

Wicklow County Council

County Development Plan



SECTION 2

RECOMMENDED AMENDMENTS

SECTION 2.1

Proposed Amendments - Volume 1

Chapter 2

| No. | Section | Proposed Amendment | | |
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| 1 | 2.2.2 | Omit phrase <i>'In order to ensure that this is done in a comprehensive manner, the plan will also include an appendix which audits the provisions of the plan, to show how and where climate considerations have indeed been fully and adequately incorporated into the plan provisions'.</i> | | |
| 2 | 2.4.3 | Strategic County Outcomes <table border="1" data-bbox="373 723 1460 1046"><tr><td data-bbox="373 723 608 1046">SCO4 Sustainable Healthy Communities</td><td data-bbox="608 723 1460 1046">Places should facilitate a high quality of life for all regardless of age or ability. Access to quality housing, employment, childcare, education, health services, community facilities and a clean unpolluted, environment including clean air and water, are defining elements of healthy, attractive and successful places. Investment in a well-designed public realm which includes public spaces, parks, playgrounds, streets and recreational and sport infrastructure to cater for all ages is essential.</td></tr></table> | SCO4 Sustainable Healthy Communities | Places should facilitate a high quality of life for all regardless of age or ability. Access to quality housing, employment, childcare, education, health services, community facilities and a clean unpolluted, environment including clean air and water, are defining elements of healthy, attractive and successful places. Investment in a well-designed public realm which includes public spaces, parks, playgrounds, streets and recreational and sport infrastructure to cater for all ages is essential. |
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Chapter 7

| No. | Section | Proposed Amendment |
|-----|---------|---|
| 3 | 7.1 | <p>7.1.4 Wicklow Children and Young People’s Plan [CYPP] 2020-2022</p> <p>Wicklow Children and Young People’s Services Committee [CYPSC] was formally established in April 2011. The purpose of the Children and Young People’s Services Committees is to secure better outcomes for children and young people through more effective co-operation and collaboration by existing services and through interventions at local level. Between 2011 and to date two action plans have been developed and implemented to address local needs as consistent with the national outcomes framework. The Wicklow CYPSC 2020-2022 Plan will continue to progress necessary work to meet ongoing and emerging needs.</p> <p>CYPSC’s work towards the five national outcomes for children and young people in Ireland. These are that children and young people</p> <ol style="list-style-type: none"> 1. Are active and healthy, with positive physical and mental wellbeing 2. Are achieving full potential in all areas of learning and development 3. Are safe and protected from harm 4. Have economic security and opportunity 5. Are connected, respected and contributing to their world <p>The CYPP presents a coordinated interagency approach to the delivery of services to children and young people in Wicklow for 2020 to 2022 by all agencies in Wicklow. It reflects the priorities that have been identified from an analysis of the needs in the county and a commitment by members to address these needs over the three years of the plan. The voice of children and young people is represented and the CYPSC is committed to strengthening participation with children and young people further during the lifetime of this plan.</p> |
| 4 | 7.3.3 | <p>5. An emerging new form of open space is the use of land for allotments. Interest and activity continues to grow in the use of land for allotments and community gardens. Allotment gardens allow a number of people to cultivate their own vegetables in individual plots/land parcels on lands owned by another private individual or body. The individual size of a plot/parcel ranges between 200-400sqm and often the plots include a shed for tools and shelter. The individual gardeners are usually organised in an allotment association which leases the land from the owner who may be a public, private or ecclesiastical entity, provided that it is only used for gardening (i.e. growing vegetables, fruits and flowers), but not for residential purposes. Unlike allotments which are plots of land that are worked on by individuals or families, a community garden is all about sharing – both the work and the harvest.</p> <p>Public allotments and community gardens are becoming an increasingly important element of sustainable communities. They have a number of benefits including the promotion of healthy lifestyles, biodiversity and providing a cheaper local and sustainable source of food. The Council supports the provision and wider distribution of such facilities across the County.</p> <p>Swimming Swimming is a sport that enhances safety on and near water and is a form of physical activity that is particularly well-suited to lifelong participation. It is one of the few sports that is accessible by all ages, genders and abilities,</p> |

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| | | <p>regardless of fitness levels or health status. The importance of swimming as a sport in its own right and as a gateway to other sports including surfing, rowing, canoeing and kayaking is recognised in the National Sports Policy 2018 – 2027. The expansion and improvement of indoor and outdoor swimming facilities will be supported.</p> |
| 5 | 7.4 | <p>CPO 7.1 To consult and engage with prescribed bodies, National Governing Bodies of Sport, local community interest groups and individuals during the local plan-making process for towns and villages to determine community / social infrastructure deficiencies and needs in accordance with the provisions of the Planning and Development Act.</p> |
| 6 | 7.4 | <p>CPO 7.5 Housing development shall be managed and phased to ensure that infrastructure is adequate or is being provided to match the needs of new residents.</p> <p>Where specified by the Planning Authority, New significant residential or mixed use development proposals (of which residential development forms a component), may shall be required to provide a social and community facility/facilities as part of the proposed the developer or the developer may be required to carry out be accompanied by a Social Infrastructure Audit, to determine if social and community facilities in the area are sufficient to provide for the needs of the future residents. Where deficiencies are identified, proposals will be required to either rectify the deficiency, or suitably restrict or phase the development in accordance with the capacity of existing or planned services.</p> <p>New significant residential or mixed use development proposals shall be required to be accompanied by a 'Accessibility Report' that demonstrates that new residents / occupants / employees (including children and those with special mobility needs) will be able to safely access through means other than the private car:</p> <ol style="list-style-type: none"> a) local services including shops, schools, health care and recreational and sports facilities, and b) public transport services. <p>Where deficiencies are identified, proposals will be required to either rectify the deficiency, or suitably restrict or phase the development in accordance with the capacity/quality of existing or planned linkages as part of the local area plan preparation</p> |
| 7 | 7.4 | <p>CPO7.14 Where practicable, education, community, recreational and open space facilities shall be clustered. However, schools shall continue to make provision for their own recreational facilities as appropriate. The need for schools to have access to local sports and swimming facilities is also recognised and will be taken into account when considering the need and planning and development of such facilities.</p> |
| 8 | 7.4 | <p>CPO 7.31 Support the objectives of public health policy including Healthy Ireland, National Sports Policy and the National Physical Activity Plan.</p> |

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| 9 | 7.4 | <p>CPO 7.43 To prioritise, facilitate and support the development of a community swimming pool facility and a sports complex within the western region of the County, so located to achieve maximum accessibility to the residents of West Wicklow.</p> |
| 10 | 7.4 | <p>CPO 7.48 To support and facilitate the development of allotments, of an appropriate scale, on lands which meet the following criteria:</p> <ul style="list-style-type: none"> <input type="checkbox"/> land situated within or immediately adjacent to the edge of towns/villages; <input type="checkbox"/> land that is easily accessible to the residents of a particular town or village; <input type="checkbox"/> where an adequate water supply can be provided; <input type="checkbox"/> where adequate road infrastructure and access exists/can be provided; and <input type="checkbox"/> where adequate parking facilities can be provided. |

Chapter 8

| No. | Section | Proposed Amendment |
|-----|---------|--|
| 11 | 8.5 | CPO 8.5 To facilitate new or improved public access to and erection of appropriate interpretive signage at National Monuments, archaeological sites, castles, sites of historic interest and archaeological landscapes in State or Local Authority or private ownership, as identified in Schedule 08.02 and Map 8.02 of this plan, in co-operation with landowners. |

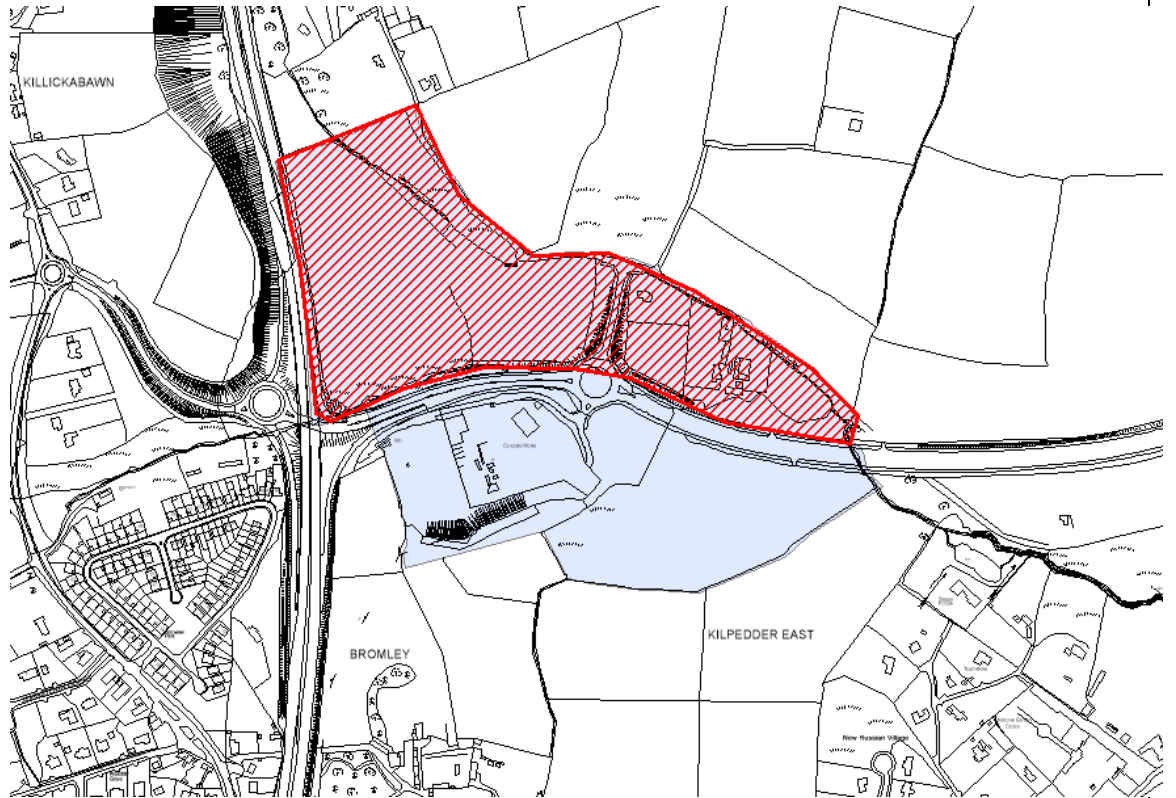
Chapter 9

| No. | Section | Proposed Amendment | | | | | | | | |
|--|---------|---|---|---------|-----------|------------------|--|-------|------|---|
| 12 | 9.5 | <p>CPO 9.15 – 09.01 Mountkennedy Demesne</p> <p>Amend text as follows:</p> <table border="1" style="width: 100%; border-collapse: collapse;"> <thead> <tr style="background-color: #d9534f; color: white;"> <th style="width: 25%;">Location</th> <th style="width: 15%;">Map No.</th> <th style="width: 10%;">Size (ha)</th> <th style="width: 50%;">Zoning Objective</th> </tr> </thead> <tbody> <tr> <td style="text-align: center;">Mountkennedy Demesne, Kilpedder</td> <td style="text-align: center;">09.01</td> <td style="text-align: center;">34.7</td> <td>To provide for a data centre facility¹ and ancillary uses associated related industries set in open parkland with extensive landscaping, a high architectural standard of layout and building design with low site coverage. Employment types other than those strictly related to data storage shall show a clear process related requirement to locate in proximity to a data centre.</td> </tr> </tbody> </table> | Location | Map No. | Size (ha) | Zoning Objective | Mountkennedy Demesne, Kilpedder | 09.01 | 34.7 | To provide for a data centre facility ¹ and ancillary uses associated related industries set in open parkland with extensive landscaping, a high architectural standard of layout and building design with low site coverage. Employment types other than those strictly related to data storage shall show a clear process related requirement to locate in proximity to a data centre. |
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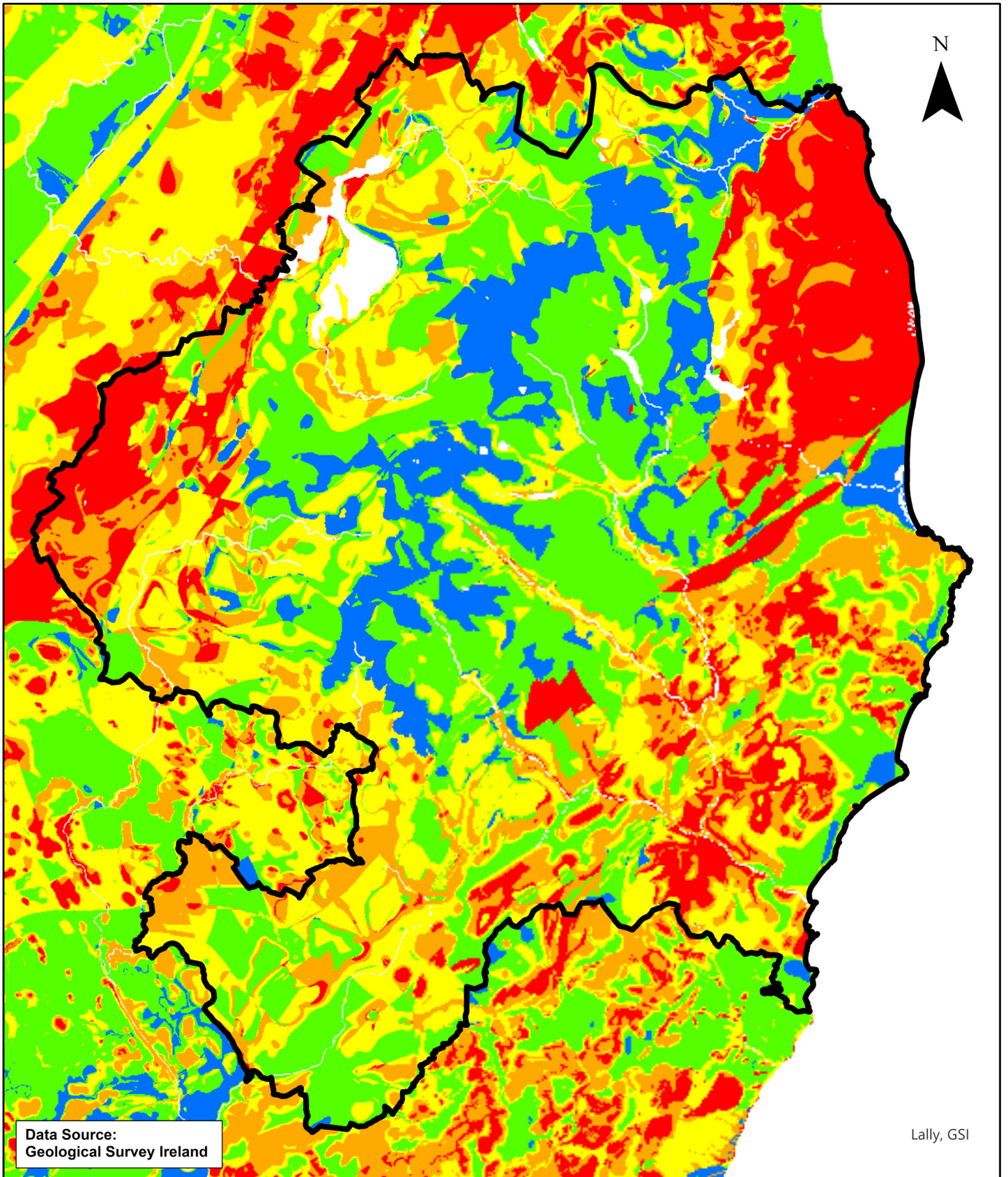
¹ A data centre is a facility used to house computer systems and associated components, such as telecommunications and storage systems. It generally includes redundant or backup power supplies, redundant data communications connections, environmental controls (e.g., air conditioning, fire suppression) and security devices.

