

WICKLOW TOWN – RATHNEW LOCAL AREA PLAN 2025



WICKLOW TOWN – RATHNEW

LEVEL 2 | Core Region Key Town Local Area Plan

Wicklow County Development Plan

This is the Wicklow Town - Rathnew Local Area Plan (LAP) 2025 prepared pursuant to Section 20 of the Planning & Development Act 2000 (as amended).

Wicklow Town is the county town of County Wicklow. Rathnew is a village contiguous to Wicklow Town. Together Wicklow Town and Rathnew is a Level 2 'Key Town' settlement in the Core Region of the Eastern and Midlands Region of Ireland. Wicklow Town – Rathnew is a home to a growing community of 16,500 people (CSO, 2022), it is a key hub of economic activity, shopping, education, recreation and administration for the east of the County. Wicklow Town - Rathnew is part of Wicklow Municipal District, with the administrative head office of the district based in Wicklow Town Hall, on Market Square. The administrative head office of Wicklow County Council is also based in the town on Station Road.

Wicklow Town – Rathnew is targeted for a high level of growth and investment with a range of state agencies working on ensuring that adequate infrastructure is or will be in place to support this growth. The settlement also has the capacity to be a driver of growth and investment for the region. The settlement is a large economically active service town, with a busy shipping port, with high quality transport links (including motorway and rail), servicing the needs of the residents of the settlement as well as a large hinterland, while enjoying abundant natural amenities and space to grow.

WICKLOW COUNTY DEVELOPMENT PLAN

OVERARCHING CROSS-CUTTING THEMES

-
HEALTHY PLACEMAKING

-
CLIMATE CHANGE

-
ECONOMIC OPPORTUNITY
-

This Local Area Plan is consistent with the objectives of the Wicklow County Development Plan. The County Development Plan sets out the overall strategies, objectives and standards for the county. The strategies, objectives and standards set out in the Wicklow County Development Plan apply directly in this settlement and shall be complied with throughout the implementation of this Local Area Plan.

It is not considered necessary to re-state the majority of the objectives of the County Development Plan in this Local Area Plan; therefore, each chapter of this Local Area Plan identifies the priority issues in the settlement area and includes objectives to address such issues where relevant.

To view all the objectives of the County Development Plan online click the link below or scan the QR code.

Link - [Wicklow County Development Plan](#)

QR Code -



WICKLOW TOWN – RATHNEW LOCAL AREA PLAN: WRITTEN STATEMENT

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Local Area Plan Adopted 12 May 2025
Local Area Plan Effective 23 June 2025

This Local Area Plan shall be read in conjunction with the Wicklow County Development Plan.

CHAPTER 1 INTRODUCTION

1.1 Preamble

This is the Wicklow Town - Rathnew Local Area Plan 2025 prepared pursuant to Section 20 of the Planning & Development Act 2000 (as amended).

The purpose of this plan is to put in place a land use framework that will guide the future sustainable development of the Wicklow Town – Rathnew area as shown on Land Use Map No. 1 appended to this plan. This plan, in conjunction with the County Development Plan, will inform and manage the future development of the area.

Previously, the development plan for Wicklow Town-Rathnew was a stand-alone policy document, prepared under a process separate to the Wicklow County Development Plan¹. The last development plan for the town, prepared in 2013, with the agreement of Wicklow County Council included lands outside of the legal jurisdiction of Wicklow Town Council, including the village of Rathnew and other locations in the environs of Wicklow Town. Previous Town Development Plans were required to include the entire suite of policies, objectives and development standards that would be relevant to and would apply in the Wicklow Town and Rathnew area. However, with the dissolution of the town councils, Wicklow County Council is now the planning authority for Wicklow Town and therefore the provisions of the Wicklow County Development Plan now apply directly in the area covered by the previous Town Development Plan.

The majority of policies, objectives and development standards that will apply in the Wicklow Town and Rathnew area are already determined in the Wicklow County Development Plan and all efforts shall be made to minimise repetition of County Development Plan objectives in this Local Area Plan, unless it is considered necessary to emphasise assets or restate objectives that have particular relevance and importance to the area. While this will facilitate the streamlining of this plan to just those issues that are relevant to this area, and an overall reduction in the content of the plan, this should not be seen a diminution of the level of importance or indeed protection afforded to this area.

In particular, development standards, retail strategies, housing strategies etc that are included in the County Development Plan shall not be repeated. Any specific policies / objectives or development standards required for this area will be stated as precisely that, and in all cases will be consistent with the County Development Plan. Thus development standards will therefore be the same across the entire County, and any differences for specific settlements would be clear and transparent, to both those adopting the plans, and the general public alike.

Furthermore, this Local Area Plan shall only include objectives that are area specific and achievable, and avoid those that are aspirational or are best dealt with in the annual budget, road works programme, etc. **The role of land use plan is to put in place a framework within which development can occur, but does not decide what works actually get done** by either private individuals or public bodies. The delivery of objectives will be determined by the initiation of private development or by the allocation of public funding through the annual budgetary process, which is a separate process to any land use plan.

