundwood, Shillelagh	63	23	0	31	768	768	0	245	400
	<b>Total</b>	<b>2,768</b>	<b>2,819</b>	<b>267</b>	<b>505</b>	<b>22,248</b>	<b>16,693</b>	<b>5,555</b>	<b>16,273</b>	<b>20,091<sup>10</sup></b>

<sup>6</sup> This includes all land zoned for residential development (regardless of phasing / priority) or mixed use with residential potential component estimated based on current plan provisions; however in the case of Arklow and Greystones-Delgany and Kilcoole, the data is based on the published Draft Local Planning Frameworks (Proposed Variations 4 and 5 to the County Development Plan), variations already in train.

<sup>7</sup> Where '0' stated, this means that no land is subject to the Phase 2 / Priority 2 designation – all lands is 'Phase 1'.

<sup>8</sup> Serviced refers only to capacity of water services - water supply and wastewater disposal.

<sup>9</sup> Serviceable by 2031

<sup>10</sup> It should be noted that the final column (assessment of the capacity of zoned and serviced/serviceable land) is not an indication in all cases of the total final capacity of water services available in that settlement; it is simply an estimate of the current capacity of land that is already zoned and serviceable. In some locations, the existing water services may have additional capacity above this figure as improvements continue.

Taking into account:

- the number of units under construction as of Q3 2025 (c. 2,800);
- the number of units for which permission has been granted but as yet to commence (c. 2,800 units) and the capacity of the land occupied by these permissions in the event that these developments do not proceed<sup>11</sup>;
- the capacity of zoned and serviced / serviceable (by 2031) lands without permission (c. 16,000 - 20,000 units);

there is capacity for the development of c. 21,500 – 25,500 units under the provisions of this County Development Plan and existing local plans as of Q3 2025.

This quantum of zoned land would not be sufficient to meet the longer term housing target requirements up to 2040 as set out in the Guidelines (as detailed in Table 3.1).

In order to support the immediate term delivery of housing on said zoned lands, the following objectives will apply:

### **Core Strategy Objective 1**

All lands zoned for residential use, or mixed use of which residential use forms a component will be supported for the delivery of housing during the lifetime of the plan. In particular, both lands previously zoned Phase 1 / Priority 1 and Phase 2 / Priority 2 lands prior to the making of Variation No. 5 to this plan will be considered positively for permission during the lifetime of this plan, subject to the sustainable development objectives set out in this plan. The housing growth targets set out in this Core Strategy represent the minimum housing growth to be planned for and supported across the County and each individual settlement.

### **Core Strategy Objective 2**

Wicklow County Council will proactively engage with developers of sites with planning permission for housing to support the commencement and delivery of permitted housing development and assist in the unblocking of impediments where feasible.

### **Core Strategy Objective 3**

Wicklow County Council will proactively work with infrastructure / utilities providers to ensure any service related impediments to the granting of permission for housing on zoned lands or to the delivery of permitted housing development are progressed.

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<sup>11</sup> i.e. no assumption is made that these developments will proceed, but it is assumed that the lands occupied by these developments has at least the capacity to deliver the number of units for which permission has previously been granted.

**Table 3.5 WICKLOW CORE STRATEGY**  
**Revised Housing Growth Targets for County Wicklow 2025-2031 and zoned land provisions (Levels 1-6<sup>12</sup>)**

Level	Town	New housing target 2025-2031 <sup>13</sup> (units)	Units under construction as of Q3 2025	Units permitted yet to be commenced	Units permitted but subject to current appeal / JR	Further growth required up to 2031 (units)	Amount of zoned land required to accommodate further growth up to 2031 (ha) <sup>14</sup>	Amount of zoned and serviced land available up to 2031 (ha) <sup>15</sup>
1	Bray	5,526	157	575	135	4,659	62	101
2	Wicklow - Rathnew	3,170	502	639	0	2,029	41	59
3	Arklow	3,793	58	854	0	2,881	67	99
	Greystones - Delgany	1,717	264	209	3	1,241	25	45
	Blessington	806	664	142	0	0	0	0
4	Baltinglass	170	69	69	0	32	0.9	1.4
	Enniskerry	418	113	17	129	159	4.5	13
	Kilcoole	878	173	57	0	648	18.5	31
	Newtownmountkennedy	545	447	43	0	55	1.6	3
	Rathdrum	190	141	0	0	49	1.4	2.5
5	Ashford, Aughrim, Carnew, Dunlavin, Tinahely	489	117	191	0	181	7	32
6	Avoca, Donard, Kilmacanogue, Newcastle, Roundwood, Shillelagh	206	63	23	0	120	5	14
	<b>Total</b>	<b>17,908</b>	<b>2,768</b>	<b>2,819</b>	<b>267</b>	<b>12,054</b>	<b>234</b>	<b>401</b>