Amend Map 09.02 as follows

Delete 'Employment Zoning' from northern side of Farrankelly Road at Kilpedder Interchange. (red hatched area on map below)



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| 14 | 9.5 | <p>CPO 9.21 To encourage and facilitate the 'circular economy' and the development of 'green' industries, including industries relating to renewable energy and energy-efficient technologies, material / waste recycling and conservation.</p> |
| 15 | 9.5 | <p>CPO 9.X To support the provision of new postal facilities and the enhancement of existing facilities at suitable locations in the County subject to proper planning and sustainable development.</p> |
| 16 | 9.6 | <p>Include map of 'Aggregates Potential' in the County (see overleaf)</p> |



Data Source:
Geological Survey Ireland

Lally, GSI

Map No. 1

**Crushed Rock
Aggregate Potential**

(Geological Survey Ireland)



Legend

— Wicklow County Boundary

Crushed Rock Aggregate Potential

Very High potential

High potential

Moderate potential

Low potential

Very Low potential

Scale: 1:300,000 @A4

**DRAFT
WICKLOW COUNTY
DEVELOPMENT PLAN 2021-2027**

Wicklow County Council
Planning Department



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County Council

Chapter 11

| No. | Section | Proposed Amendment |
|-----|---------|---|
| 17 | 11.0 | <p>11.0 Introduction</p> <p>Tourism and recreation make a positive contribution to the economic and social wellbeing of County Wicklow. In 2017, 275,000 overseas tourists visited the County generating revenue of €73m with a further 319,000 352,000 domestic visitors generating an estimated €49m €53m in revenue. The tourism sector took a significant hit as a result of the Covid-19 pandemic.</p> |
| 18 | 11.1.3 | <p>Fáilte Ireland Strategies</p> <p>In March 2015, the Government published the Tourism Policy Statement People, Place and Policy – Tourism to 2025 which sets out clear and ambitious targets for the development of Irish tourism. The ambition of this policy statement is to have a vibrant, attractive tourism sector that makes a significant contribution to employment across the country; is economically, socially and environmentally sustainable; helps promote a positive image of Ireland overseas, and is a sector in which people want to work.</p> <p>Fáilte Ireland’s Tourism Development & Innovation A Strategy for Investment 2016 – 2022 is a broad strategy for investment in the tourism sector and seeks to identify the areas of investment that need focus on what will deliver sustainable growth in the Irish tourism sector resulting in higher revenue and more jobs.</p> <p>The tourism sector’s best prospects for growth lie in generating increased levels of overseas revenue. The focus of the Government’s 2025 Tourism Policy is to increase the economic contribution of tourism to the Irish economy, by increasing the value of tourism service exports.</p> <p>Fáilte Ireland, the national tourism development authority, aims to develop, guide and promote tourism as a leading indigenous component of the Irish economy. Its current strategy for Wicklow is encompassed in the ‘Ireland’s Ancient East’ programme.</p> <p>Fáilte Ireland is in the process of preparing Regional Tourism Plans for each of the four Regional Experience Brands (Dublin, Wild Atlantic Way, Ireland’s Ancient East and Ireland’s Hidden Heartlands). The purpose of the Regional Tourism Plans is to identify the sustainable tourism development priorities that will help to unlock the commercial potential of the region bringing benefits to all stakeholders and industry. Each plan will be prepared based on the VICE model which is a methodology for working towards sustainable tourism that seeks to strike an appropriate balance between the needs of the Visitor, the Industry and Community and the Environment. The plans will be for the period to 2025 and will be grounded in Fáilte Ireland’s new Corporate Strategy. There will be a strong spatial element to the plans which will seek to identify where development should take place in order to unlock the tourism potential of the region.</p> <p>The Regional Tourism Plans will also provide a strategic framework for a suite of Destination and Experience Development Plans (DEDPs) which will sit underneath them. They will set out the overall goals of each of the proposed DEDPs as well as the timing and sequence for the preparation of these plans.</p> |

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| | | <p>Ireland’s Ancient East</p> <p>Ireland’s Ancient East (IAE) has been developed by Fáilte Ireland as a branded visitor experience encompassing the rich heritage and cultural assets that Ireland has to offer in the midlands/eastern half of the country. The initiative is designed to allow visitors peel back the layers of time and to go off the beaten track to experience thousands of years of history. Covering the South and East and part of the Midlands, it focuses on the wealth of cultural and heritage attractions in the area. The new destination brand has been designed to appeal to the key customer segments – namely the Culturally Curious and the Great Escapers, and to present this large geographic area in a cohesive and unified manner. Fáilte Ireland has established a strategic partnership with the OPW which will enable key heritage assets to be opened and made accessible through a sensitive, sustainable tourism approach.</p> <p>The key strategic objectives of the Ireland’s Ancient East initiative are:</p> <ul style="list-style-type: none"> □ To drive growth in international visitor numbers, tourism revenue and associated tourism employment in the regions which currently underperform in these areas. □ To move Ireland’s east and south from a transit and day tripping zone to a destination which attracts international overnight visitors. □ To develop a world class visitor experience, which delivers fully on the brand promise. □ To differentiate the Ireland’s East and South destination, within the international tourism marketplace, on the basis of the quality of its heritage experiences and a clear and memorable narrative, which links all experiences within it. □ To disperse visitor traffic across the geography by encouraging the exploration of both the well-known attractions (in some cases congested) and lesser known sites and experiences (hidden gems). □ To ensure Ireland’s Ancient East Regional Experience Brand is delivered in accordance with the principles of sustainable tourism, ensuring that economic, social and environmental benefits are delivered in a balanced way. <p>Destination Experience Development Plans</p> <p>The role of Fáilte Ireland’s Destination Experience Development Plans (DEDP’s) for Wicklow County is to support the development of world-class experiences focused on the region’s rich ancient heritage while adding to the overall destination proposition. Wicklow has benefited previously through the Tales of Two Worlds plan which had a particular focus on the Great Houses and Gardens of the region. While that plan is now complete, Fáilte Ireland aims to continue to develop DEDP’s to address experience development gaps across the region. These plans will provide the context for tourism operators and stakeholders to work in partnership, create new and improved existing visitor experiences, and communicate coherent and unified stories to the visitor.</p> |
| 19 | 11.2 | <p>Strategy for Tourism & Recreation</p> <p>Outdoor Recreation</p> <p>Wicklow Mountains National Park covers 20,000 hectares making it the largest national park in Ireland. The Park is an invaluable recreational space for locals and tourists. The most visited area is Glendalough, which attracted 732,824 732,362 visitors in 2019 and was third fourth on Ireland’s top ten ‘free to enter’ attractions for 2019. Powerscourt House Gardens and Waterfall were ninth eighth on the top ten fee-charging attractions during 2019 with 472,523 487,876 visitors.</p> |

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| | | <p>Tourist Hubs and Destination Towns</p> <p>Fáilte Ireland is actively developing visitor experience development plans such as the Vikings Visitor Experience Development Plan. This sets out to strengthen the county's offering as a Viking destination. Another bespoke programme is the 'Great houses and Gardens Experience'. The Council will support such programmes that help deliver sustainable tourism within the county.</p> <p>Fáilte Ireland, the National Tourism Development Authority and Coillte, Ireland's largest commercial forestry company have announced plans to re-develop Avondale House and Forest Park into a state-of-the-art visitor attraction. A total of €8 million will be invested in the re-development of Avondale House and Forest Park with Fáilte Ireland contributing more than €6.1million to the project. The redevelopment of Avondale House and Forest Park is hugely significant from a tourism and economic perspective for Ireland's Ancient East and for Wicklow. The development of this new world class visitor experience provides a major opportunity for tourism businesses across Wicklow to leverage this significant investment.</p> |
| 20 | 11.3 | <p>Accommodation</p> <p>CPO 11.17 To facilitate the development of hostels and alternative accommodation offerings along established walking / hiking routes and adjacent to existing tourism / recreation facilities.</p> |
| 21 | 11.3 | <p>Accommodation</p> <p>CPO 11.XX To resist consent for change of use of purpose built holiday homes to permanent unless it can be demonstrated that the development would comply with relevant design standards for permanent occupation, as well as the development objectives including occupancy controls where applicable for that location, whether town, village or rural area.</p> |
| 22 | 11.3 | <p>Other Visitor Facilities</p> <p>CPO 11.25 To cooperate with Wicklow County Tourism, BordFáilte Ireland and other appropriate bodies in facilitating the development and erection of standardised and branded signage for tourism facilities and tourist attractions.</p> |
| 23 | 11.3 | <p>Tourism and Recreation Themes & Products</p> <p>CPO 11.29 In conjunction with Fáilte Ireland, to support the development of Bray, Wicklow-Rathnew, Arklow, Greystones - Delgany, Blessington, Baltinglass, Enniskerry, Kilcoole, Newtownmountkennedy, Rathdrum and Tinahely/ Shillelagh/Carnew (South West Wicklow) as tourism hubs.</p> |
| 24 | 11.3 | <p>Tourism and Recreation Themes & Products</p> <p>CPO 11.31 To develop Wicklow-Rathnew as a recreation and tourism hub and its designation by Fáilte Ireland as a Destination Town due to its attractive coastal location, heritage assets and its proximity to key destinations such as the Wicklow Mountains, Glendalough and Brittas Bay and the key attractions within the town including the Wicklow Gaol, the Murrough, coastal walks, beaches, architectural heritage, sports facilities and as a terminus of the planned Greystones – Wicklow Coastal Route.</p> |

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| 25 | 11.3 | <p>Tourism and Recreation Themes & Products</p> <p>CPO 11.XX Support the preparation, delivery and implementation of a Visitor Experience Masterplan for Glendalough and Wicklow Mountains National Park and Visitor Orientation Plan for County Wicklow in partnership with Fáilte Ireland, NPWS and the OPW.</p> |
| 26 | 11.3 | <p>Tourism and Recreation Themes & Products</p> <p>CPO 11.XX Support the development of Avondale House and Forest Park into a state-of-the-art visitor attraction, including (but limited to) visitor information and orientation services, and outdoor recreational attractions and facilities, with strong linkages to Rathdrum and surrounding amenities and villages.</p> |
| 27 | 11.3 | <p>Tourism and Recreation Themes & Products</p> <p>CPO 11.34 To support the development of a strategic national network of walking, cycling, horse riding and water-based trails.</p> |
| 28 | 11.3 | <p>Tourism and Recreation Themes & Products</p> <p>CPO 11.37 To protect and enhance existing and support the development of new, walking, cycling and horse riding routes / trails, including facilities ancillary to trails (such as sign posting and car parks) and the development of linkages between trails in Wicklow and adjoining counties. In particular, to encourage and facilitate:</p> <ul style="list-style-type: none"> □ on-road cycling routes across the Wicklow Mountains (in particular across the Sally Gap) and along coastal routes; □ the development of a new walking-route trail from Bray Head, via the Sugarloaf Mountains, joining up with The Wicklow Way; □ hill-walking trails in West Wicklow; □ the development of a lakeshore walk trail around the Vartry reservoir; □ the development of a walking-route trail along the disused Great Southern and Western Railway line (Naas to Tullow branch) through Dunlavin and Baltinglass subject to consultation and agreement with landowners; □ the development of a coastal route from Bray to Arklow as well as links between this potential route and the coast road; □ The Wicklow Way and St. Kevin's Way (as permissive waymarked routes). □ The Wicklow to Glendalough "pilgrim walk" incorporating ancient wells. □ 'Mountains to the Sea' amenity route incorporating Glendalough, Laragh, Annamoe, Roundwood, Newtownmountkennedy and Kilcoole-Newcastle. □ The development of an amenity and active travel walking-and-cycling route between the Bray Harbour area northwards to the Dun Laoghaire Rathdown administrative area to provide for future connection to the proposed Woodbrook DART station. |
| 29 | 11.3 | <p>Tourism & Recreation Infrastructure</p> <p>CPO 11.28 To support tourist/visitor park and ride facilities at appropriate locations that will facilitate access to upland amenity areas, as may be identified in the Glendalough and Wicklow Mountains National Park Masterplan, or by strategies / plans of the Wicklow Outdoor Recreation Committee, Wicklow Tourism or other tourism agencies.</p> |

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| 30 | 11.3 | Environmental Protection CPO 11.47 Where relevant, the Council and those receiving permission for development under the plan, shall seek to manage any increase in visitor numbers and/or any change in visitor behaviour in order to avoid significant environmental effects, including loss of habitat and disturbance. Management measures may include ensuring that new projects and activities are a suitable distance from ecological sensitivities; visitor/habitat management plans will be required for proposed projects as relevant and appropriate. |
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Chapter 12

| No. | Section | Proposed Amendment | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
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| 31 | 12.0 | <p>In particular, the achievement of the following goals shall be at the core of all aspects of the transportation objectives of this plan:</p> <ul style="list-style-type: none"> ▪ Facilitating modal shift (compared to current modal split, as shown table to follow) to more sustainable transport options by: <ul style="list-style-type: none"> - Support of investment programmes and any associated infrastructure development that deliver improvements to public transport infrastructure and services, in particular the upgrading of the Dublin – Rosslare train line, improved DART Services, bringing the Luas or other mass transit to Bray and Fassaroe and the development of improved bus services in all parts of the County; - Promotion of development patterns that facilitate the delivery of local public transport links within towns (including feeder buses to train / Luas stations and other transport interchanges), between towns and in rural areas; - Promoting development of ‘Park and Ride’ facilities, particularly for access to public transport but also to encourage carpooling and discourage single occupancy vehicles; - Delivering improvements to the pedestrian environment and promoting walking as a mode of transport through the provision of new and improvement of existing walking facilities throughout the County; - Delivering improvements to cycling facilities and promoting cycling as a mode of transport through the provision of new and improvement of existing cycling facilities throughout the County; - Working with the NTA on the implementation of local projects which support pedestrian and cyclist permeability, safety and access to schools and public transport. ▪ Supporting the transition from existing fossil fuel vehicles to clean renewable vehicles, support and facilitate the transition to electric vehicle (EV) use, including measures for more recharging facilities and prioritise EV parking in central locations. ▪ More effectively managing vehicular traffic and car parking in town and village centres to make public transport, walking and cycling more attractive option for availing of town / village centre services. ▪ Facilitating the improvement of the existing road network, to enhance safety for all users, and to remove bottlenecks and hazards. ▪ Improving east – west linkages in the County, as well as linkages between the west and south of the County to other counties. ▪ Ensuring that vehicular and pedestrian environments can be used by all people, regardless of their age, size, disability or ability. | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| <table border="1" style="width: 100%; border-collapse: collapse;"> <thead> <tr> <th style="text-align: left;">Modal Split (trips to work and school)</th> <th colspan="2" style="text-align: center;">Active</th> <th colspan="2" style="text-align: center;">Public Transport</th> <th colspan="2" style="text-align: center;">Private vehicles</th> </tr> <tr> <th></th> <th style="text-align: center;">2011</th> <th style="text-align: center;">2016</th> <th style="text-align: center;">2011</th> <th style="text-align: center;">2016</th> <th style="text-align: center;">2011</th> <th style="text-align: center;">2016</th> </tr> </thead> <tbody> <tr> <td>Bray</td> <td style="text-align: center;">21%</td> <td style="text-align: center;">20%</td> <td style="text-align: center;">21%</td> <td style="text-align: center;">21%</td> <td style="text-align: center;">58%</td> <td style="text-align: center;">57%</td> </tr> <tr> <td>Wicklow - Rathnew</td> <td style="text-align: center;">18%</td> <td style="text-align: center;">15%</td> <td style="text-align: center;">8%</td> <td style="text-align: center;">10%</td> <td style="text-align: center;">74%</td> <td style="text-align: center;">75%</td> </tr> <tr> <td>Greystones- Delgany</td> <td style="text-align: center;">10%</td> <td style="text-align: center;">11%</td> <td style="text-align: center;">22%</td> <td style="text-align: center;">22%</td> <td style="text-align: center;">68%</td> <td style="text-align: center;">67%</td> </tr> <tr> <td>Arklow</td> <td style="text-align: center;">22%</td> <td style="text-align: center;">24%</td> <td style="text-align: center;">5%</td> <td style="text-align: center;">5%</td> <td style="text-align: center;">72%</td> <td style="text-align: center;">71%</td> </tr> <tr> <td>Blessington</td> <td style="text-align: center;">19%</td> <td style="text-align: center;">19%</td> <td style="text-align: center;">9%</td> <td style="text-align: center;">10%</td> <td style="text-align: center;">72%</td> <td style="text-align: center;">71%</td> </tr> <tr> <td>Baltinglass</td> <td style="text-align: center;">28%</td> <td style="text-align: center;">34%</td> <td style="text-align: center;">4%</td> <td style="text-align: center;">4%</td> <td style="text-align: center;">68%</td> <td style="text-align: center;">62%</td> </tr> <tr> <td>Enniskerry</td> <td style="text-align: center;">6%</td> <td style="text-align: center;">5%</td> <td style="text-align: center;">18%</td> <td style="text-align: center;">17%</td> <td style="text-align: center;">76%</td> <td style="text-align: center;">78%</td> </tr> <tr> <td>Kilcoole</td> <td style="text-align: center;">17%</td> <td style="text-align: center;">17%</td> <td style="text-align: center;">15%</td> <td style="text-align: center;">16%</td> <td style="text-align: center;">68%</td> <td style="text-align: center;">67%</td> </tr> <tr> <td>Newtown</td> <td style="text-align: center;">12%</td> <td style="text-align: center;">10%</td> <td style="text-align: center;">17%</td> <td style="text-align: center;">18%</td> <td style="text-align: center;">71%</td> <td style="text-align: center;">72%</td> </tr> <tr> <td>Rathdrum</td> <td style="text-align: center;">22%</td> <td style="text-align: center;">24%</td> <td style="text-align: center;">7%</td> <td style="text-align: center;">6%</td> <td style="text-align: center;">72%</td> <td style="text-align: center;">70%</td> </tr> </tbody> </table> | | | Modal Split (trips to work and school) | Active | | Public Transport | | Private vehicles | | | 2011 | 2016 | 2011 | 2016 | 2011 | 2016 | Bray | 21% | 20% | 21% | 21% | 58% | 57% | Wicklow - Rathnew | 18% | 15% | 8% | 10% | 74% | 75% | Greystones- Delgany | 10% | 11% | 22% | 22% | 68% | 67% | Arklow | 22% | 24% | 5% | 5% | 72% | 71% | Blessington | 19% | 19% | 9% | 10% | 72% | 71% | Baltinglass | 28% | 34% | 4% | 4% | 68% | 62% | Enniskerry | 6% | 5% | 18% | 17% | 76% | 78% | Kilcoole | 17% | 17% | 15% | 16% | 68% | 67% | Newtown | 12% | 10% | 17% | 18% | 71% | 72% | Rathdrum | 22% | 24% | 7% | 6% | 72% | 70% |
| Modal Split (trips to work and school) | Active | | Public Transport | | Private vehicles | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 2011 | 2016 | 2011 | 2016 | 2011 | 2016 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Bray | 21% | 20% | 21% | 21% | 58% | 57% | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Wicklow - Rathnew | 18% | 15% | 8% | 10% | 74% | 75% | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Greystones- Delgany | 10% | 11% | 22% | 22% | 68% | 67% | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Arklow | 22% | 24% | 5% | 5% | 72% | 71% | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Blessington | 19% | 19% | 9% | 10% | 72% | 71% | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Baltinglass | 28% | 34% | 4% | 4% | 68% | 62% | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Enniskerry | 6% | 5% | 18% | 17% | 76% | 78% | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Kilcoole | 17% | 17% | 15% | 16% | 68% | 67% | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Newtown | 12% | 10% | 17% | 18% | 71% | 72% | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Rathdrum | 22% | 24% | 7% | 6% | 72% | 70% | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |

| 32 | 12.8 | <p>Sustainable Mobility Objectives</p> <p>CPO 12.3 In collaboration and with the support of the relevant transport agencies, to prepare and / or update existing Area Based Transport Assessments and Local Transport Plans for all towns in Levels 1-4 of the County settlement hierarchy, (namely Bray and environs, Wicklow – Rathnew, Arklow, Greystones – Delgany, Blessington, Baltinglass, Enniskerry, Kilcoole, Rathdrum and Newtownmountkennedy) and any other settlement where it is deemed necessary by the Planning Authority and utilise these assessments and plans to inform land use and investment decisions, including the preparation of future Local Area Plans.</p> | | | | | | | | | | | | | | |
|---|---|---|---------------|--|-------------|---|--|--|-----------------------------------|--|---|--|--|---|---|---|
| 33 | 12.8 | <p>Climate Action & Environmental Protection Objectives</p> <p>CPO 12.8 To require the implementation of the following standards for EV charging in new developments:</p> <table border="1" data-bbox="363 779 1485 1480"> <thead> <tr> <th data-bbox="363 779 630 813">Building type</th> <th data-bbox="630 779 997 813"></th> <th data-bbox="997 779 1485 813">Requirement</th> </tr> </thead> <tbody> <tr> <td data-bbox="363 813 630 1149" rowspan="2">New buildings and buildings undergoing major renovation</td> <td data-bbox="630 813 997 925">Non-residential buildings with more than 10 parking spaces within property boundary.</td> <td data-bbox="997 813 1485 925">Installation of at least 1 recharging point. Installation of ducting infrastructure for at least 1 in 5 parking spaces.</td> </tr> <tr> <td data-bbox="630 925 997 1149">Residential multi-unit buildings.</td> <td data-bbox="997 925 1485 1149">Installation of 1 recharging point for every 10 car parking spaces (with a minimum 1 for developments under 10 spaces) Installation of ducting infrastructure for every parking space within property boundary.</td> </tr> <tr> <td data-bbox="363 1149 630 1261">New (single-unit residential) buildings</td> <td data-bbox="630 1149 997 1261">New 'own door' dwelling with car parking space located within the property boundary.</td> <td data-bbox="997 1149 1485 1261">Installation of recharging points for electric vehicles on site.</td> </tr> <tr> <td data-bbox="363 1261 630 1480">New (single-unit residential) buildings</td> <td data-bbox="630 1261 997 1480">New 'own door' dwelling served by shared car parking areas or car parking spaces not within the dwelling site boundaries.</td> <td data-bbox="997 1261 1485 1480">Installation of 1 recharging point for every 10 dwellings (with a minimum 1 for development under 10 dwellings) which is available to all residents Installation of ducting infrastructure for every parking space within development.</td> </tr> </tbody> </table> | Building type | | Requirement | New buildings and buildings undergoing major renovation | Non-residential buildings with more than 10 parking spaces within property boundary. | Installation of at least 1 recharging point. Installation of ducting infrastructure for at least 1 in 5 parking spaces. | Residential multi-unit buildings. | Installation of 1 recharging point for every 10 car parking spaces (with a minimum 1 for developments under 10 spaces) Installation of ducting infrastructure for every parking space within property boundary. | New (single-unit residential) buildings | New 'own door' dwelling with car parking space located within the property boundary. | Installation of recharging points for electric vehicles on site. | New (single-unit residential) buildings | New 'own door' dwelling served by shared car parking areas or car parking spaces not within the dwelling site boundaries. | Installation of 1 recharging point for every 10 dwellings (with a minimum 1 for development under 10 dwellings) which is available to all residents Installation of ducting infrastructure for every parking space within development. |
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| 34 | 12.8 | <p>Public Transport Objectives</p> <p>CPO 12.20 To cooperate with the NTA and other relevant transport planning bodies in the delivery of a high quality, integrated and accessible transport system in County Wicklow.</p> | | | | | | | | | | | | | | |
| 35 | 12.8 | <p>Public Transport Objectives</p> <p>CPO 12.21 To promote the development of transport interchanges and 'nodes' where a number of transport types can interchange with ease. In particular:</p> <ul style="list-style-type: none"> ▪ to facilitate the development of park and ride facilities at appropriate locations along strategic transport corridors which will be identified through the carrying out of required coordinated, plan-led transport studies and consultation with the appropriate transport agencies and /or Regional | | | | | | | | | | | | | | |

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| | | <p>Authority ;</p> <ul style="list-style-type: none"> ▪ to support and facilitate the enhancement of the strategic park and ride at Greystones as identified in the RSES; ▪ to enhance existing parking facilities at / near and the improvement of bus links to the train stations in Bray, Greystones, Kilcoole, Rathdrum, Wicklow and Arklow; ▪ to require electric vehicle charging points to be incorporated into all car parks at public transport nodes; ▪ to promote car sharing parking spaces at premium locations in car parks; ▪ to promote the linkage of the Luas extension or other mass transit to Bray town centre, Bray train station and Fassaroe; ▪ to promote the Luas extension from City West/ Tallaght to Blessington; ▪ to support the enhancement of public transport services and infrastructure in West Wicklow and in particular to support the improvement of bus services / bus priority on the N81, bus linkages to rail stations and the development of park-and-ride facilities at strategic locations; ▪ to encourage the improvement of bicycle parking facilities at all transport interchanges; ▪ to improve existing and provide new footpath / footway linkages to existing / future transport interchange locations; and ▪ to support the development of bus shelters,that shall incorporate disabled access and bicycle parking facilities where possible. ▪ to promote and support the development of fully accessible public transport services and infrastructure, that can be used by all people, regardless of their age, size, disability or ability. |
| 36 | 12.8 | <p>Public Transport Objectives</p> <p>CPO 12.22 To continue to work with Iarnrod Eireann and the NTA on the improvement of mainline train and DART services into Wicklow and in particular,</p> <ul style="list-style-type: none"> ▪ To facilitate all options available to increase capacity through Bray Head and along the coastal route south of Greystones. ▪ To support the delivery of the DART + programme ▪ To support electrification of the rail line south of Greystones and the provision of high speed and high frequency services on the existing underutilised south east rail line to south Wicklow. |
| 37 | 12.8 | <p>Public Transport Objectives</p> <p>CPO 12.23 To ensure the continued and long term operation of and that possibilities for improvement of the Dublin – Rosslare line, including the re-opening of closed stations, are maintained and to ensure that land uses adjacent to former stations are appropriate and can facilitate future improvements. In particular:</p> <ul style="list-style-type: none"> ▪ to ensure coastal protection measures are put in place to protect the railway line from coastal erosion and to consider identifying corridor options for route continuity in the event of coastal land loss. ▪ to resist any development within 20m of the railway line; ▪ to resist demolition or removal of any former train station structures or apparatus, other than for safety reasons; ▪ to require any development proposals in the vicinity of former train stations to be so designed to facilitate future access to the station and to reserve adequate space for future car parking; |

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| 38 | 12.8 | <p>Public Transport Objectives</p> <p>CPO 12.24 To support the undertaking of a study to assess the feasibility of extending regular rail services to south Wicklow.</p> |
| 39 | 12.8 | <p>Public Transport Objectives</p> <p>CPO 12.27 To promote the delivery of improved and new bus services both in and out of the County but also within the County by:</p> <ul style="list-style-type: none"> ▪ supporting the development and delivery of bus service enhancement projects, including BusConnects and measures to improve bus priority such as additional bus lanes and priority signalling etc as may be deemed appropriate; ▪ facilitating the needs of existing or new bus providers with regard to bus stops and garaging facilities (although unnecessary duplication of bus stops on the same routes / roads will not be permitted); ▪ requiring the developers of large-scale new employment and residential developments in the designated key towns in the County that are distant (more than 2km) from train / Luas stations to fund / provide feeder bus services for an initial period of at least 3 years; ▪ promoting the growth of designated settlements to a critical mass to make bus services viable and more likely to continue; ▪ provision of bus lanes on M11 / N11; ▪ to work with Bus Eireann and the NTA to improve services in south and west Wicklow. |
| 40 | 12.8 | <p>General Road Objectives</p> <p>CPO 12.36 Objectives for the M/N11:</p> <ul style="list-style-type: none"> ▪ Upgrading of the N11/M11 between the northern County boundary to Junction 14 Coyne's Cross in line with the conclusions of the on-going N11/M11 upgrade study, including enhanced road capacity, ancillary and associated road schemes, provide additional lanes, and safety improvements to the main carriageway and all necessary improvements to associated junctions (including service roads and linkages to cater for local traffic movements); ▪ Improving the M11 / M50 merge; Improving the downstream southbound capacity of the N11/M11 south of the M50 to alleviate issues at the M50 / M11 merge; ▪ Upgrading the N11 interchange at the Glen of the Downs to facilitate the provision of a northern link road from the N11 to Greystones; ▪ Upgrade Ballyronan Interchange to facilitate improved access to Newtownmountkennedy and a possible link road from Ballyronan to Kilcoole; ▪ The provision of a third interchange on the Arklow by-pass, linking the M11 to Vale Road. |
| 41 | 12.8 | <p>Strategic Sites in Bray Objectives</p> <p>CPO 12.66 To continue to work with Dún Laoghaire-Rathdown County Council, and the transport agencies to facilitate the delivery of key enabling infrastructure required to develop the two strategic sites, especially for the westward extension of the town to Fassaroe, including Bray-Fassaroe public transport links</p> |

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| | | and road improvements; and the development of an amenity and active travel walking and cycling route between the Bray Harbour area northwards to the Dun Laoghaire Rathdown administrative area to provide for future connection to the proposed Woodbrook DART station. |
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Chapter 14

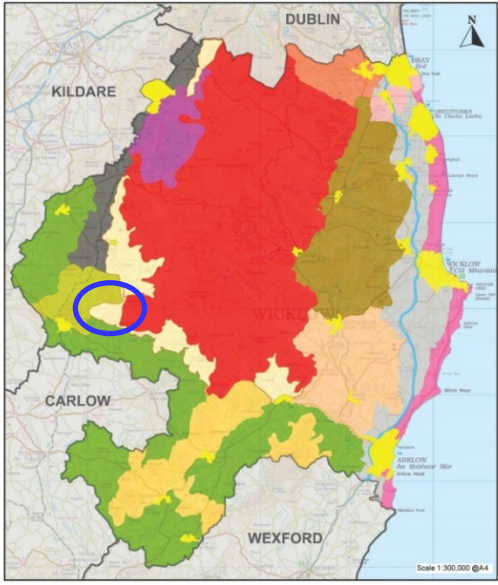


| | Section | Proposed Amendment |
|----|---------|--|
| 42 | 14.4 | <p>CPO 14.05 To continue to work with the OPW and other agencies to deliver Flood Defence Schemes in the County as identified in current and future FRMPs, in particular:</p> <ul style="list-style-type: none">▪ Avoca River (Arklow) Flood Defence Scheme;▪ Avoca River (Avoca) Flood Defence Scheme;▪ Low cost works in accordance with the OPW's Minor Works Scheme;▪ Coastal Protection Projects, where funding allows. <p>and ensure that development proposals support, and do not impede or prevent, progression of such schemes</p> |

Chapter 16

| No. | Section | Proposed Amendment |
|-----|----------|--|
| 43 | 16.2.1 | <p>Electricity Generation</p> <p>In accordance with the provisions of section 28(1C) of the <i>Planning and Development Act 2000</i> (as amended), and having regard to the Government's commitment in the <i>Climate Action Plan 2019</i> to achieve 70% of electricity from renewable sources by 2030 (adding 12GW of renewable energy capacity nationally), National Policy Objective 55 which promotes renewable energy use and generation to meet national targets, and section 28 guidelines <i>Wind Energy Development Guidelines 2006</i> and the <i>Interim Guidelines for Planning Authorities on Statutory Plans, Renewable Energy and Climate Change 2017</i>, the development plan aims to put in place the appropriate supports that will allow County Wicklow to contribute its share of the additional national renewable electricity target (excluding off shore wind energy generation), which estimated to be 255MW.</p> |
| 44 | 16.2.1.1 | <p>Wind Energy</p> <p>Having regard the County target for renewable energy generation set out above (255MW), and national targets of 4.2GW to be sourced from on-shore wind, the on-shore wind generation target for County Wicklow is 126MW (unless other sources of renewable energy generation allow the overall target of 255MW to be met).</p> <p>It is considered that the WES set out in the Development Plan makes adequate provision for the delivery of such a quantum of on-shore wind energy generation and in particular, 52,500ha are identified in the WES as 'most favoured' for the development of wind farms (where wind energy development will be considered favourably for consent), and another 59,000ha is identified as 'less favoured' where wind farm development will also be considered, but taking into account the additional sensitivities in these areas compared to the 'most favoured' areas. This accounts for c. 55% of the total area of the County, which is considered high, taking into account that considerable areas of the County are protected upland or coastal areas.</p> |
| 45 | 16.3 | <p>General Objectives</p> <p>CPO 16.XX To support and facilitate to the highest degree possible the development of alternative and renewable sources of energy, particularly in the generation of electricity / heating and for use as transport fuel.</p> |
| 46 | 16.3 | <p>General Objectives</p> <p>CPO 16.XX To support and facilitate the co-location of renewable energy developments and technologies to ensure the most efficient use of land identified as suitable for renewable energy generation</p> |
| 47 | 16.3 | <p>General Objectives</p> <p>CPO 16.XX To support and promote the development of 'Sustainable Energy Communities' and in particular to encourage and facilitate developments that are energy neutral / low emission, integrate renewable energy technology or involve local renewable energy production.</p> |