This LAP is framed in accordance with the development horizon set out in the 2022 County Development Plan. In particular, residential development objectives including land zoning provisions have been made on the basis of providing enough housing land to meet the prevailing Core Strategy population and housing targets set out in the County Development Plan at the time of adoption of the LAP, with flexibility in the zoning provisions to ensure that (a) the targets can be achieved in the event that unforeseen impediments to

¹ The Town Development Plans prepared previously for Wicklow Town were prepared under Sections 11-12 of the Planning and Development Act 2000 (as amended)

the development of certain lands arise and (b) the LAP does not have to be formally amended to reflect any changes in the Core Strategy or population / housing targets that may arise during the lifetime of the County Development Plan due to changes to the National Planning Framework², Regional Spatial and Economic Strategy or changes to planning legislation³.

It is also important to note that the land-use objectives of this plan aim to support other plans and strategies prepared by Wicklow County Council, including the Wicklow Local Economic and Community Plan, the Wicklow Climate Action Plan, Wicklow Tourism Strategy and Marketing Plan, Wicklow Biodiversity Action Plan, Wicklow Heritage Plan etc, all which have a wider remit than this LAP.

1.2 Plan format

The plan comprises a written statement and a series of maps that provide a graphic representation of the content of the written text. Where there is any discrepancy between the text and maps, the text shall take precedence.

The plan is accompanied by a number of studies and appendices, including:

- Strategic Environmental Assessment,
- Natura Impact Assessment (Appropriate Assessment),
- Strategic Flood Risk Assessment,
- Local Transport Assessment, and
- Social Infrastructure Audit.

All of these assessments have informed the crafting of the plan.

As a Local Area Plan, there is no requirement to set out a 'Core Strategy' for the development of the area covered in the plan. However, Chapter 2 of the written document shall set out the factors on which the plan objectives are built, that are consistent with the Core Strategy of the County Development Plan. Thereafter the sections of the plan will set out the objectives of the plan under the following headings:

- RESIDENTIAL DEVELOPMENT
- ECONOMIC DEVELOPMENT
- KEY REGENERATION AREAS
- CENTRES AND RETAIL
- COMMUNITY DEVELOPMENT
- TOURISM
- INFRASTRUCTURE
- HERITAGE , BIODIVERSITY AND GREEN INFRASTRUCTURE
- ZONING AND LAND USE

² The Revised NPF was approved by the Government and the Oireachtas in April 2025.

³ The Planning and Development Bill was passed by the Oireachtas in October 2024 and sections are expected to be commenced through 2025.

1.3 Maps

The maps provide a graphic representation of the written statement of the Plan. They indicate land use and other development objectives together with various other objectives of the Council. The maps do not purport to be accurate survey maps from which site dimensions or other survey data can be measured.

Note: Details shown on all maps is for information purposes only. Further details on any item should be clarified with Wicklow County Council. The maps have been produced by Wicklow County Council with available Local Authority and Tailte Éireann Surveying Base Data.

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Note: Concept sketches for a number of the Opportunity / Specific Local Objective sites are shown in this plan. These are conceptual only, did not include complete site surveys/analysis, and should not be taken as a definitive guide as to the acceptability or otherwise of any access points, road layouts or building positions/designs. Any application for permission on said lands must conform to all standards and requirements of the Planning Authority, as set out in this plan and the Wicklow County Development Plan.

Note: UNAUTHORISED REPRODUCTION OF THESE MAPS INFRINGES STATE COPYRIGHT

The plan relates to the lands within the settlement boundary of Wicklow Town – Rathnew, see Map No.1.

1.4 Public Consultation

Consultation with the public, local community groups and commercial / business interest in the area, as well as public sector agencies, non-governmental agencies and infrastructure providers has been carried out in accordance with Section 20 of the Planning Act (as amended).

All of these consultations, including submissions made, have been considered in the crafting of the plan.



CHAPTER 2 OVERALL VISION AND STRATEGY

2.1 Introduction

Healthy placemaking, climate change and economic opportunity are the three overarching cross-cutting themes of the Wicklow County Development Plan and therefore are the three overarching themes that inform and shape this Local Area Plan. The legislative and policy context for each theme is outlined in the Overall Strategy of the County Development Plan. These cross-cutting overarching themes align with the key principles identified in the National Planning Framework (NPF) and Regional Spatial and Economic Strategy (RSES) for the Eastern and Midland Region.

There is significant overlap between the three themes. Placemaking integrates with the creation of sustainable communities which includes housing, sustainable mobility, healthy town and village centres and economic development. Climate change has implications for sustainable mobility, economic development and heritage and biodiversity. Economic development is increasingly integrated with our response to climate change and to the delivery of healthy placemaking.

2.2 Vision

A key aim of a Local Area Plan is to set out the vision and development strategy for the future development of the area and from this vision, all policies and objectives can be developed and implemented with the overall aim of achieving this vision. The vision and development strategy must be consistent with the 'Core Strategy' of the County Development Plan and reflect the characteristics, strengths and weaknesses of the area.