The new housing target for 2025-2031 as provided for County Wicklow by the new Guidelines for the 2025-2031 period is **14,476 units** (Table 3.1).

Table 3.5 shows the new targets for the Level 1-6 settlements in the County as **17,908 units**.

Therefore the new target 2025-2031 exceeds the Guidelines by c. 25%.

<sup>12</sup> Levels 7-10 are not included as these settlements / areas do not include 'zoned' lands.

<sup>13</sup> This is the new target 2022-2031 as set out in Table 3.3, less the units already delivered from Q3 2022 to Q2 2025.

<sup>14</sup> This is the net amount of land required to accommodate the target number of residential units.

<sup>15</sup> This is the net amount of zoned land available for residential development; lands required for major road/streets, for commercial development (inc. retail, leisure and entertainment), for primary schools, churches and other community services and facilities, for larger, regional or district parks, wayleaves or rights of way and other areas of land that cannot be developed due to environmental sensitivities, topographical constraints (i.e. steepness) and/or are subject to flooding have not been included in this figure.

### 3.4 Zoning

This development plan provides the housing targets for all 21 settlements in the County up to 2031. Upon adoption, it provided plans (which included zoning) for 13 settlements, the remainder of the settlements having 'Local Area Plans' at that time which are herewith subsumed into this County Development Plan.

#### Local Area Plans (LAPs) & Local Planning Frameworks (LPFs)

New Local Area Plans or Local Planning Frameworks have been / will be made for the following settlements post adoption of this plan in 2022 in the following order of priority:

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

As part of the new LAP adoption process for the settlements of Wicklow Town – Rathnew and Blessington, the land use zoning and key development objectives maps for these LAP settlements / areas were integrated into Volume 2 of the County Development Plan by way of variation (Variations 2 and 3).

For the remaining settlements (Bray, Enniskerry, Kilmacanogue, Greystones – Delgany, Kilcoole and Arklow), '*Local Planning Frameworks*' (which will replace their existing current LAPs) which set out settlement specific objectives including land use zoning and key development objectives maps are to be integrated into Volume 2 of this County Development Plan by way of variation. Until they are replaced, the existing current LAPs for these settlements form part of this County Development Plan.

In the preparation of the updated LAPs/LPFs during the lifetime of this County Development Plan, development and growth objectives, including the amount of zoned housing land and phasing / prioritising objectives, shall take into account the zoning principles set out hereunder as well as the guidance set out in 'Development Plans – Guidance for Planning Authorities' (DoHGLH 2022) and any further Government or Ministerial policies / guidance in place at the time of the adoption of the LAP/LPF.

In particular, residential development objectives including land zoning provisions will be made on the basis of providing enough housing land to meet the prevailing Core Strategy housing targets set out in the County Development Plan at the time of adoption of the LAP/LPF, with flexibility in the zoning provisions to ensure that:

- (a) the targets can be achieved in the event that unforeseen impediments to the development of certain lands arise; and
- (b) the LAPs/LPFs do not have to be formally amended to reflect any further changes in the Core Strategy or population / housing targets that may arise during the lifetime of the County Development Plan due to changes to the National Planning Framework, Regional Spatial and Economic Strategy or planning legislation.

#### 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.

## 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 LAP / LPF and Small Town Plan will be crafted on the basis of ensuring that the 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 LAPs / LPFs 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.*

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 this regard, the guidance and assessment criteria set out in the more recent '*Sustainable Residential Development and Compact Settlements Guidelines for Planning Authorities*' (DoHLGH 2024) shall be applied.