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| 48 | 16.3 | <p>General Objectives</p> <p>CPO 16.XX To support the research and development of green hydrogen as a fuel for power generation, manufacturing, energy storage and transport.</p> |
| 49 | 16.3 | <p>Bio Energy Objectives</p> <p>CPO 16.9 To facilitate the development of projects that convert biomass to gas or electricity, subject to demonstration that such projects are resource efficient having regard to carbon emissions resulting from the growth, harvesting and transport of inputs, and do not result in unsustainable climate damaging agricultural intensification.</p> |
| 50 | 16.3 | <p>Transport Energy Objectives</p> <p>CPO 16.26 To facilitate the development of services and utilities for electric vehicles and other low emission alternative vehicles / fuel types, including the roll-out of additional electric charging points and alternative fuel distribution infrastructure in collaboration with relevant agencies, at appropriate locations.</p> |

Chapter 17

| No. | Section | Proposed Amendment | | | | | | | | | | | | | | |
|--|---|--|--|--|---|---|--|---|--|--|---|---|---|---|---|---|
| 51 | 17.0 | <p>Introduction</p> <p>Natural heritage includes the variety of life, often referred to as biodiversity, its physical or geological foundation, and the landscapes which form the surrounding environment. Wicklow supports a good diversity of natural and semi natural habitats such as marine, coastal, wetland, woodland, lake, river and uplands that in turn support a wide range of associated wild plant and animal species. There are also many geological heritage sites of interest in the County which are an important element of the natural heritage. The conservation and management of the natural environment must be viewed as a central element in the long-term economic and social development of the County. Protecting and enhancing biodiversity and landscapes is vital for the health, well-being and quality of life of communities today and will also be vitally important in the future in adapting to climate change and it has a vital role to play in our response to the climate emergency.</p> | | | | | | | | | | | | | | |
| 52 | 17.4 | <p>Woodlands, Trees & Hedgerows</p> <p>CPO 17.19 To consider the making of Tree Preservation Orders (TPOs) to protect trees and woodlands of high amenity value where it appears that they are in danger of being felled.</p> | | | | | | | | | | | | | | |
| 53 | Maps | <p>Amend Maps 17.09A, 17.09B, 17.09C Landscape Category Maps</p> <p>Change area marked from 'Area of High Amenity' to 'Area of Outstanding Natural Beauty'.</p> <div style="text-align: center;">  </div> <div style="display: flex; justify-content: space-between; align-items: flex-start;"> <div data-bbox="683 1765 790 1915" style="width: 30%;"> <p>Natural Heritage & Biodiversity Map No. 17.09A Wicklow Landscape Category Map</p>  </div> <div data-bbox="790 1765 1029 1915" style="width: 40%;"> <p>Legend</p> <table border="0"> <tr> <td>■ The Mountain Uplands (1 - ACPB)</td> <td>■ Southern Hills (2 - AKA)</td> </tr> <tr> <td>■ The Blessington Lakes Area (2 - ACPB)</td> <td>■ Ballinglass Hills (4 - AKA)</td> </tr> <tr> <td>■ The Boy Mountains Group (2 - ACPB)</td> <td>■ Transitional Lands (5 - AKA)</td> </tr> <tr> <td>■ The North Eastern Valley / Glencore (4 - ACPB)</td> <td>■ Corridor Area West</td> </tr> <tr> <td>■ Coastal Areas (ACPB)</td> <td>■ Corridor Area East</td> </tr> <tr> <td>■ North East Mountain Landscapes (1 - AKA)</td> <td>■ Rolling Landscapes</td> </tr> <tr> <td>■ South East Mountain Landscapes (2 - AKA)</td> <td>■ Urban Areas</td> </tr> </table> </div> <div data-bbox="1029 1765 1182 1915" style="width: 30%;"> <p>DRAFT WICKLOW COUNTY DEVELOPMENT PLAN 2021-2027 Wicklow County Council Planning Department</p>  <p><small>© Ordnance Survey Ireland. All rights reserved. Licence number 202103CCMA/Wicklow County Council</small></p> </div> </div> | ■ The Mountain Uplands (1 - ACPB) | ■ Southern Hills (2 - AKA) | ■ The Blessington Lakes Area (2 - ACPB) | ■ Ballinglass Hills (4 - AKA) | ■ The Boy Mountains Group (2 - ACPB) | ■ Transitional Lands (5 - AKA) | ■ The North Eastern Valley / Glencore (4 - ACPB) | ■ Corridor Area West | ■ Coastal Areas (ACPB) | ■ Corridor Area East | ■ North East Mountain Landscapes (1 - AKA) | ■ Rolling Landscapes | ■ South East Mountain Landscapes (2 - AKA) | ■ Urban Areas |
| ■ The Mountain Uplands (1 - ACPB) | ■ Southern Hills (2 - AKA) | | | | | | | | | | | | | | | |
| ■ The Blessington Lakes Area (2 - ACPB) | ■ Ballinglass Hills (4 - AKA) | | | | | | | | | | | | | | | |
| ■ The Boy Mountains Group (2 - ACPB) | ■ Transitional Lands (5 - AKA) | | | | | | | | | | | | | | | |
| ■ The North Eastern Valley / Glencore (4 - ACPB) | ■ Corridor Area West | | | | | | | | | | | | | | | |
| ■ Coastal Areas (ACPB) | ■ Corridor Area East | | | | | | | | | | | | | | | |
| ■ North East Mountain Landscapes (1 - AKA) | ■ Rolling Landscapes | | | | | | | | | | | | | | | |
| ■ South East Mountain Landscapes (2 - AKA) | ■ Urban Areas | | | | | | | | | | | | | | | |

Chapter 18

| No. | Section | Proposed Amendment | |
|-----|---------|---|--|
| 54 | 18.1 | Project Ireland 2040: National Planning Framework (NPF) | |
| | | In addition, a number of NPF National Policy Objectives address green infrastructure directly: | |
| | | NPO 22 | Facilitate tourism development and in particular a National Greenways, Blueways and Peatways Strategy, which prioritises projects on the basis of achieving maximum impact and connectivity at national and regional level. |
| | | NPO 58 | Integrated planning for Green Infrastructure and ecosystem services will be incorporated into the preparation of statutory land use plans. |
| | | NPO 64 | Improve air quality and help prevent people being exposed to unacceptable levels of pollution in our urban and rural areas through integrated land use and spatial planning that supports public transport, walking and cycling as more favourable modes of transport to the private car, the promotion of energy efficient buildings and homes, heating systems with zero local emissions, green infrastructure planning and innovative design solutions. |
| 55 | 18.6 | CPO 18.5 To identify and facilitate the provision of linkages along and between green / river corridors within the county and adjoining counties to create inter connected routes and develop riverside parks and create linkages between them to form 'necklace' effect routes including development of walkways, cycleways, bridleways and wildlife corridors where feasible and ensuring that there is no adverse impact (directly, indirectly or cumulatively) on the conservation objectives of European sites. | |
| 56 | 18.6 | CPO 18.6 To promote and facilitate the development of coastal paths trails linking up with existing recreational paths/strategic walkways/cycleways trails , creating new linkages between coastal sites and inward linkages to settlements and green spaces in built up areas and extensions to existing facilities where feasible and ensuring that there is no adverse impact (directly, indirectly or cumulatively) on the conservation objectives of European sites. | |
| 57 | 18.6 | Recreational Use of Natural Resources | |
| | | CPO 18.11 To support the development of greenways, blueways and other access routes along natural corridors while ensuring that there is no adverse impact on the flora and fauna, biodiversity or water quality of natural assets. In particular, to support the development of existing and examine the feasibility of new walking, and cycling, horse riding and water based routes and trails along the following routes: <ul style="list-style-type: none"> ▪ from Bray Head, via the Sugarloaf Mountains, joining up with The Wicklow Way; | |

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| | | <ul style="list-style-type: none"> ▪ the extension of the 'Blessington Greenway' walk around the Phoulaphuca reservoir; ▪ the expansion of a lakeshore walk around the Vartry reservoir; ▪ the extension of the old Shillelagh branch recreational trail - railway walk from Arklow to Shillelagh; ▪ the development of a route along the disused Great Southern and Western Railway line (Naas to Tullow branch) through Dunlavin and Baltinglass. ▪ the development of a coastal route from Bray to Arklow as well as links between this potential route and the coast road; ▪ the Wicklow Way and St. Kevin's Way (as permissive waymarked routes). ▪ the Wicklow to Glendalough "pilgrim walk" incorporating ancient wells. ▪ 'Mountains to the Sea' amenity route incorporating Glendalough, Laragh, Annamoe, Roundwood, Newtownmountkennedy and Kilcoole-Newcastle. |
| 58 | 18.6 | <p>Public Rights of Way Objectives</p> <p>CPO 18.XX The Council recognises the recreational and heritage conservation importance of the preservation protection, enhancement, maintenance and improvement, for the common good, of public rights of way providing access to seashores, mountains, lakeshores, riverbanks or other places of natural beauty or recreational utility by ensuring that new developments do not materially restrict or block the routes [pathways/trackways/laneways] of those PROWS. Developments will not be permitted where the established recreational utility or otherwise of a PROW would be compromised or lost altogether, unless specific proposals are made by the developer as part of a planning application to:</p> <ul style="list-style-type: none"> (a) Develop a new route-way to replace the route-way of the existing PROW in full or to realign a section of such a route-way, in manner that ensures that new route-way/realigned section of route-way is of similar character, capacity and function of the route/part of a route of the PROW that it is to replace; (b) Appropriate legal procedures have been undertaken to extinguish the existing PROW [or part thereof] and to establish an entirely new route way or a realigned section of the existing route of a PROW. |

Chapter 19

| No. | Section | Proposed Amendment |
|-----|---------|--|
| 59 | 19.1 | <p>National Marine Planning Framework (NMPF)</p> <p>The NMPF, launched in July 2021, is a national plan for Ireland’s maritime area, setting out over a 20 year horizon, how we want to use, protect and enjoy our seas. The NMPF details how all marine based human activities will interact with each other in an ocean space that is under increasing spatial pressure, ensuring the sustainable use of our marine resources to 2040.The NMPF sits at the top of the hierarchy of plans and sectoral policies for the marine area. The plan has been informed by existing sectoral plans and will, in turn, be used to inform future cycles of those plans in an ongoing feedback loop. It provides a coherent framework in which those sectoral policies and objectives can be realised. It will become the key decision-making tool for regulatory authorities and policy makers into the future in a number of ways including decisions on individual consent applications which will have to secure the objectives of the plan, similar to the way that terrestrial plans form part of the decision-making tool-kit in the on-land planning process.</p> <p>‘Towards a Marine Spatial Plan for Ireland – a roadmap for the development of Ireland’s first marine spatial plan’ was published by the Government in December 2017. It sets out four broad stages in the development of the plan:</p> <ul style="list-style-type: none"> ▪ Stage 1, of which the Roadmap formed a central part, was the start-up or activation phase during which the Government’s proposed approach to developing MSP was announced and initial contact made with stakeholders. This ran until end 2017; ▪ Stage 2, the main development stage, commenced in Q1 2018 and ran until early 2020. It involved preparation and publishing for public consultation the Draft NMPF and associated environmental reports; ▪ Stage 3 will be the finalisation phase during which the Draft NMPF and associated environmental reports will be amended as required based on the feedback received in the public consultation. The final NMPF and associated environmental reports will be prepared for submission to Government and adoption by the Oireachtas before forwarding to the European Commission ahead of the March 2021 deadline set out under the Directive; ▪ Stage 4 is implementation, monitoring, enforcement and review commencing on adoption of the NMPF. <p>The draft NMPF was published in late 2019, and following public consultation, work is ongoing to finalise the framework.</p> <p>The County Development Plan must be consistent with the approved NMPF, with common policy areas including renewable energy, electricity networks, coastal and flood defences, fishing and aquaculture, ports and harbours, public access, tourism and recreation, protected sites and species, seascape and landscape. When dealing with an application in the maritime area it is important to refer to the NMPF as a key policy document along with any other relevant government guidance / policy.</p> <p>Marine Planning and Development Management Bill 2019–Maritime Area Planning Bill 2021</p> <p>This legislation intends to put in place a comprehensive and coherent planning system for the entire Maritime Area. This Bill seeks to establish in law a new regime for maritime areas, streamlineing existing arrangements to allow for a single consent principle (eliminate the</p> |

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|---|---|--|--------------------|--|---|---|
| | | <p>duplication of development management processes for activities or developments that are currently assessed under both the foreshore and planning regimes with the introduction of a single process administered by local authorities / An Bord Pleanála). One of the main features will be to extend the existing planning permission functions of coastal local authorities to the outer limit of a newly defined nearshore².</p> <p>The Bill has a focus on marine forward planning, with the introduction of statutory marine planning guidelines and to ensure decisions are taken in a manner that secure the objectives of the NMPF. It also provides for transitional arrangements including, inter alia, a future development management pathway for offshore renewable energy projects and for a system of designation of Strategic Marine Activity Zones.</p> <p>The constituent elements of this system are: (1) Forward Planning; (2) Development Management; and (3) Enforcement. The Bill also intends to establish a new agency, Maritime Area Regulatory Authority (MARA) to undertake certain consenting and enforcement functions.</p> | | | | |
| 60 | 19.1 | <p>National Planning Framework (NPF)</p> <p>The NPF recognises that our coastal areas play a variety of roles, across a number of sectors and are an important asset for future development of the Country. It identifies that sustainable utilisation of Ireland’s marine resources, particularly in the nearshore, is dependent to a significant degree on how we manage our resources on land, and that there are many shared aims and overlapping areas of co-ordination and activity between marine spatial planning and land-use planning.</p> <table border="1" data-bbox="347 1077 1450 1933"> <tr> <td data-bbox="347 1077 647 1462">Common Aims</td> <td data-bbox="647 1077 1450 1462"> <ul style="list-style-type: none"> ▪ National Planning Framework and Maritime Spatial Plan. ▪ Spatial expression of national policy; national guidance and priorities. ▪ Strategic decision making and coherent development consent framework. ▪ Sustainable, forward looking, long term use and management of areas. ▪ Co-ordination of Departments and Sectoral issues in a planned manner. ▪ Consistency between maritime and terrestrial planning in areas of common interest. ▪ Coherent transboundary planning. </td> </tr> <tr> <td data-bbox="347 1462 647 1933">Areas of Overlap for Co-ordination</td> <td data-bbox="647 1462 1450 1933"> <p>Sectoral: Community Development & Public Consultation; Economic Development; Transport – Ports and Harbours; Energy – Electricity & Renewable Energy; Fishing; Aquaculture & Mariculture; Social and Culture; Tourism & Leisure; Flood Protection; Extraction; Enabling Infrastructure; Health & Safety; Communications</p> <p>Environment: Sustainable Use of Resources; Climate Change Adaptation; Water Quality; Coastal Erosion & Accretion; Protected Sites and Environmentally Sensitive Areas; Flooding; Biodiversity; Landscape and Seascape</p> <p>Governance: Regulation and Licensing: Consent process for onshore and offshore development and activities; Responsibilities for managing activities in areas of land-sea interaction</p> <p>Data: Research including spatial data management; cumulative</p> </td> </tr> </table> | Common Aims | <ul style="list-style-type: none"> ▪ National Planning Framework and Maritime Spatial Plan. ▪ Spatial expression of national policy; national guidance and priorities. ▪ Strategic decision making and coherent development consent framework. ▪ Sustainable, forward looking, long term use and management of areas. ▪ Co-ordination of Departments and Sectoral issues in a planned manner. ▪ Consistency between maritime and terrestrial planning in areas of common interest. ▪ Coherent transboundary planning. | Areas of Overlap for Co-ordination | <p>Sectoral: Community Development & Public Consultation; Economic Development; Transport – Ports and Harbours; Energy – Electricity & Renewable Energy; Fishing; Aquaculture & Mariculture; Social and Culture; Tourism & Leisure; Flood Protection; Extraction; Enabling Infrastructure; Health & Safety; Communications</p> <p>Environment: Sustainable Use of Resources; Climate Change Adaptation; Water Quality; Coastal Erosion & Accretion; Protected Sites and Environmentally Sensitive Areas; Flooding; Biodiversity; Landscape and Seascape</p> <p>Governance: Regulation and Licensing: Consent process for onshore and offshore development and activities; Responsibilities for managing activities in areas of land-sea interaction</p> <p>Data: Research including spatial data management; cumulative</p> |
| Common Aims | <ul style="list-style-type: none"> ▪ National Planning Framework and Maritime Spatial Plan. ▪ Spatial expression of national policy; national guidance and priorities. ▪ Strategic decision making and coherent development consent framework. ▪ Sustainable, forward looking, long term use and management of areas. ▪ Co-ordination of Departments and Sectoral issues in a planned manner. ▪ Consistency between maritime and terrestrial planning in areas of common interest. ▪ Coherent transboundary planning. | | | | | |
| Areas of Overlap for Co-ordination | <p>Sectoral: Community Development & Public Consultation; Economic Development; Transport – Ports and Harbours; Energy – Electricity & Renewable Energy; Fishing; Aquaculture & Mariculture; Social and Culture; Tourism & Leisure; Flood Protection; Extraction; Enabling Infrastructure; Health & Safety; Communications</p> <p>Environment: Sustainable Use of Resources; Climate Change Adaptation; Water Quality; Coastal Erosion & Accretion; Protected Sites and Environmentally Sensitive Areas; Flooding; Biodiversity; Landscape and Seascape</p> <p>Governance: Regulation and Licensing: Consent process for onshore and offshore development and activities; Responsibilities for managing activities in areas of land-sea interaction</p> <p>Data: Research including spatial data management; cumulative</p> | | | | | |