With **HEALTHY PLACEMAKING, CLIMATE CHANGE** and **ECONOMIC OPPORTUNITY** to the fore of the plan, the vision for the Wicklow Town-Rathnew Local Area Plan is:

VISION FOR THE WICKLOW TOWN-RATHNEW LOCAL AREA PLAN

For Wicklow Town – Rathnew to be a prosperous and growing community in the Garden County of Wicklow, offering a unique and high quality of life by providing for a sustainable and local work/life balance within a healthy environment for all who live, work and visit the settlement.

To strengthen and consolidate Wicklow Town as the County Town. To protect the identity of Rathnew village.

To recognise and protect, the unique character, built heritage, seaside location, maritime history and natural environment of the area.

Local Area Plans exist in a hierarchy of plans flowing from national level (National Planning Framework) to regional level (Regional Spatial & Economic Strategy) to County level (Wicklow County Development Plan). It is through the County Development Plan that these higher order strategies, as well as other national and regional policies (e.g. relating to transportation and the environment) are translated to a 'local level'. The current County Development Plan adopted in 2022 includes a 'Core Strategy' which sets out the 'direction' for the future growth of the County, in accordance with these higher level strategies, and in particular sets out the settlement and population growth strategy for the target years of 2028 and 2031, evaluates the demand for housing and adequacy of zoned lands to meet those needs, as well as providing strategies for infrastructure, environmental protection and economic and retail development.

2.3 Factors Influencing the Development Strategy

The key factors influencing the development strategy for Wicklow Town – Rathnew, in addition to the findings and recommendations set out in the various studies / assessments accompanying this plan, are the role and function of the settlement, the assets of the settlement, the physical context, historical context and natural/manmade constraints of the settlement. In particular:

Role and function of the settlement

Wicklow Town - Rathnew is a 'Core Region Key Town' as identified in the Regional Spatial and Economic Strategy (RSES). The settlement's role and function is as set out in image 1 below.

| RSES Policy Objectives : Wicklow – Rathnew Core Region Key Town | |
|---|---|
| RPO 4.54 | Support an enhanced role and function of Wicklow-Rathnew as the County Town, particularly as a hub for employment, training and education. |
| RPO 4.55 | Support Wicklow-Rathnew's role in the provision of third level education at the Wicklow County Campus Rathnew (in association with Institute of Technology Carlow) and in particular, to support the development of the campus as a hub for the Film Industry and Screen Content Creation Sector. |
| RPO 4.56 | Support enhancement and expansion of Wicklow port and Harbour, to expand commercial berthing and pleasure craft capacity subject to a feasibility study with particular focus on avoiding adverse impacts on the integrity of adjacent European Sites. |
| RPO 4.57 | Support the development of Wicklow-Rathnew as a tourism hub having regard to its accessibility to key tourist destinations in the Region. |
| RPO 4.58 | To support ongoing investment in rail infrastructure to ensure its continued renewal, maintenance and improvement to a high level to ensure high quality of frequency, safety, service, accessibility and connectivity. |