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 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 dezoned in future Local Area Plans.

### 3.5 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 and the rural transport programme</li> <li>New interchange and bus hub facilities</li> </ul>

	<ul style="list-style-type: none"> <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:

<b>Corridor F – Arklow – Wicklow – Greystones – Bray – Cherrywood – Dundrum – Dun Laoghaire – Dublin City Centre.</b>	<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 network will be developed to service development lands at Kiltiernan / Glenamuck.</li> </ul>
<b>Corridor E – N81 Settlements – South</b>	<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</li> </ul>

### Tallaght – Rathfarnham – to Dublin City Centre

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.
- 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.

### 3.76 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 3-6 EMRA and County Wicklow Retail Hierarchy**

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

Source: EMRA RSES

### 3.7 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.

### 3.8 Compliance with Specific Planning Policy Requirements

Urban Development and Buildings Heights Guidelines for Planning Authorities 2018	
<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 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 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 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</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>relevant development plan or local area plan may 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 Local 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>

**Sustainable Residential Development and Compact Settlement – Guidelines for Planning Authorities 2024**

<p><b>SPPR 1 - Separation Distances</b></p> <p>It is a specific planning policy requirement of these Guidelines that statutory development plans shall not include an objective in respect of minimum separation distances that exceed 16 metres between opposing windows serving habitable rooms at the rear or side of houses, duplex units or apartment units above ground floor level. When considering a planning application for residential development, a separation distance of at least 16 metres between opposing windows serving habitable rooms at the rear or side of houses, duplex units and apartment units, above ground floor level shall be maintained. Separation distances below 16 metres may be considered acceptable in circumstances where there are no opposing windows serving habitable rooms and where suitable privacy measures have been designed into the scheme to prevent</p>	<p>The provisions of this County Development Plan, including the Housing Objectives and Development &amp; Design Standards (in particular Section 3.1.3 of Appendix 1) are consistent with this SPPR.</p>
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<p>undue overlooking of habitable rooms and private amenity spaces.</p> <p>There shall be no specified minimum separation distance at ground level or to the front of houses, duplex units and apartment units in statutory development plans and planning applications shall be determined on a case-by-case basis to prevent undue loss of privacy.</p> <p>In all cases, the obligation will be on the project proposer to demonstrate to the satisfaction of the planning authority or An Bord Pleanála that residents will enjoy a high standard of amenity and that the proposed development will not have a significant negative impact on the amenity of occupiers of existing residential properties.</p> <p>This SPPR will not apply to applications made in a Strategic Development Zone until the Planning Scheme is amended to integrate changes arising from the SPPR. Refer to Section 2.1.2 for further detail.</p>									
<p><b>SPPR 2 - Minimum Private Open Space Standards for Houses</b></p> <p>It is a specific planning policy requirement of these Guidelines that proposals for new houses meet the following minimum private open space standards:</p> <table border="0"> <tr> <td>1 bed house</td> <td>20 sq.m</td> </tr> <tr> <td>2 bed house</td> <td>30 sq.m</td> </tr> <tr> <td>3 bed house</td> <td>40 sq.m</td> </tr> <tr> <td>4 bed + house</td> <td>50 sq.m</td> </tr> </table> <p>A further reduction below the minimum standard may be considered acceptable where an equivalent amount of high quality semi-private open space is provided in lieu of the private open space, subject to at least 50 percent of the area being provided as private open space (see Table 5.1 below). The planning authority should be satisfied that the compensatory semi-private open space will provide a high standard of amenity for all users and that it is well integrated and accessible to the housing units it serves.</p> <p>Apartments and duplex units shall be required to meet the private and semiprivate open space requirements set out in the Sustainable Urban Housing: Design Standards for New Apartments, Guidelines for Planning Authorities 2023 (and any subsequent updates).</p> <p>For building refurbishment schemes on sites of any size or urban infill schemes on smaller sites (e.g. sites of up to 0.25ha) the private open space standard may be relaxed in part or whole, on a case-by-case basis, subject to overall design quality and proximity to public open space.</p> <p>In all cases, the obligation will be on the project proposer to demonstrate to the satisfaction of the planning authority or An Bord Pleanála that residents will enjoy a high standard of amenity.</p> <p>This SPPR will not apply to applications made in a Strategic Development Zone until the Planning Scheme is amended to integrate changes arising from the SPPR. Refer to Section 2.1.2 for further detail.</p>	1 bed house	20 sq.m	2 bed house	30 sq.m	3 bed house	40 sq.m	4 bed + house	50 sq.m	<p>This SPPR supersedes the provisions of this County Development Plan and will be applied in the assessment of proposals for new housing, as provided for in Appendix 1 to the County Development Plan.</p>
1 bed house	20 sq.m								
2 bed house	30 sq.m								
3 bed house	40 sq.m								
4 bed + house	50 sq.m								