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

| | | |
|-----------|-------------|--|
| | | effects; evidence base; socio-economic profiles |
| | | NPO 41a Ensure that Ireland's coastal resource is managed to sustain its physical character and environmental quality. |
| 61 | 19.4 | <p>Marine Planning Objectives</p> <p>CPO19.1 To review and update the County Development Plan if necessary to ensure that it is consistent with the following:</p> <ul style="list-style-type: none"> ▪ the National Marine Planning Framework; following its adoption, and ▪ the Marine Planning and Development Management Act Maritime Area Planning Bill (following its enactment). |
| 62 | 19.4 | <p>Marine Planning Objectives</p> <p>CPO19.2 To work with the Department of Housing, Planning and Local Government and other relevant government departments and bodies on marine planning with particular reference to the following areas;</p> <ul style="list-style-type: none"> ▪ the implementation of the National Marine Planning Framework (following its adoption); ▪ the implementation of any future Marine Planning and Development Management Act Maritime Area Planning Bill (following its enactment) in so far as it relates to the duties and functions of the Planning Authority, ▪ the designation of the nearshore area for County Wicklow, ▪ the preparation of any sub-regional plans for the maritime area and nearshore area. |

SECTION 2.2

Proposed Amendments - Volume 2

Level 4 Plans

Introduction

| No. | Section | Proposed Amendment |
|-----|---------|---|
| 63 | 1.1.3 | <p>Economic Development & Employment</p> <p>Depending on their degree of accessibility, scale of population / workforce and market catchment, and the availability of support services, the Level 4 towns have varying roles to play in acting as attractors for foreign and local investment. Level 4 settlements are likely to perform a lesser function in terms of attracting foreign investment than Level 1-3 settlements; however historical foreign investment and local characteristics may support the ability of these towns to attract this scale and type of investment into the future. Generally, towns of this scale are particularly suited to attracting local investment and should aim to target investment in the form of local services, 'product intensive' industries, particularly those linked to rural resources, such as food processing, agricultural services and tourist facilities / accommodation.</p> <p>The factors that make a town economically viable and attractive to investors and visitors are numerous and often hard to predict and influence, but for the purpose of these land use plans, the strategy for economic development will be based around:</p> <ul style="list-style-type: none"> a) providing a land-use framework for each town, which makes the Council's requirements and expectations with respect to the location and type of new employment generating development abundantly clear; b) supporting and facilitating, to the highest degree possible (subject to environmental and other relevant planning considerations) all forms of employment generation and in particular, to encourage employment and commercial uses as a key activity in the town centre; c) a focus on 'placemaking' to create attractive and sustainable communities, with high quality services and public realm, to create attractive places to live, work, visit and invest. <p>An established measure of the employment 'health' of a settlement is a measure called the 'jobs ratio'. This is the relationship between the resident workers and the number of jobs in any defined area. A healthy area is considered to be one where the jobs ratio exceeds 70%³. Baltinglass, Newtownmountkennedy and Rathdrum in 2016 all had jobs ratio in excess of 70%, all in or around 80%. This reflects the important role these towns play in the economic development and support of their hinterlands. It is important that this high level of employment is maintained into the future as resident population grows, and is developed further in an environmentally sustainable manner, with a particular focus on growing employment and businesses in the town centre and other already built up areas, densifying existing employment area, and targeting growth at locations that are the most sustainable in terms of accessibility. In this regard, it is the objective of the CDP to increase the jobs ratio in Level 4 towns by a minimum of 25% up to 2031.</p> |

³ As per RSES Appendix A - data and indicators

This table also show the amount of land proposed to be zoned in each town for new employment. While it is assumed that a proportion of jobs growth will occur in the town centres and other mixed use lands that are not specifically zoned for employment alone, or will occur on existing developed employment land through intensification, sufficient zoned employment land is zoned in each town to meet all of the jobs growth required, on the assumption of 80 employees per hectare, plus an additional 'headroom' of 100% to ensure that there will be no shortage of site choice for developers of new employment.

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

64 1.1.10

Flood Risk Assessment

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

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

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

⁴ To be reviewed in the next LAP to be commensurate with the employment growth objective

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| 65 | 1.2.1 | <p>Zoning Objectives</p> <table border="1" data-bbox="408 264 1485 801"> <tr> <td data-bbox="408 264 673 801"> <p>SLB: Strategic Land Bank</p> </td> <td data-bbox="673 264 916 801"> <p>To provide a land bank for future development of the settlement after the lifetime of this plan, if and when the need arises.</p> </td> <td data-bbox="916 264 1485 801"> <p>These are lands that are identified as being potentially suitable for new residential development having regard to proximity and accessibility to infrastructure. However, these lands are not necessary for development during the lifetime of this plan and may only be considered for detailed zoning and development after 2028. Any development proposals within the lifetime of the plan will be considered under the County Development Plan rural objectives. In order to ensure that the lands are retained for future development, no development proposals, including single housing, will be considered until after the lifetime of the plan.</p> </td> </tr> </table> <p>Same change to be made in Section 1.2.4</p> | <p>SLB: Strategic Land Bank</p> | <p>To provide a land bank for future development of the settlement after the lifetime of this plan, if and when the need arises.</p> | <p>These are lands that are identified as being potentially suitable for new residential development having regard to proximity and accessibility to infrastructure. However, these lands are not necessary for development during the lifetime of this plan and may only be considered for detailed zoning and development after 2028. Any development proposals within the lifetime of the plan will be considered under the County Development Plan rural objectives. In order to ensure that the lands are retained for future development, no development proposals, including single housing, will be considered until after the lifetime of the plan.</p> |
| <p>SLB: Strategic Land Bank</p> | <p>To provide a land bank for future development of the settlement after the lifetime of this plan, if and when the need arises.</p> | <p>These are lands that are identified as being potentially suitable for new residential development having regard to proximity and accessibility to infrastructure. However, these lands are not necessary for development during the lifetime of this plan and may only be considered for detailed zoning and development after 2028. Any development proposals within the lifetime of the plan will be considered under the County Development Plan rural objectives. In order to ensure that the lands are retained for future development, no development proposals, including single housing, will be considered until after the lifetime of the plan.</p> | | | |

**Level 4 Plans
Baltinglass**

| No. | Section | Proposed Amendment |
|-----|---------|---|
| 66 | 2.5 | BALT X1: To facilitate and support the development of a new supermarket on land zoned town centre that will improve the retail offer for Baltinglass and the surrounding area and will support a healthy and vibrant town centre. |
| 67 | 2.6 | BALT X2: To support and facilitate the development of a multi-purpose sports campus in Baltinglass. |
| 68 | 2.9 | <p>2.9 — Action Area Plan</p> <p>Action Area 1</p> <p>This Action Area is located on lands west of the River Slaney, accessed off the N81 national secondary route. The subject lands measure c. 30ha and include:</p> <ul style="list-style-type: none"> <input type="checkbox"/> c. 3.8ha zoned for new residential development <input type="checkbox"/> c.1.3ha zoned for mixed-use <input type="checkbox"/> c. 3.4ha zoned for Active Open Space <input type="checkbox"/> c. 4.4ha zoned for Open Space (OS1) <input type="checkbox"/> c. 6ha zoned as passive open space (OS2) <input type="checkbox"/> c. 10.5 zoned for employment development <p>Permission was granted in 2019 for 55 housing units on part of the lands zoned for 'new residential'. Any further applications for permission or amendments to the parent permission in this action area plan shall comply with the provisions of this updated town plan.</p> <p>This action area plan shall be developed in accordance with the following criteria:</p> <ul style="list-style-type: none"> <input type="checkbox"/> The residential element of the action area shall be designed and laid out in a manner which addresses the N81 national secondary route, providing for an open space green area adjoining the western boundary. <input type="checkbox"/> Only a single vehicular access point shall be permitted into this action area. The internal road network serving this area shall be designed so as to provide a spine route off the N81 between the residential — open space sector and employment zones. <input type="checkbox"/> The mixed use zone shall be reserved for the development of a discount foodstore. <input type="checkbox"/> No further permission shall be granted in AA1 unless accompanied by a programme for the delivery of a active open space zone of not less than 2ha and an amenity park on the land zoned 'OS1' and dedicated to the public along the river. The developer shall be responsible for landscaping of this area and providing suitable access and lighting / furniture and for safeguarding the integrity of the route of the old railway line as part of a possible longer amenity route. <input type="checkbox"/> Developments adjoining the designated open spaces shall be so designed and units so orientated as to allow for passive supervision and easy access to the open spaces; in particular, no structures shall back onto open spaces and residential open spaces shall be designed where possible to flow into the larger open space areas. <input type="checkbox"/> The development of the action area shall ensure adequate protection and enhancement of the open space and conservation area adjoining the River Slaney. |

2.9 Specific Local Objectives

SLO-1

This area is located on lands west of the River Slaney, accessed off the N81 national secondary route. The subject lands measure c. 10ha and include c. 3.8ha zoned for new residential development and 6.25ha zoned for open spaces use (AOS, OS1, OS2).

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

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

- The residential element of the action area shall be designed and laid out in a manner which addresses the N81 national secondary route, providing for an open space green area adjoining the western boundary.
- Access into these lands shall be so located and designed as to provide for access from the N81 into SLO-2;
- No further permission shall be granted in SLO-1 unless accompanied by a programme for the delivery of an active open space zone of not less than 2ha on lands zoned AOS and an amenity park of not less than 3ha on the land zoned OS1' and dedicated to the public along the river, which shall be laid out and designed in such a way as to safeguard the integrity of the route of the old railway line as part of a possible longer amenity route.
- Developments adjoining the designated open spaces shall be so designed and units so orientated as to allow for passive supervision and easy access to the open spaces; in particular, no structures shall back onto open spaces and residential open spaces shall be designed where possible to flow into the larger open space areas.
- The development of the action area shall ensure adequate protection and enhancement of the open space and conservation area adjoining the River Slaney.

SLO-2

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

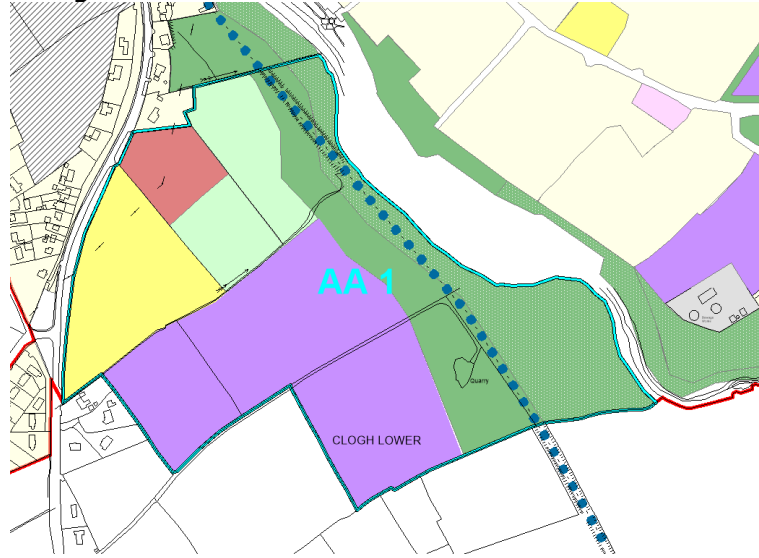
This SLO shall be developed in accordance with the following criteria:

- Access into these lands shall be via SLO-1 unless a suitable alternative from the N81 is determined which does not prejudice access to SLO-1
- No permission shall be granted in SLO-2 unless accompanied by a programme for the delivery of an amenity park of not less than 3ha on the land zoned 'OS1' and dedicated to the public along the river, which shall be laid out and designed in such a way as to safeguard the integrity of the route of the old railway line as part of a possible longer amenity route.
- Developments adjoining the designated open spaces shall be so designed and units so orientated as to allow for passive supervision and easy access to the open spaces; in particular, no structures shall back onto open spaces and development open spaces shall be designed where possible to flow into the larger open space areas.
- The development of the action area shall ensure adequate protection and enhancement of the open space and conservation area adjoining the River Slaney.