Table 1: RSES Policy Objectives for Wicklow Town-Rathnew



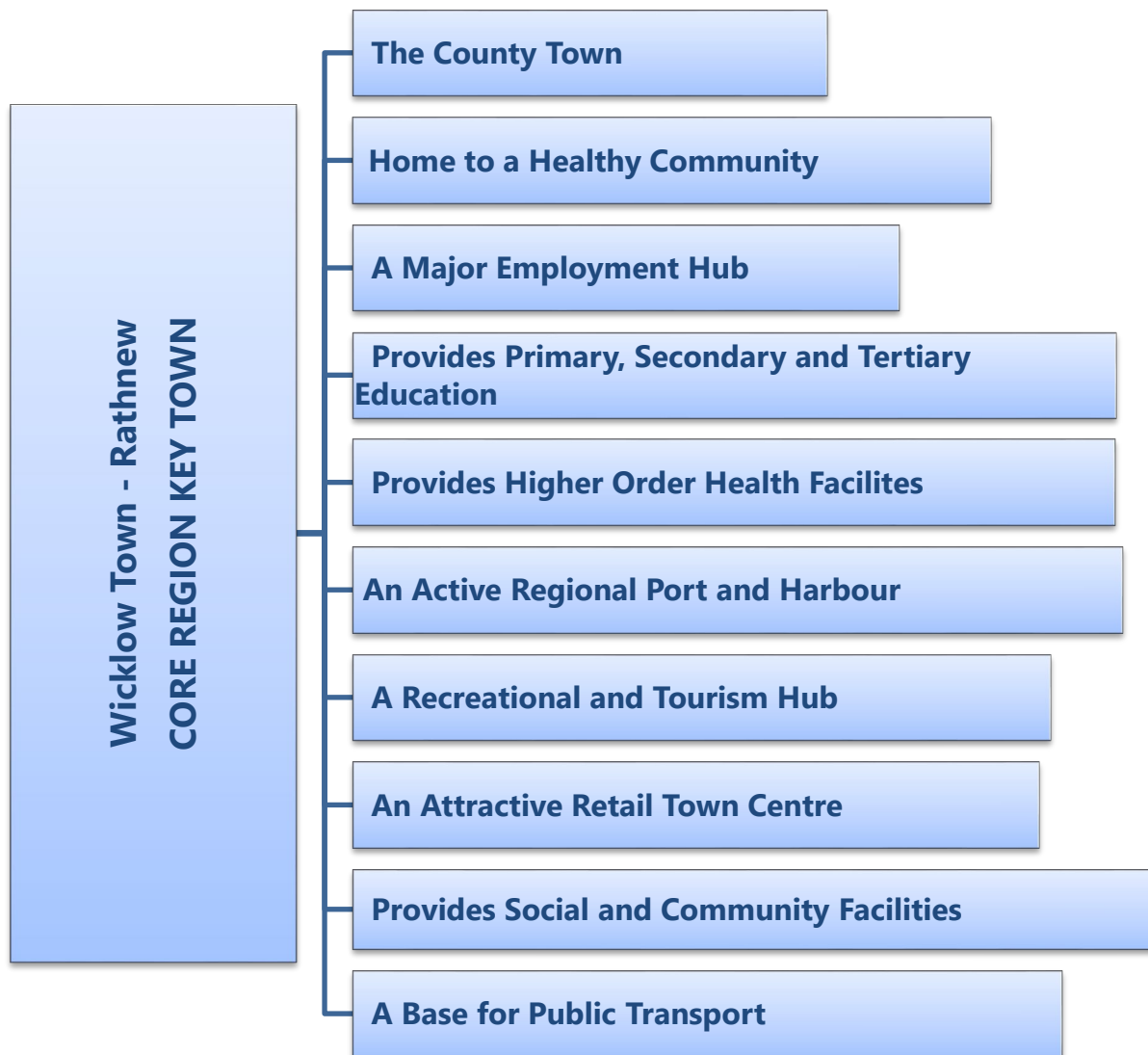


Image 1: Role and Function



Existing Settlement Assets

The settlement aims to further enhance its role and function by capitalising on its existing assets. The existing assets are as follows:

| | |
|---|---|
| County Town | Wicklow provides important administrative and local Government functions (Wicklow County Council, Wicklow Municipal District building, Garda Station, RSA driving test centre, Public Service Card Centre, Civil Registration Service, the Department of Social Protection branch office, etc). |
| Healthy Community | Wicklow Town –Rathnew is home to a healthy, well-educated growing population. The settlement also has a highly skilled workforce, employed in a variety of jobs. |
| Employment Hub | It is the base for a number of active businesses and industrial parks; with potential for expansion and growth. |
| Large Catchment | The settlement provides services and facilities for the residents of the town and its catchment (including the villages of Rathnew, Ashford, Glenealy, Roundwood, Rathdrum and a significant rural population). |
| Attractive Coast | Its attractive location at the centre point of the coastal area of the County with the Murrough to the north and Wicklow Head to the south. |
| Maritime Tradition | Wicklow has a long maritime tradition with leisure events such as the Wicklow Regatta and the Round Ireland Yacht race which starts and ends in Wicklow port. |
| Busy Port & Harbour | Wicklow has a busy harbour and the port is an active commercial 'Port of Regional Significance' with leisure amenity and tourism potential. |
| Pre-school, Primary, Secondary & Tertiary Education Facilities | Wicklow Town – Rathnew is an educational hub for the county. Wicklow County Campus, a centre of excellence focusing on third level education, training and employment. |
| Health Facilities | The settlement has a number of health services including doctor and dental surgeries and higher order health facilities at Knockrobin Primary Health Centre. |
| Transport Links | Excellent internal links and connections with the Port Access Road and the Hawkstown Road as well as its strategic location on the M/N11 corridor, on the south-eastern rail corridor with enhanced bus connections. |
| Sports and Recreation Facilities | The settlement is home to many sports clubs including water sports clubs. The area has an abundance of recreational opportunities including attractive walking and cycling routes. |
| Community and Cultural Centre | The settlement is home to many cultural events and heritage; like the Taste of Wicklow; the Wicklow Christmas market; Wicklow Gaol and the Abbey Grounds. There are numerous community facilities within the settlement. |
| Tourism Hub | Tourism destinations such as the Wicklow Gaol, the Murrough, Wicklow Head, coastal walks, beaches and architectural heritage within the settlement. There is potential for growth in tourism due to its attractive coastal location and its proximity to key destinations such as the Wicklow Mountains, Glendalough, Avondale and Brittas Bay. There is also well-developed tourism infrastructure in the settlement including tourist office / tourist retail / services / accommodation. |
| Retail Centres | Wicklow and Rathnew are attractive and accessible town and village centres. Wicklow town centre has an attractive streetscape, rich in Victorian architectural heritage and Rathnew village has a distinct identity and functions as a local service centre for its local community. |
| Infrastructure Assets | The area is serviced with water and waste water infrastructure, effective public transport networks, energy, and telecommunications infrastructure. |