<p><b>SPPR 3 - Car Parking</b></p> <p>It is a specific planning policy requirement of these Guidelines that:</p> <p>(i) In city centres and urban neighbourhoods of the five cities, defined in Chapter 3 (Table 3.1 and Table 3.2) car-parking provision should be minimised, substantially reduced or wholly eliminated. The maximum rate of car parking provision for residential development at these locations, where such provision is justified to the satisfaction of the planning authority, shall be 1 no. space per dwelling.</p> <p>(ii) In accessible locations, defined in Chapter 3 (Table 3.8) car- parking provision should be substantially reduced. The maximum rate of car parking provision for residential development, where such provision is justified to the satisfaction of the planning authority, shall be 1.5 no. spaces per dwelling.</p> <p>(iii) In intermediate and peripheral locations, defined in Chapter 3 (Table 3.8) the maximum rate of car parking provision for residential development, where such provision is justified to the satisfaction of the planning authority, shall be 2 no. spaces per dwelling.</p> <p>Applicants should be required to provide a rationale and justification for the number of car parking spaces proposed and to satisfy the planning authority that the parking levels are necessary and appropriate, particularly when they are close to the maximum provision. The maximum car parking standards do not include bays assigned for use by a car club, designated short stay on-street Electric Vehicle (EV) charging stations or accessible parking spaces. The maximum car parking standards do include provision for visitor parking.</p> <p>This SPPR will not apply to applications made in a Strategic Development Zone until the Planning Scheme is amended to integrate changes arising from the SPPR. Refer to Section 2.1.2 for further detail.</p>	<p>The provisions of this County Development Plan, including the Sustainable Transportation and Parking Objectives (in particular Sections 12.4 &amp; 12.8 of Chapter 12) and Development &amp; Design Standards (in particular Section 3.1.5 of Appendix 1) are consistent with this SPPR.</p>
<p><b>SPPR 4 - Cycle Parking and Storage</b></p> <p>It is a specific planning policy requirement of these Guidelines that all new housing schemes (including mixed-use schemes that include housing) include safe and secure cycle storage facilities to meet the needs of residents and visitors.</p> <p>The following requirements for cycle parking and storage are recommended:</p> <p>(i) Quantity – in the case of residential units that do not have ground level open space or have smaller terraces, a general minimum standard of 1 cycle storage space per bedroom should be applied. Visitor cycle parking should also be provided. Any deviation from these standards shall be at the discretion of the planning authority and shall be justified with respect to factors such as location, quality of facilities proposed, flexibility for future enhancement/ enlargement, etc. It will be important to make provision for a mix of bicycle parking types including larger/heavier cargo and electric bikes and for individual lockers.</p>	<p>The provisions of this County Development Plan, including the Sustainable Transportation and Parking Objectives (in particular Sections 12.1 &amp; 12.8 of Chapter 12) and Development &amp; Design Standards (in particular Section 2.1.8 of Appendix 1) are consistent with this SPPR.</p>

<p>(ii) Design – cycle storage facilities should be provided in a dedicated facility of permanent construction, within the building footprint or, where not feasible, within an adjacent or adjoining purpose-built structure of permanent construction. Cycle parking areas shall be designed so that cyclists feel safe. It is best practice that either secure cycle cage/compound or preferably locker facilities are provided.</p>	
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### Planning Design Standards for Apartments, Guidelines for Planning Authorities, 2025