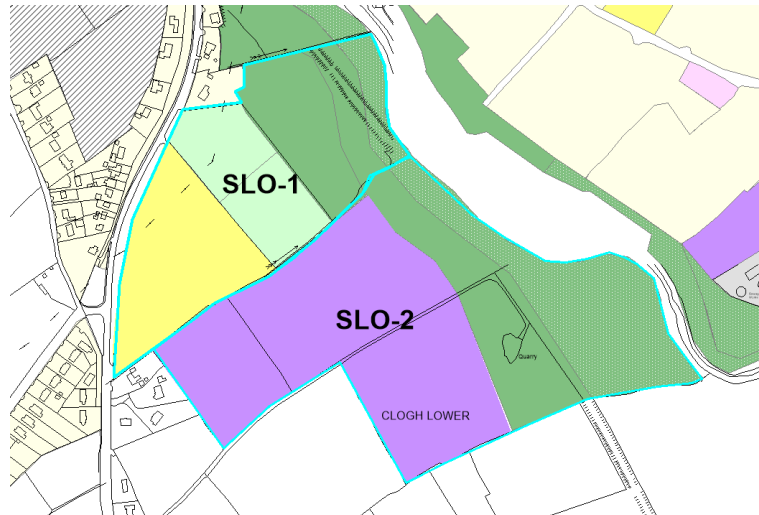
69

Map 1

Change from:



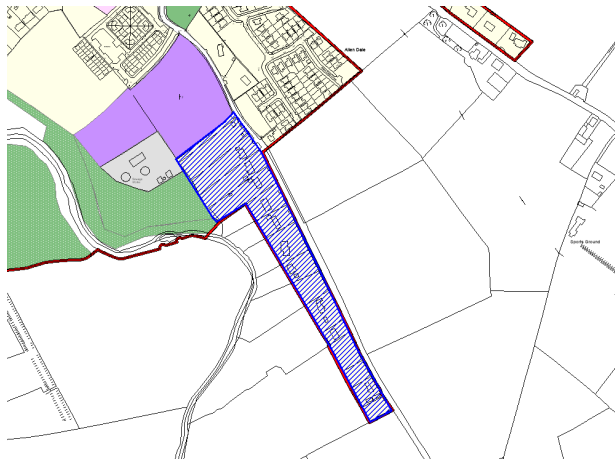
Change to :



70

Map 1

Omit area marked in blue hatch below



Level 4 Plans
Newtownmountkennedy

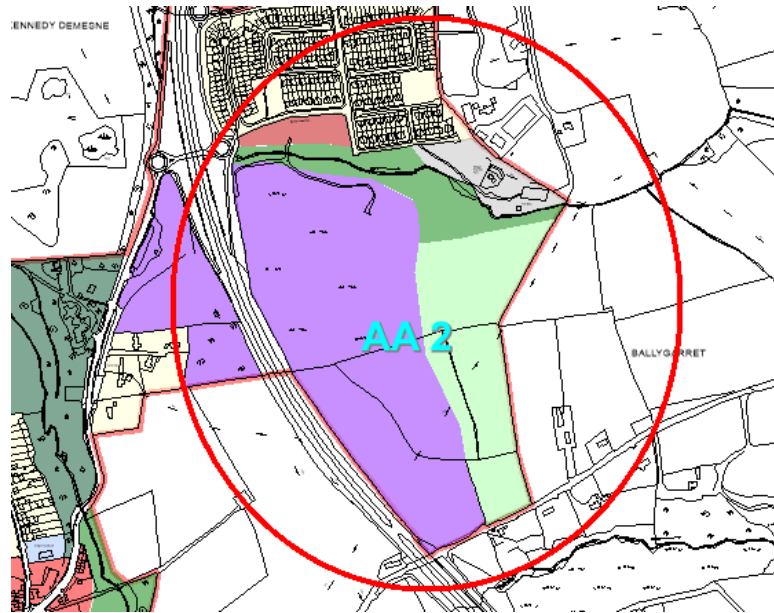
| No. | Section 3.4 | Proposed Amendment |
|-----|-------------|---|
| 71 | 3.4 | <p>Economic Development & Employment</p> <p>The economic development strategy of this plan is to take advantage of the existing economic assets in order to stimulate employment within the area. The key assets that Newtownmountkennedy has to offer are:</p> <ul style="list-style-type: none"> ▪ A local population offering a market for goods and services and a wide variety of skills; ▪ Excellent connectivity to the city region via the M11/N11; ▪ Availability of infrastructural services including water services, effective road and public transport networks, energy, telecommunications, education facilities etc; ▪ An attractive and accessible town centre, with numerous properties and sites suitable for employment, retail and commercial uses; ▪ A steady supply of housing for future employees; ▪ Gateway location to numerous tourist attractions, with a number of tourism accommodation options within the settlement; ▪ A number of existing significant employment sites, that may have the potential for expansion and suitable greenfield lands in proximity to the built up area and to services that would be suitable for new development. <p>In line with sound planning principles, it is the aim of the plan that a significant proportion of new jobs created will be located in existing built up areas, through redevelopment of brownfield sites, infill, change of use to employment generating uses and intensification of activities on existing employment sites. In recognition that not all jobs growth will be possible to facilitate on such sites, greenfield lands are also designated for new employment development. In this regard, the plan provides for a number of significant areas for new employment development at Action Area 2 Garden Village, at the 'Northern Gateway' and at Moneycarroll.</p> <p>Action Area 2 Garden Village: It is the objective of this plan to encourage and support the development of a major mixed use employment and open space development on these lands, linked with the provision of a new neighbourhood centre serving the new employment zone as well as the existing Garden Village housing area and a new link road from the Ballyronan interchange to the Woodstock road. The designation of this large area will provide the potential for a major single employer that needs a large land bank or for the development of a business park (for objectives in relation to this area please see Section 3.9).</p> <p>Northern Gateway: It is the objective of this plan to encourage and support the development of a high intensity employment zone of the highest architectural quality including landmark 'gateway' buildings on these lands.</p> <p>Moneycarroll: A successful business park has been developed in Moneycarroll over the last 15 years and the construction of a new brewery to the west of the business park commenced in 2018. There is potential for further enterprise development in this area on serviced zoned lands to the north and south of the existing business park.</p> <p>Coillte: It is an objective of this plan to support the continued operation of the existing forestry HQ and research facility in Newtownmountkennedy, and to allow for expansion and related supporting development.</p> |

| | | |
|----|-----|---|
| 72 | 3.7 | <p>Service Infrastructure</p> <p>To the east of the N11, a single carriage link road is proposed to the south of Garden Village. This road would connect from the roundabout at Garden Village to the Kilcoole / Woodstock Road to the south. This road would open these lands for development while also providing an alternative link to the Kilcoole / Woodstock Road, for example for traffic wanting to access the western side of Kilcoole.</p> <p>NK16 To maintain / upgrade and provide new regional and local routes as may be necessary, in accordance with the Principles of Road Development as set out in Section 5.8.3 of the NTA Transport Strategy with overall objective to:</p> <ul style="list-style-type: none"> ▪ Develop orbital roads around the town centre accompanied by and facilitating enhanced public transport, cycling and pedestrian facilities in the relevant centre; ▪ Develop appropriate road links to service development areas; ▪ Enhance pedestrian and cycle safety through the provision of safer road junctions, improved pedestrian crossing facilities and the incorporation of appropriate cycle measures including signalised crossings where necessary; ▪ Address localised traffic delay locations, in cases where the primary reason for intervention is to address safety or public transport issues at such locations; ▪ Implement various junction improvements and local reconfigurations on the regional and local road network. <p>In particular, to require the provision of the following new roads in conjunction with the development of Action Areas 1 and 2:</p> <ul style="list-style-type: none"> ▪ Newtownmountkennedy western distributor route with east-west connections into the town centre (Road Objective R01) ▪ Distributor route from Garden Village / Ballyronan interchange) to the Woodstock Road (Road Objective R02) |
| 73 | 3.9 | <p>ACTION AREA PLAN 2: GARDEN VILLAGE</p> <p>This action area plan is located on the east side of the N11, south of the existing Garden Village housing development, in the townlands of Mountkennedy Demesne, Ballygarret and Kilmacullagh. This action area measures c. 31.5ha and is bounded to the north by Garden Village, to the east by farmland, to the south by the Woodstock Road (L-1048) and to the west by the N11. This action area plan shall be developed as a mixed employment, local services and open space zone in accordance with the following criteria:</p> <ul style="list-style-type: none"> ▪ A new access road shall be provided from the southern roundabout of the Ballyronan Interchange, linking this interchange with the Woodstock Road; a roundabout shall be provided at the Woodstock Road. ▪ Lands to the west side of the proposed distributor road of c. 17.5ha and not exceeding 20ha shall be developed as a high quality employment and enterprise park. A range of unit type and size shall be provided, including offices, light industrial units, distribution units and warehouses (excluding retail warehouses). At least 1ha shall be reserved for the development of smaller, starter type units and 1ha reserved for local manufacturing / distribution / warehousing type uses. ▪ A minimum area of 6ha shall be provided by the developer as an active open space / sports facility. The delivery schedule, location, layout, design and future management structure of this facility shall be agreed with Wicklow County Council in advance of the |

commencement of any other development;

- ~~Zoned OS lands to the north of the active open space and employment zone shall be laid out and provided for public use as a park; this area shall be suitably landscaped and provided with walking trails, and other infrastructure as may be agreed with the Planning Authority.~~
- ~~A 'mixed use' area of c. 1ha but not exceeding 1.5ha, shall be provided between Garden Village and the new public park. A neighbourhood centre not exceeding 2-storeys in height and 1,000sqm in gross floor area shall be provided. This neighbourhood centre shall provide a range of neighbourhood services, including retail, services and community facilities. The total retail floor space shall not exceed 500sqm and one unit may extend to 250sqm (max) with the remaining space being occupied by a number of smaller retail units (none of which shall exceed 100sqm). Non-retail services (e.g. cafés, banks, solicitors, estate agents, surgeries etc) and community facilities (e.g. crèches, meetings rooms, remote working hub) shall be provided in the remainder.~~
- ~~Land not required in the Mixed Use zone for the building and associated car parking shall be laid out as public open space, including the provision of a 0.1ha equipped playground; alternatively this playground may be provided in the park area.~~

Omit AA2 from Section 3.9 and Map 1



Make any 'consequent' changes to text / maps associated with this zoning change

74

3.9

Add new 'SLO - Specific Local Objective'

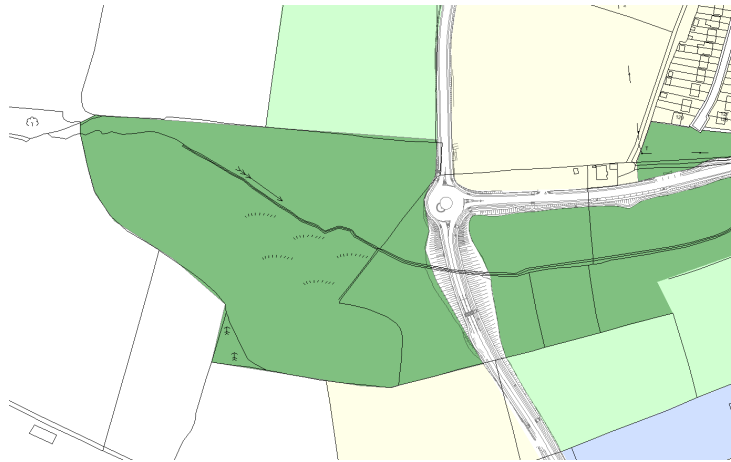
SLO-1

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

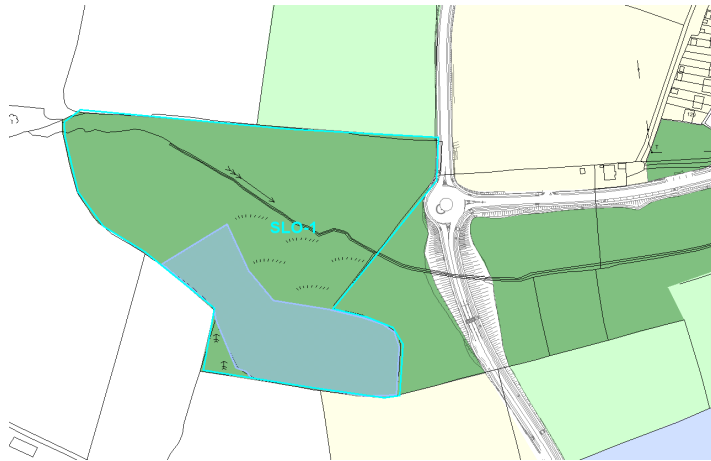
- Not less than 4ha shall be laid out and dedicated to the public as public parkland, in conjunction with the design for the adjoining development;

- A maximum area of c. 1.6ha on lands zoned CE may be developed for nursing home use
- The design of any such development shall integrate into the parkland setting and shall provide for passive supervision of the parkland area; where any access roads are required across land zone OS they shall be so designed as to allow the park, and users of same, to flow safely across;
- No construction may commence on the nursing home until this park is completed and open to the public.

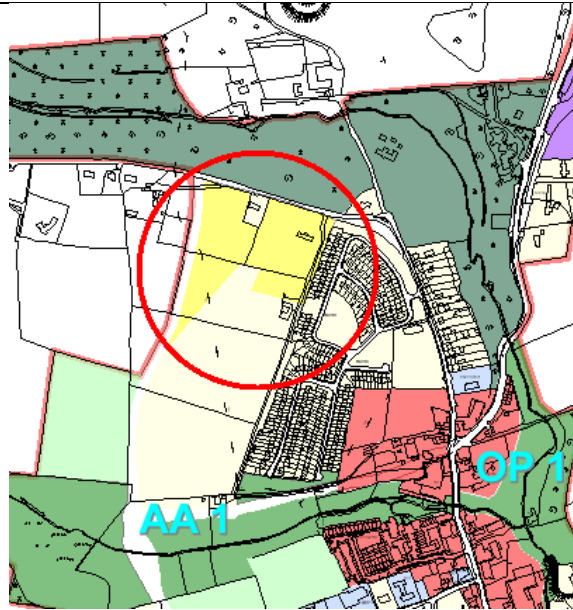
Change from:



Change to



| | | |
|----|-------|---|
| 75 | Map 1 | Amend zoning of lands marked on map below from 'RN New Residential' to 'SLB – Strategic Land Bank'. |
|----|-------|---|



Make any 'consequent' changes to text / maps associated with this zoning change

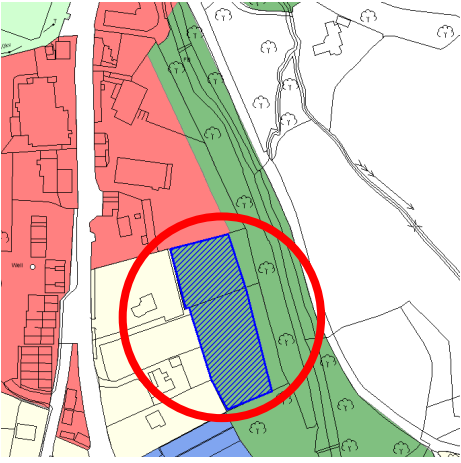
**Level 4 Plans
Rathdrum**

| No. | Section | Proposed Amendment |
|------------|----------------|---|
| 76 | 4.4 | Economic Development & Employment Objectives RT6 Subject to compliance with the Retail Planning Guidelines and the sequential test, lands zoned for new employment (E—Employment) at Corballis Upper may be considered for the development of a supermarket. |

**Level 5 Plans
Introduction**

| No. | Section | Proposed Amendment | | | |
|--|--|--|--|--|---|
| 77 | 1.1.10 | <p>Flood Risk Assessment</p> <p>As part of each plan addressed in this appendix, a Flood Risk Assessment (FRA) has been carried out. The assessment is presented as part of the Strategic Flood Risk Assessment appendix of the County Plan. All applications shall be assessed in accordance with the provisions of <i>'The Planning System and Flood Risk Management'</i> Guidelines (DoEHLG 2009) and the flood management objectives of the County Development Plan.</p> <p>Where existing development is located within Flood Zones A or B, new development shall be limited to minor development only; any proposals for new development should be accompanied by an appropriately detailed FRA, undertaken in accordance with Section 4 of the SFRA and the relevant policies and objectives in the County Development Plan.</p> <p>Any proposals for new development in Flood Zones A or B shall be accompanied by an appropriately detailed FRA, undertaken in accordance with Section 4 of this SFRA and the relevant policies and objectives in the County Development Plan, and in particular, where the lands at risk of flooding form part of a larger development site, the sequential approach shall be applied in the site planning, to ensure no encroachment onto, or loss of the flood plain, or that only water compatible development such as Open Space will be permitted for the lands which are identified as being at risk of flooding within the site.</p> | | | |
| 78 | 1.2.1 | <p>Zoning Objectives</p> <table border="1" data-bbox="357 1205 1433 1841"> <tr> <td data-bbox="357 1205 619 1841"> <p>SLB: Strategic Land Bank</p> </td> <td data-bbox="619 1205 865 1841"> <p>To provide a land bank for future development of the settlement after the lifetime of this plan, if and when the need arises.</p> </td> <td data-bbox="865 1205 1433 1841"> <p>These are lands that are identified as being potentially suitable for new residential development having regard to proximity and accessibility to infrastructure. However, these lands are not necessary for development during the lifetime of this plan and may only be considered for detailed zoning and development after 2028. Any development proposals within the lifetime of the plan will be considered under the County Development Plan rural objectives. In order to ensure that the lands are retained for future development, no development proposals, including single housing, will be considered until after the lifetime of the plan.</p> </td> </tr> </table> <p>Same change to be made in Section 1.2.4</p> | <p>SLB: Strategic Land Bank</p> | <p>To provide a land bank for future development of the settlement after the lifetime of this plan, if and when the need arises.</p> | <p>These are lands that are identified as being potentially suitable for new residential development having regard to proximity and accessibility to infrastructure. However, these lands are not necessary for development during the lifetime of this plan and may only be considered for detailed zoning and development after 2028. Any development proposals within the lifetime of the plan will be considered under the County Development Plan rural objectives. In order to ensure that the lands are retained for future development, no development proposals, including single housing, will be considered until after the lifetime of the plan.</p> |
| <p>SLB: Strategic Land Bank</p> | <p>To provide a land bank for future development of the settlement after the lifetime of this plan, if and when the need arises.</p> | <p>These are lands that are identified as being potentially suitable for new residential development having regard to proximity and accessibility to infrastructure. However, these lands are not necessary for development during the lifetime of this plan and may only be considered for detailed zoning and development after 2028. Any development proposals within the lifetime of the plan will be considered under the County Development Plan rural objectives. In order to ensure that the lands are retained for future development, no development proposals, including single housing, will be considered until after the lifetime of the plan.</p> | | | |