Historical Context - Wicklow Town

The name of Wicklow Town is of Viking origin, with 'lo' meaning meadow or grassland. The area of 'Nati's Mound' which overlooks the river is thought to be the site of the earliest settlers to the town, and later came to be occupied by the Vikings, who also established a timber fort at what is now the 'Black Castle'. The old Irish name for the town, Cill Mhantáin has connections with St. Patrick who, along with some of his followers, attempted to land at the Town, only to be repelled by locals. One of his followers named 'Mhanntain', later returned and founded a church. In Norman times the town was centred along Main Street, with small lanes running off of this and spaces for markets at each end of the Main Street. A stone fortification was built at the Black Castle and a Monastery at the Abbey Grounds. This was a period of unrest as the locals refused to submit to English Authority. As a result, Wicklow was the last district of Ireland to be created a county in 1613. The Black Castle was destroyed in 1641 in an attack which led to the massacre of the Parish Priest and his congregation, it is claimed, in the vicinity of what is now known as Melancholy Lane. During a peaceful time in the 18th century a stone bridge was constructed allowing farmers to graze their animals on the Murrough, as was a new town hall and a Gaol. Seafaring was the town's life blood. During the famine County Wicklow lost ten thousand people to disease and hunger and more emigrated on 'coffin ships'. In the late 19th century the harbour, sheltered by breakwaters, became an industrial hub.

Wicklow Town has a good built heritage stock with many important landmark buildings like the Gaol, the adjacent courthouse, and the nearby Town Hall. The two civic memorials commemorating noted Wicklow men, Billy Byrne at Market Square, hero of the 1798 Rebellion, and Captain Robert Halpin (1836-1894) at Fitzwilliam Square, responsible for laying an estimated 41,800 km of underwater telegraph cable, contribute greatly to the local character and distinctiveness. Also of significance are the three and four storey townhouses on Main Street; the Dominican Convent; and ecclesiastical buildings such as the Church of Ireland (Wicklow Parish Church at Church Hill) and the Catholic Church (St. Patrick's Catholic Church). The town has also inherited a town centre street pattern that has informed the layout of the subsequent expansion of the town. The architecture of these buildings and the spaces between them such as Market Square and Fitzwilliam Square, and the individual traditional style of shopfronts all lend attractiveness and vibrancy to the Town Centre.