<p><b>SPPR 1</b></p> <p>(A) With the exception of social housing developments, social/affordable housing provided for under Part V the Act or schemes to provide housing for older persons where a specific mix of unit sizes may be required, such as in accordance with a Housing Need and Demand Assessment (HNDA), there shall be no restrictions within statutory plans in relation to the mix of unit sizes or types to be provided within apartment developments. There shall be no minimum or maximum requirements for apartments with a certain number of bedrooms.</p> <p>(B) Where any such restriction or requirement is set out within a statutory plan, this Specific Planning Policy Requirement shall apply to any single apartment scheme and there shall be no restriction in relation to the mix of unit sizes or types and there shall be no minimum requirements for apartments with a certain number of bedrooms within the development, except in the circumstances set out above.</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>The following minimum apartment floor areas shall apply and statutory plans shall not specify minimum floor areas that exceed the minimum floor areas set out below:</p> <ul style="list-style-type: none"> <li>• Studio apartment (1 person) 32 sq.m</li> <li>• 1-bedroom apartment (2 persons) 45 sq.m</li> <li>• 2 bedroom apartment (3 persons) 63 sq.m</li> <li>• 2-bedroom apartment (4 persons) 73 sq.m</li> <li>• 3-bedroom apartment (4 persons) 76 sq. m</li> <li>• 3-bedroom apartment (5 persons) 90 sq.m</li> </ul> <p>The floor area parameters set out above shall generally apply to apartment schemes and do not apply to purpose-built and managed student housing.</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 3</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> <p>(i) A minimum of 25% of units within a development shall be required to be dual aspect. Statutory plans shall not specify minimum requirements that exceed the requirements of this Specific Planning Policy Requirement.</p> <p>(ii) 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</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>aspect unit provision at a level lower than the 25% minimum outlined above on a case-by-case basis, but subject to the achievement of overall high design quality in other aspects.</p>	
<p><b>SPPR 4</b> Ground level apartment floor to ceiling heights shall be a minimum of 2.7m. 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 5</b> There shall be no requirement within statutory plans or within an individual scheme in respect of a minimum number of units per floor per core.</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> The provision of new Communal, Community and Cultural facilities within apartment schemes shall only be required in specific locations identified within the development plan and shall not be required on a blanket threshold-based approach in individual apartment schemes.</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> There shall be a presumption against granting planning permission for shared accommodation/co-living development unless the proposed development is required to meet specific demand identified by a local planning authority further to a Housing Need and Demand Assessment (HNDA) process.</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> <b>(A)</b> (i) There shall be no requirement or restriction in relation to the provision of en-suite bathrooms for single study bedrooms within Purpose Built Student Accommodation schemes. (ii) The minimum required area for a single study bedroom without en-suite facilities is 8 sq.m and the minimum required area for a single study bedroom with en-suite facilities is 11.5 sq.m; and statutory plans may not set out minimum required areas that exceed the minimum required areas set out within this SPPR. (iii) The minimum space requirements for kitchen/dining/living areas serving 10 and 12 persons are 3.6 sq.m and 3.3 sq.m per person, respectively; and statutory plans may not set out minimum required areas that exceed the minimum required areas set out within this SPPR. <b>(B)</b> Where any other requirement or restriction is set out within a statutory plan, this Specific Planning Policy Requirement shall apply to any single student accommodation scheme.</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:

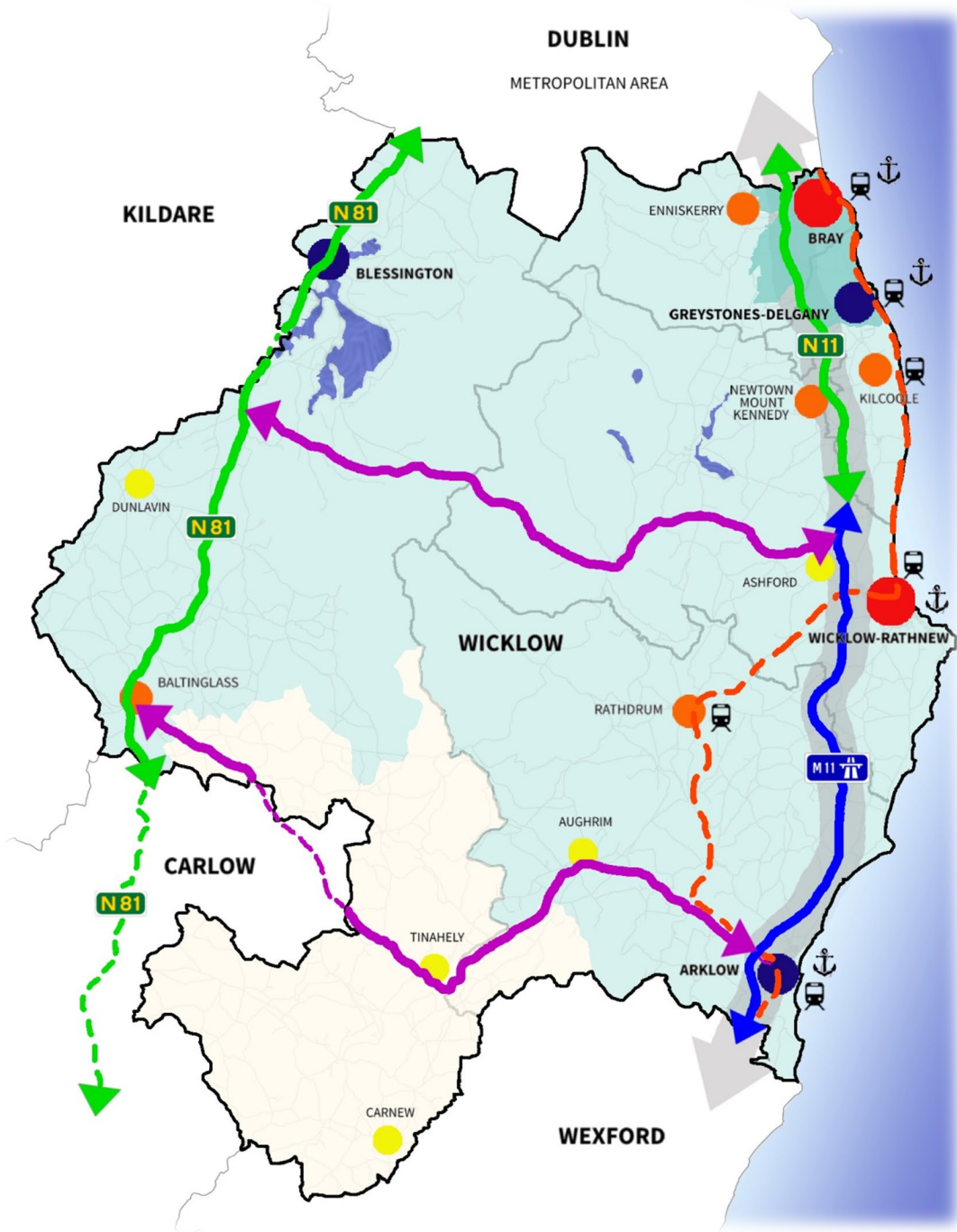
(1) Ensure that overall national policy on renewable energy as contained in documents such as the Government's 'White Paper on Energy Policy - Ireland's Transition to a Low Carbon Future', as well as the 'National Renewable Energy Action Plan', the 'Strategy for Renewable Energy' and the 'National Mitigation 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 (Bray, Wicklow-Rathnew)   |
| Core Region               | National Route          | Self-Sustaining Growth Towns (Arklow, Greystones-Delgany, Blessington)                        |
| Gateway Region            | Key regional Route      | Self-Sustaining Towns (Baltinglass, Enniskerry, Kilcoole, Newtown Mount Kennedy and Rathdrum) |
| Eastern Economic Corridor | Rail/Dart Line          | Small Towns (Ashford, Aughrim, Carnew, Dunlavin, Tinahely)                                    |
|                           | Harbour                 |   |
|                           | Wicklow county Boundary |   |