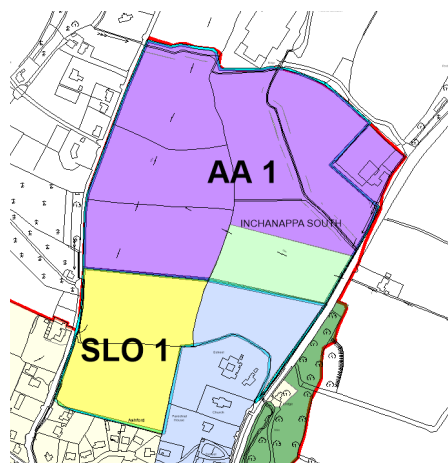
**Level 5 Plans
Ashford**

| No. | Section | Proposed Amendment |
|-----|---------|--|
| 79 | 2.5 | <p>Town Centre & Retail</p> <p>Opportunity Sites</p> <p>OP 1: The Mart Site</p> <p>This site measures 0.98ha 1.5ha and provides an opportunity to develop a large area of back lands within the town centre of Ashford, while maintaining / providing a new street fronting building.</p> <p>Objectives</p> <ul style="list-style-type: none"> ▪ To provide for a mix of uses capable of accommodating retail/commercial/residential development. The development of the northern half of the site should provide for an active retail street frontage with ancillary retail units to the rear centred around a hard and soft landscaped public square/civic space. ▪ The area to the rear of existing dwellings on the southern part of the site (c. 0.5ha) shall be reserved for residential or residential-compatible uses only and shall not be permitted for any commercial purposes. ▪ The overall development proposal for the site shall include a detailed landscaping plan. The proposed landscaping plan shall place a specific emphasis on the eastern and southern boundaries of the site in order to screen the proposed development site from Mount Usher Gardens. <p>Change zoning of area marked from 'OS' to 'TC'</p>  |
| 80 | 2.9 | <p>Action Area Plans & Specific Local Objectives</p> <p>Action Area 1 SLO-3</p> <p>This Action Area SLO area is located on lands at Inchanappa South, west of the existing Glanbia premises and north of Ashford national school. The overall action area measures c. 16.5ha 10.5ha, as shown below. This action area shall be delivered as an employment and</p> |

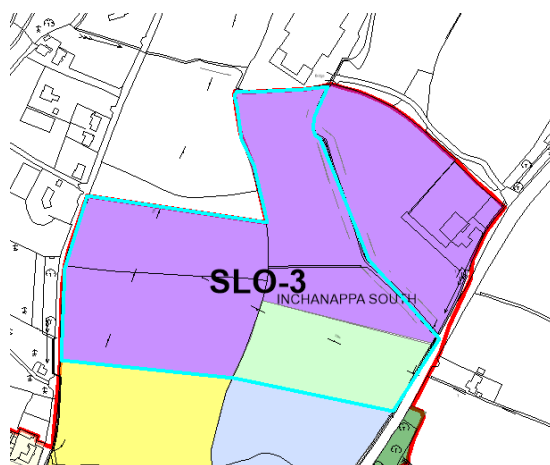
community open space zone in accordance with the following criteria:

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

Change from:



Change to:



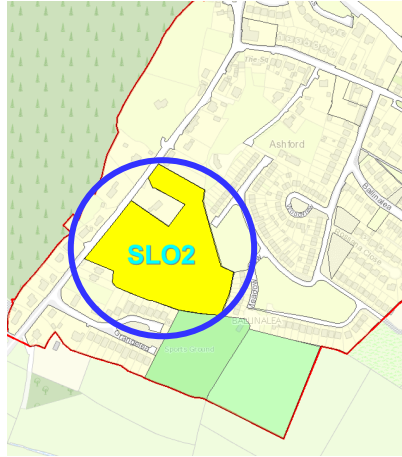
81

2.9

SLO 2 — Ballinalea

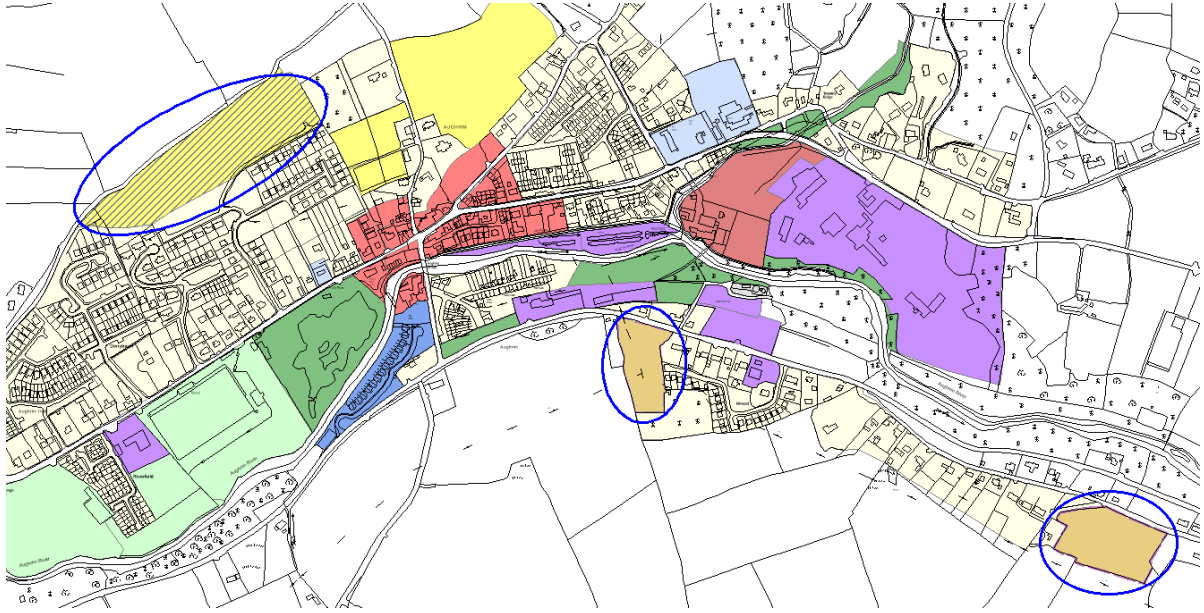
~~SLO 2 is situated at Ballinalea between the Grangelea and Woodview estates fronting onto the L-1096 as shown in Figure 1.3 below and measures c. 2.6ha. These lands shall be developed for residential purposes with the main access road being designed in a manner that facilitates a through access to the existing Ashford Rovers football grounds.~~

Change zoning of area outlined in blue circle below **from RN – SLO2 to SLB** (Strategic Land Bank)



SLO 2

**Level 5 Plans
Aughrim**

| No. | Ref | Proposed Amendment |
|-----|-------|--|
| 82 | Map 1 | <p>Omit areas (3 No.) outlined in blue circles below:</p>  <p>Make any consequent changes to text / map on foot of these changes.</p> |

Level 5 Plans
Tinahely

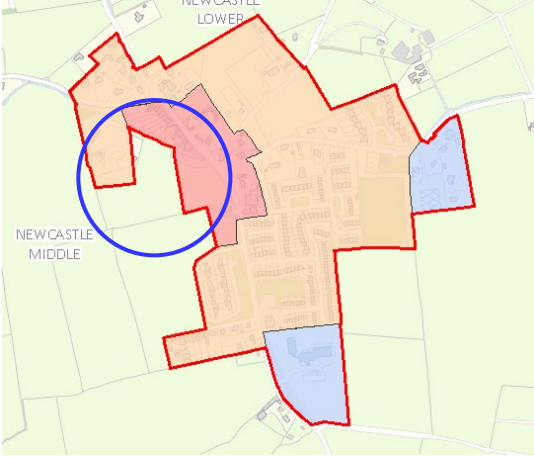
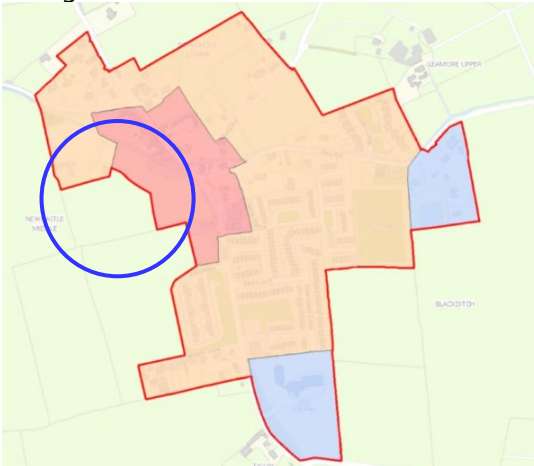
| No. | Section | Proposed Amendment |
|------------|----------------|---|
| 83 | 5.10 | <p>Tinahely Architectural Conservation Area (ACA)</p> <p>The extent of the Tinahely ACA is outlined on the attached Heritage Map. The character of the ACA is defined as follows:</p> <p>The ACA contains an important and attractive townscape of well-proportioned stone built town houses, commercial and public buildings dating mainly from the 18th and early 19th centuries, built along the backdrop of the Derry River, at the junction of the Shillelagh-Wicklow and Hacketstown roads.</p> <p>The character of the ACA is essentially formed by the combination of the traditional urban Irish streetscape of restrained frontages to residential and retail properties, with a number of notable administrative and substantial mill buildings. The traditional streetscape provides a foil to the Market House which is the most outstanding building in the town.</p> <p>Market Square, with its Market House and Court House, Pound Lane, Barton Street, the milling area at the Derry and Tinahely Bridge comprise the main historic area of Tinahely. The buildings fronting onto Market Square are substantial with extensive outbuildings and lands to the rear. They comprise an important "set piece" of small town urban design and planning. Later additions also of importance are the terraced workers' cottages on the Hacketstown Road and the Methodist Church and Manse. In general, the stone built structures of this period are a valuable non-renewable cultural resource that contributes strongly to the cultural identity of the town and merits treatment as a conservation area.</p> <p>Other features of note, that contribute to the character of the ACA include:</p> <ul style="list-style-type: none"> ▪ Pound Lane Barton Street predominantly comprising well presented double fronted two-storey houses, mainly with classical detailing around doors and windows; ▪ The present bank building, a former hotel, is a substantial double fronted five-bay property with a shop frontage inserted into one bay on the ground floor; ▪ The old Constabulary, situated to the south-west of the Courthouse, with its rounded corner, provides an important stop to the south-west corner of the square. The recent insertion of a modern shopfront diminishes the corner; ▪ Structures listed on the Record of Protected Structures; ▪ Victorian style shopfronts. <p>It is important that the character of the town is not eroded by insensitive adaptations or remodelling of façades.</p> |

Level 6 Plans

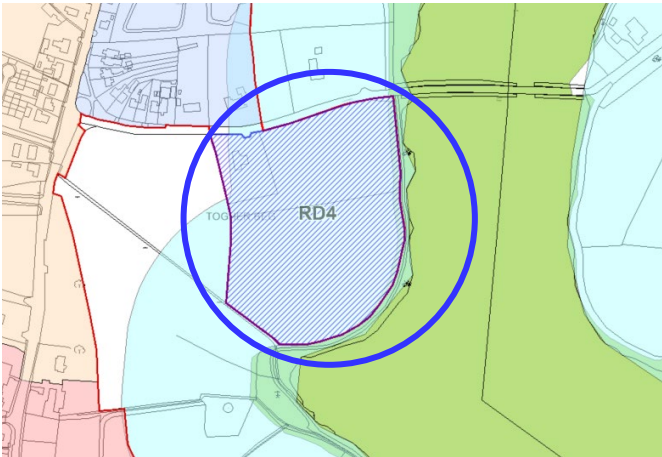
Avoca

| No. | Section | Proposed Amendment |
|-----|---------|---|
| 84 | 2.3 | <p data-bbox="389 356 890 389">Avoca Specific Development Objectives</p> <p data-bbox="389 427 627 461"><i>(add new objectives)</i></p> <p data-bbox="389 499 1513 636">Notwithstanding the Flood Risk Mitigation Objective set out in the 'Introduction to Level 6 Plans', no development, other than minor works as per Section 5.28 of the Guidelines for Flood Risk Management (DoEHLG 2009) shall be considered in Flood Zones A or B until the Avoca Flood Relief Scheme is completed.</p> |

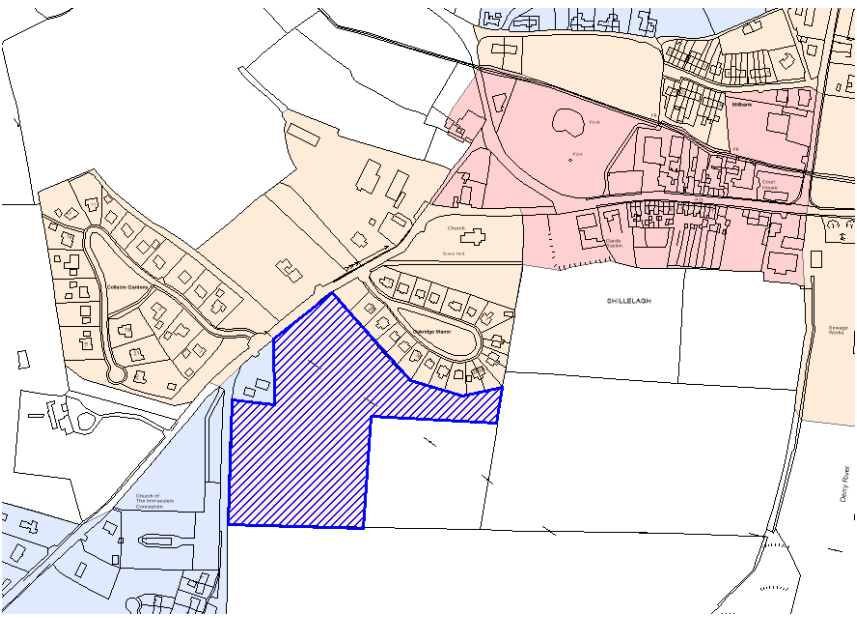
**Level 6 Plans
Newcastle**

| No. | Ref | Proposed Amendment |
|-----|-------|--|
| 85 | Map 1 | <p>Amend map as follows: Change from:</p>  <p>Change to:</p>  <p>Make any change consequent to text / maps on foot of this change.</p> |

**Level 6 Plans
Roundwood**

| No. | Section | Proposed Amendment |
|-----|---|---|
| 86 | 5.3 Map 1 | <p>Delete Objective 11</p> <p>11. On the lands identified as RD4 west of the Waters Bridge on Map 1 (tertiary zone) to provide for tourism use only, strictly on the basis of the connection of any development to mains water and wastewater services, and no adverse impacts arising on the proximate Vartry Reservoir.</p> <p>Delete RD4 (Tertiary Zone) from Map 1</p>  <p>Make any change consequent to text / maps on foot of this change.</p> |