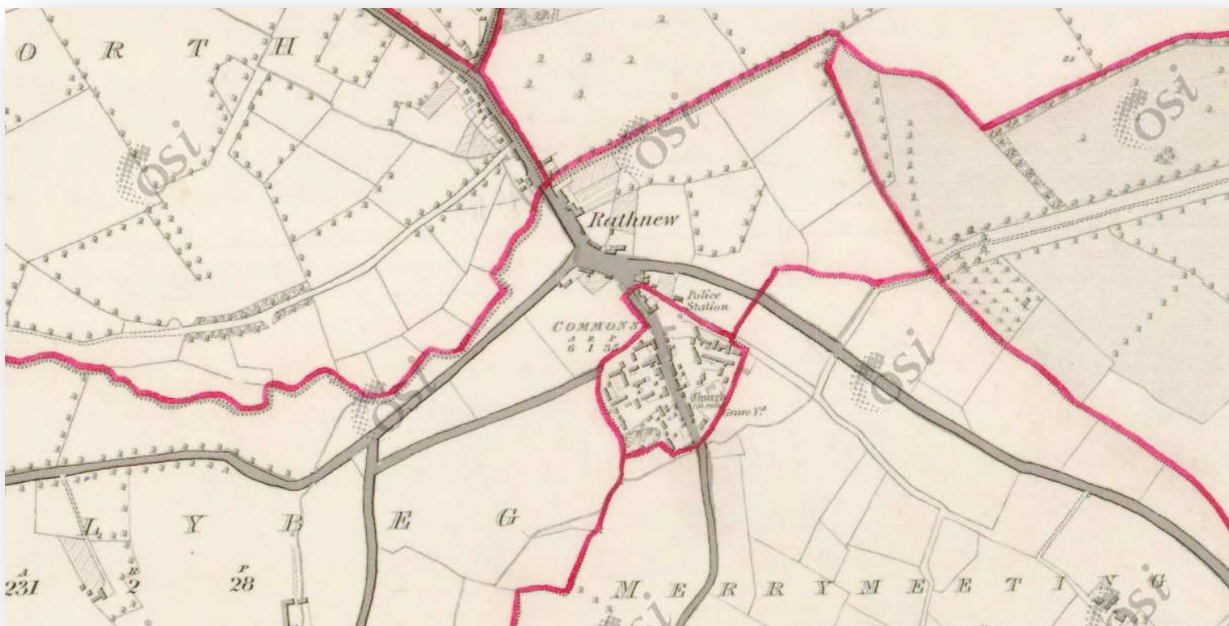


Historic Map No.1: Wicklow Town - Historic 6-inch Map First Edition

Historical Context - Rathnew Village

Rathnew, meaning 'The Ring Fort of Naoi' originally developed around the site of an early Christian settlement. In pre-Norman times, the area was also occupied by the Danes. The village developed in two 'sectors' – the northern part comprising an area developed with 'estate houses'- Clermont House and Tinakilly House (home of Captain Halpin), and the traditional 'old village' that is still present today, which developed slightly further south on the Rathnew Commons. In between the two areas the still present village street, just south of the bridge, was developed. The commons area was developed without any 'plan' and as a result the pattern of development still visible today is very unstructured with houses of different sizes and formats, facing different directions and a complex pattern of streets and lanes. Rathnew has a number of features of historical, architectural and archaeological interest, such as the stump of a medieval church, the cemetery, the RC church and some original 18th and 19th century houses.

Rathnew Village itself has a unique built heritage with a range of building types, uses and designs. Rathnew does not have the same type of identifiable, formal structure as Wicklow town, and in this regard, the key to the protection of Rathnew's architectural heritage will be the identification and protection of the most valuable structures and items, and the sensitive redevelopment of sites and properties adjacent to these places.



Historic Map No.2: Rathnew Village - Historic 6-inch Map First Edition

Physical Context

Before the M11 motorway was constructed, the main Dublin Road (the old N11) went through Rathnew village and on to Wicklow Town; there is a junction in Rathnew off the Dublin Road that has the main road to Glenealy village (and to the west of the County), there is another main junction on the Dublin Road in Wicklow Town, that has the Marlon Road, leading on to the south of the County.

While Wicklow town initially developed along the southern side of the Vartry River estuary, the construction of a stone bridge in the 17th century as well as the construction of the port and the arrival of the railway in

the 19th century saw increased development around the river, port and the Murrough, as well as growth in housing particularly on the roads surrounding the Main Street.

In 1864 the population of the town had grown to 3,404 from 2,046 in 1821. The town's growth stagnated during the second half of the 19th century and the first half of the 20th century, with a population of 3,243 in 1911 and 3,125 in 1961. By the 1970/80s population had started to expand, up to 5,178 in 1981 and 7,290 by 1996.

The second half of the 20th century saw substantial housing growth being focussed on three principle areas – the land between Marlton Road and the Ballyguile Road / Greenhills Road, between the Dublin Road R750 and the Rocky Road, and out towards Dunbur Head. Industrial development tended to be focussed around the port and Murrough. Community facilities, schools, sports clubs etc were developed where feasible, and often on / around Church and public lands. The historic footprint of the settlements of Wicklow Town and Rathnew can be seen in the historic maps No. 1 to 4.

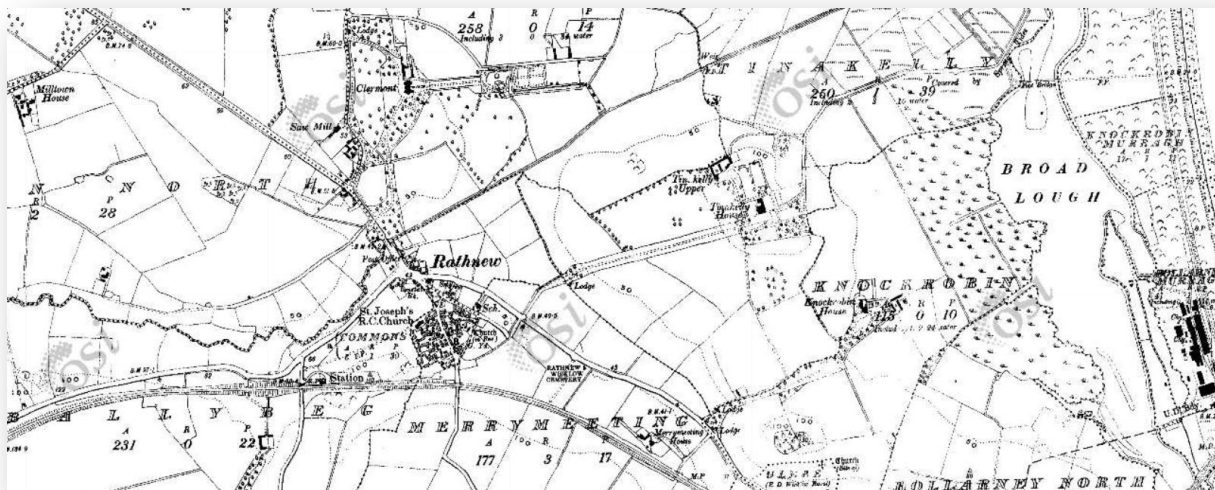


Historic Map No. 3: 6-inch Last Edition Wicklow Town

The village of Rathnew developed principally in the triangular area to the south of the main road junctions, as shown on the map above, in a clustered format north of the railway line (developed in 1866), with the station located just west of the village centre. Some village dwellings and services such as the post office were located on the Dublin road to the north. In 1831, the population was 476 inhabitants. Development continued in this triangular area through the 20th century, with additional areas of housing being developed in the second half of the 20th century to the south of the railway line and to the north of the Dublin Road. The village doubled in population between 1961 and 1991 from 861 to 1,496.