**Level 6 Plans
Shillelagh**

| No. | Ref | Proposed Amendment |
|-----|-------|--|
| 87 | Map 1 | <p data-bbox="391 358 1085 392">Delete area marked in blue hatch below (Secondary Zone)</p>  <p data-bbox="391 1064 1197 1097">Make any change consequent to text / maps on foot of this change.</p> |

**Level 7 Plans
Laragh-Glendalough**

| No. | Section | Proposed Amendment |
|-----|---------|---|
| 88 | 1.2.2 | <p>Settlement & Tourism Objectives</p> <p>Transportation & Infrastructure</p> <p>Add new objective</p> <p>LGX1 Where existing development is located within Flood Zones A or B, new development shall be limited to minor development only; any proposals for new development should be accompanied by an appropriately detailed FRA, undertaken in accordance with Section 4 of the SFRA and the relevant policies and objectives in the County Development Plan.</p> <p>Any proposals for new development in Flood Zones A or B shall be accompanied by an appropriately detailed FRA, undertaken in accordance with Section 4 of this SFRA and the relevant policies and objectives in the County Development Plan, and in particular, where the lands at risk of flooding form part of a larger development site, the sequential approach shall be applied in the site planning, to ensure no encroachment onto, or loss of the flood plain, or that only water compatible development such as Open Space will be permitted for the lands which are identified as being at risk of flooding within the site.</p> |

SECTION 2.3

Proposed Amendments - Volume 3

Appendix 1

Development and Design Standards

| No. | Section | Proposed Amendment |
|-----|--------------------------|---|
| 89 | Introduction + 2.1 | <p>Add the following guidance documents to list</p> <ul style="list-style-type: none"> ▪ <i>DoECLG Spatial Planning and National Roads Guidelines for Planning Authorities</i> ▪ <i>Road Safety Audit, TII Publication: TII GE-STY-01024</i> ▪ <i>DMRB detail be changed from 'NRA' to 'TII'.</i> |
| 90 | 1.3 | <p>Protecting Nature & Biodiversity</p> <p>Landscaping and biodiversity enhancement plans shall generally be required for new developments, particularly but not limited to those on greenfield sites, and shall be submitted with the planning application. These plans shall highlight existing landscape natural features (such as trees, hedgerows, verges, watercourses etc) to be retained and enhanced, and detail new landscaping and biodiversity enhancement measures including (but not limited to) species, number, size and location of new planting, the provision of swift bricks / boxes or towers, bat boxes, etc. and measures to protect ecological corridors, water courses etc. The plan should put an emphasis on the use of native species where possible. Planting schemes shall take account of future maintenance requirements. All landscaping design and management shall be pollinator friendly. They should generally according with the planting and maintenance approach set out in the Pollinator Friendly Planting Code of the All-Ireland Pollinator Plan.</p> |
| 91. | 1.4.3 | <p>Noise Pollution</p> <p>Noise nuisance is defined in Section 108 of the EPA Act 1992 as "Any noise which is so loud, so continuous, so repeated, of such duration or pitch or occurring at such times as to give reasonable cause for annoyance to a person in any premises in the neighbourhood". The Planning Authority will use the Development Management process to ensure that future development are designed and constructed in such a way as to minimise noise disturbance and prevent noise nuisance. The Planning Authority will have regard to the WHO / Europe Night Noise Guidelines (2009) in the assessment of applications with potential night-time noise implications.</p> |
| 92 | 1.4.4 | <p>Light Pollution</p> <p>Applications for permission which include the provision of new street lighting or significant on site / on building lighting shall be accompanied by a certificate from a suitably qualified professional in the field confirming that all lighting has been so positioned and designed to eliminate or mitigate impacts on adjoining properties, particular residences (light trespass) or on the night (sky glow).</p> <p>The design of lighting in new development shall integrate a hierarchy of light intensity zones to ensure that environmental impact is minimised as far as possible particularly in areas proximate to ecological corridors.</p> |

| | | <p>Regard shall be taken of Guidance Notes for the Reduction of Light Pollution (Institute of Lighting Engineers, 2000), 'Guidance Note for the Reduction of Obtrusive Light' (ILP 2021) and 'Guidance Note 9: Domestic Exterior Lighting' (ILP 2019).</p> | | | | |
|---------------------|--|--|---------------------|------------------------|-------------------|--|
| 93 | 1.4.6 | <p>Waste & Construction Management</p> <p>All development will be required to comply with the provisions of Waste Management Acts and Regulations;</p> <p>All construction sites shall be appropriately managed to ensure that environmental emissions are strictly controlled.</p> <p>Where necessary (such as for larger scale developments or developments in ecologically sensitive areas) this will be enforced by requiring (by planning condition) the agreement and implementation a 'construction and demolition management plan', which should set out, at a minimum, the various best practice construction measures/mechanisms that will be put in place during the construction phase to avoid, or mitigate, the impacts of: construction traffic, waste, noise, lighting, dust, storm water run-off etc, on adjoining residences and properties, on existing biodiversity, public roads, etc.</p> <p>which will set out detailed measures to manage waste arising from the construction activity.</p> <p>In drawing up such plans, developers should have regard to DoEHLG guidance publication 'Best Practice Guidelines on the preparation of Waste Management Plans for Construction and Demolition Projects' (2006) as may be amended and revised. In particular, such plans will set out:</p> <ul style="list-style-type: none"> ▪ Construction programme for the works ▪ Hours of operation ▪ A traffic management plan ▪ Noise and dust mitigation measures (including details of a truck wheel wash at the site entrance) ▪ Details of construction lighting ▪ Waste minimisation and management plan, including recycling / re-use of waste where possible (in accordance with circular economy principles); ▪ Measures for the protection of natural features, including (but not limited to) mature trees and hedgerows, protected species, ecological corridors and watercourses <p>A Construction Manager will be required to be appointed to liaise directly with the various sections of the Planning Local Authority.</p> | | | | |
| 94 | 2.1.8 | <p>Table 2.4 - Bicycle parking standards</p> <table border="1" style="width: 100%; border-collapse: collapse;"> <thead> <tr> <th style="text-align: left;">Type of Development</th> <th style="text-align: left;">Cycle Parking Standard</th> </tr> </thead> <tbody> <tr> <td style="text-align: left;">Residential units</td> <td>1 space per bedroom + 1 visitor space per 2 5 units</td> </tr> </tbody> </table> | Type of Development | Cycle Parking Standard | Residential units | 1 space per bedroom + 1 visitor space per 2 5 units |
| Type of Development | Cycle Parking Standard | | | | | |
| Residential units | 1 space per bedroom + 1 visitor space per 2 5 units | | | | | |
| 95 | 2.3 | <p>2.3.1 Residential developments</p> <ul style="list-style-type: none"> ▪ The design and layout of all individual and multi house developments shall provide for on site waste storage (including recyclables) and composting facilities; ▪ For traditional housing layouts, this will normally require the inclusion of sufficient space to the side or rear of a dwelling for the storage of waste, including up to 4 | | | | |

| | | <p>wheelie bins (recyclables, glass, organic and residual waste);</p> <ul style="list-style-type: none"> For terraced houses (i.e. those units with no side laneways / gardens) wheelie bin enclosures may be provided to the front of houses, subject to the highest quality of location and design / construction that allows for full enclosure of all bins in such manner that bins are not visible from public areas and do not allow for the emission of odours; such structures must be shown and detailed at the application stage; For courtyard type developments and apartment developments (i.e. those developments that include houses with either no / limited private gardens), communal bin storage and composting areas shall be provided; In apartment developments, this may be in the form of grouped individual bins in car parking areas or a designated waste building; Waste storage areas shall be designed and screened so as not to cause any adverse visual impact on the proposed complex and located so as not cause noise impact. | | | | | | |
|--------------|----------------------------|--|------------|----------------------------|--------------|-------|-------------|----------|
| 96 | New Section 2.5 | <p>2.5 Military Aviation</p> <p>Applications for development located within the zones shown on Map X at the Department of Defence Glen of Imaal training area, Danger Area 5 (EI-D5) airspace surrounding the Glen of Imaal or Coolmoney Camp at Knockanarrigan shall address possible adverse impacts arising from the development, if any, on the safe operation of these military installations, including impact on military flight operation</p> | | | | | | |
| 97 | 3.1.1 | <p>Intensity of development (density)</p> <ul style="list-style-type: none"> Density' will only be allowed to be generated from land that is capable of being built upon; land which is ultimately unsuitable for such purposes (e.g. due to excessive slope) will not be considered to be part of the density equation even if it forms part of the overall site. Any such areas should be clearly shown on planning applications drawings; The density that can be achieved on any site will ultimately depend on compliance with 'qualitative' standards such as fit with surroundings, height, open space provision, adequate privacy, car parking etc and the density ultimately proposed should be the outcome of the design process rather than the starting point; Where a new 'neighbourhood' centre forms part of a large-scale greenfield expansion area, plot ratio in the neighbourhood hub (i.e. only that area forming an integrated part of the shopping / community facilities provided) should be in the region of 1:1 | | | | | | |
| 98 | 3.1.4 | <p>Open space</p> <ul style="list-style-type: none"> Within apartment developments, private and communal amenity space shall be provided in accordance Design Standards for new Apartments (DSFNA) (2018) as amended and as may be amended in the future. Care should be taken to ensure that such places receive adequate sunlight and meet the highest safety standards. The front wall of balconies should be made from opaque material and be at least 1m in height. Dwellings (including own door duplexes) shall generally be provided with private open space at the following minimum rates: <table border="1" data-bbox="620 1809 1281 1973"> <thead> <tr> <th>House size</th> <th>Minimum private open space</th> </tr> </thead> <tbody> <tr> <td>1-2 bedrooms</td> <td>50sqm</td> </tr> <tr> <td>3+ bedrooms</td> <td>60-75sqm</td> </tr> </tbody> </table> | House size | Minimum private open space | 1-2 bedrooms | 50sqm | 3+ bedrooms | 60-75sqm |
| House size | Minimum private open space | | | | | | | |
| 1-2 bedrooms | 50sqm | | | | | | | |
| 3+ bedrooms | 60-75sqm | | | | | | | |

Own door duplexes shall generally be provided with private open space at a minimum rate of 10sqm per bedroom.

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

99 **4.1.2** **Intensity of development**

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

Table 4.1 – Density standards

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

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

100 **8.5** **Residential public open space**




Public open space in residential developments shall be provided in accordance with the following standards:

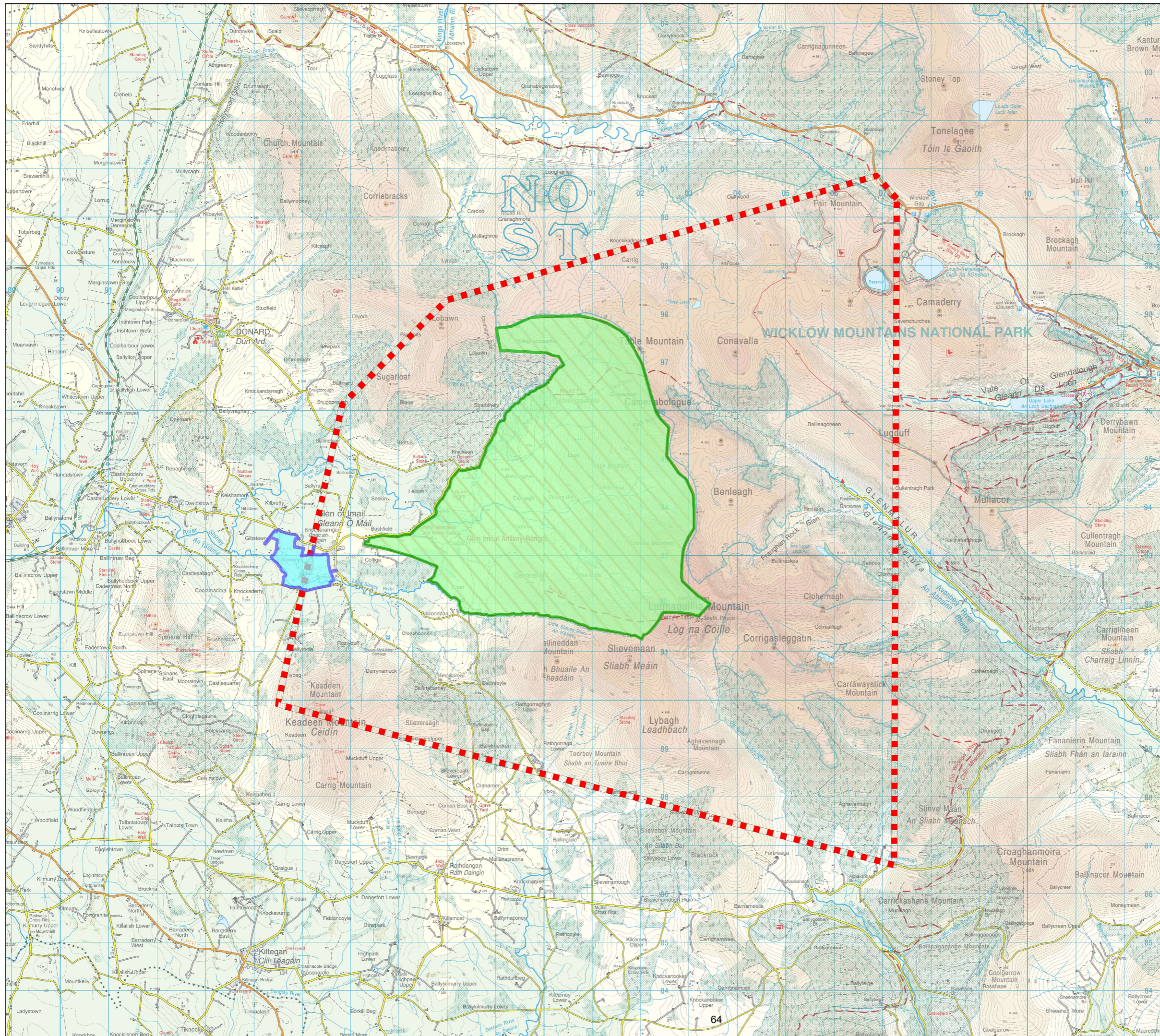
- Public open space will normally be required at a rate of 15% of the site area – areas within the site that are not suitable for development or for recreational use must be excluded before the calculation is made;
- Where a public park is being provided by the same developer (or by a group of developers in a combined Action Area) in close proximity to the residential development site, the public open space provided on site may be reduced to 7.5% of the residential site area, with the remainder being made up in the park;
- The need to provide public open space in town centre developments may be waived, particularly where public amenity space such as a town park or beach is in close proximity;
- Open spaces shall be attractively landscaped through the use of both hard and soft landscaping where appropriate. Open spaces should incorporate existing features and encourage pedestrian use by suitable paving;
- In greenfield developments, subject to the size of the site, a hierarchy of open spaces shall be provided to provide for the different play needs of different age groups. In this regard, all developments shall aim to include:
 - At least one, flat space with dimensions on not less than 20m x 40m, suitable for

| | | |
|--|--|---|
| | | <p>ball games (trees should only be planted around the perimeter)</p> <ul style="list-style-type: none">- A number of smaller spaces immediately adjacent to dwellings, with interesting contours and natural features, suitable for play activities of younger children.• The layout and orientation of residential developments should maximize the potential for passive surveillance of open spaces - all efforts shall be taken to ensure that all houses are in visual range of one open area.• In larger developments (in excess of 1ha), consideration should be given to dedicating part of the residential open space (not exceeding 25% of the total space) to community gardens; at a minimum, landscaping plans will be required to identify a suitable area (in terms of soil type, gradient, light, drainage etc) within the residential open space area that would be suitable for future community garden use by the resident community. |
|--|--|---|



Legend

-  Department of Defence - Glen of Imaal Training Area
-  Department of Defence - Coolmoney Camp at Knockanarrigan
-  Danger Area 5 (EI-D5) - Airspace surrounding the Glen of Imaal (for use by the Irish Defence Forces)



**DRAFT
WICKLOW COUNTY
DEVELOPMENT PLAN 2021-2027**

Wicklow County Council
Planning Department

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