In the early 2000s, once a final route of the Newtown – Ballinabarney M/N11 had been determined (which would see Wicklow Town and Rathnew located to the east of the new route), a development strategy was adopted that would see the two towns planned and developed as one combined settlement, with lands between Wicklow Town and Rathnew designated for new development. This would necessitate significant improvements to the local road network and in particular saw the development of the Hawkstown Road (Town Relief Road) to provide access to and around this new development area. An additional key objective

at this time was also to enhance access to the Murrough and Port area to avoid HGV traffic needing to travel through the town centre of Wicklow town and this resulted in the development of the Port Access Road. These new roads, as well as the additional housing development mostly located on the Rocky Road, linking Wicklow town to the south of Rathnew and along the Hawkstown Road.



Historic Map No. 4: 6-inch Last Edition Rathnew Village

Natural Environment

The natural environment provides a habitat for a variety of species and is a source of amenity for human settlements. Despite the fact that the Wicklow town and Rathnew village are urban in character, the area includes several significant elements of the natural environment such as the Murrough wetlands and coastal area, the River Leix, River Vartry, the land attached to the Black Castle, Dominican convent, Clermont House, Tinakilly House and several substantial groupings of trees. Apart from their intrinsic biodiversity value as habitats for a variety of plant and animal species, these elements of the environment provide direct and indirect benefits to the population of Wicklow town, Rathnew and their surrounds. They are places where people can engage in recreational activities such as walking, swimming, sailing and playing formal and informal field sports. These also provide a visual amenity that enhances the attractiveness of the settlement as a place in which to live and work. These assets are therefore worth protecting.

Each of these elements of the natural environment are utilised in some way by the settlements' population. The coastal area and foreshore are used for the transport of goods by the Port; the rivers are used for recreational purposes like fishing and for drainage; the Convent lands represent an excellent example of sustainable enterprise in the form of a permaculture farm and eco-centre; the grounds of Clermont House and Tinakilly House offer a green quarter within the settlement and Wicklow golf course is used for both passive and active recreation (i.e. golf and walking). These assets have come under pressure from development. For example, in the past parts of the Convent lands has been taken up by residential development and developments at the Port and the Murrough have encroached upon the coastal and river environments respectively.

Regeneration Opportunities

Key regeneration opportunities include the development of Wicklow port and harbour, served by the Port Access Road, to expand commercial berthing and pleasure craft capacity; redevelopment of the underutilised industrial units in the port and quayside area. There are many opportunities for the densification and enhancement of residential and retail uses in Wicklow town and Rathnew village centres and to improve pedestrian mobility and connectivity. The regeneration of underutilised brownfield industrial units on the Murrough (south of the Port Access Road Bridge) is a significant opportunity given its location close to the train station and the town centre. There is also potential for further development of the Wicklow County Campus as a third level education facility for enterprise, education, training, research and development.

Future Compact Growth of the Settlement

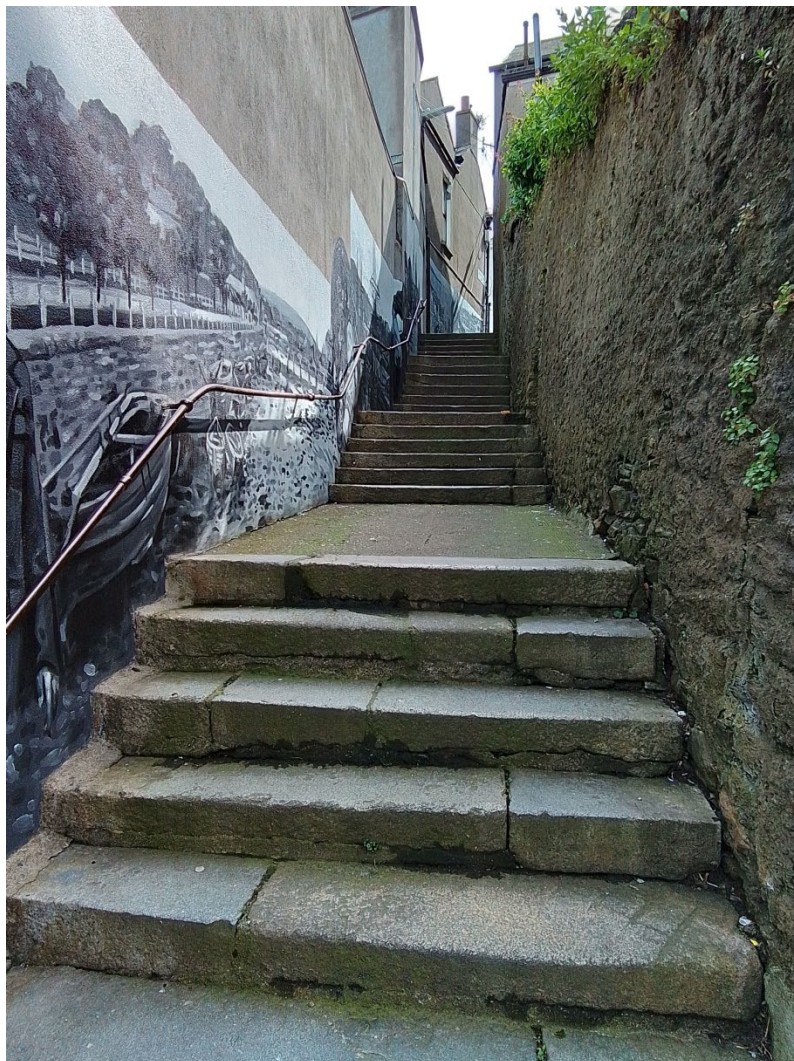
The key parameters for the future physical development of Wicklow Town - Rathnew are based around protection of the environment, sustainability, compact growth and developing the settlement in a manner that will generate the minimal number of private car journeys and maximum walking, cycling and use of public transport. In considering how and where to grow the settlement further, the historical development and physical limitations must be recognised, namely:

- Wicklow Town - Rathnew cannot grow to the north or the east due to the Vartry River, the Murrough and the sea, although a significant opportunity for regeneration exists in the Murrough area between the Port Access Road bridge and the port;
- Development to the east of the settlement, north of the Port Access Road, needs to be carefully controlled given the close proximity to the European Sites of the Murrough Wetlands SAC and the Murrough SPA. Having regard to the characteristics of these protected sites, it is important to ensure that the lands surrounding these sites are protected from new development and to limit the extension of existing development in this area.
- Growth to the south is constrained by Wicklow Head, the golf club and the high elevation of the lands at Ballyguile and Dunbur, with these areas constrained by the lack of appropriate transport and water services infrastructure;
- While there is potential for development in the Ashtown / Hawkstown / Ballynerrin Upper areas to the south-west of Wicklow Town, particularly those areas connected to the Hawkstown Road, these areas are quite distant from the town centre and essential services, and would not present the most sustainable development option.

In light of the above, the solution adopted in this plan has a number of elements:

- Consolidate the existing built pattern in Wicklow Town by maximising the development potential of large sites close to the core and any infill sites and backland sites along the main roads within the town core of Wicklow Town;
- To provide a framework for the future development of Wicklow Town centre and Rathnew village centres to facilitate the development of these core areas as the centre / focus of the settlement. To enhance the public realm in these centres and enhance connections and linkages to the residential areas surrounding the centres as well as connecting Wicklow Town centre to the quays/harbour and the Murrough and also connecting Rathnew village to Wicklow County Campus at Clermont;
- To encourage the development of an appropriate mix of uses in Rathnew core, particularly that which can contribute towards creating a more defined village centre and village streetscape.
- To facilitate the redevelopment of brownfield opportunity sites within the centre of Rathnew village including lands at Charvey Lane, along the R752, infill sites/backlands of the village centre, underutilised industrial sites in Merrymeeting, Clermont and Tinakilly;

- To promote and encourage the regeneration of brownfield sites on the Murrough (south of PAR Bridge) , at the port and the quays, with a mix of high density buildings and uses including residential and other such uses that provide local job opportunities, and uses that support the existing town centre;
- To facilitate the appropriate development of greenfield residential lands that are serviced and serviceable within the settlement, particularly in the Burkeen, Ballynerrin / Ashtown, Broomhall, Ballybeg and Tinakilly areas but in a managed / phased manner so as to align with the housing / population growth targets set out in the County Development Plan;
- To provide for new employment opportunities on serviced / serviceable greenfield lands at appropriate locations that are connected to local residential areas with walking, cycling and public transport facilities. There are a number of sites that have the potential for employment growth at Ballynerrin, Ballinabarney, Clermont, Charvey Lane, Rathnew and Broomhall;
- To provide for new community, educational and recreational opportunities on serviced / serviceable greenfield lands at appropriate locations that are connected to local residential areas with walking, cycling and public transport facilities. There are a number of sites that have the potential for new schools; on the Marlton Road, Rosanna and Ballybeg. There are opportunities for community and/or recreational facilities at Brides Head, Knockrobin and Ashtown Lane / Hawkstown Road.
- To ensure that the lands surrounding the European Sites of the Murrough Wetlands SAC and the Murrough SPA are protected from adverse impacts arising from new development and to carefully manage and control the extension of existing development in proximity to these areas.



2.4 Population and Housing

The population of Wicklow Town and Rathnew in 2022 was 16,500 persons (CSO). The 2022 County Development Plan set out the following population / housing targets:

Table 2.1 Population growth & targets Wicklow Town – Rathnew

| Wicklow Town - Rathnew | 2016 Census | 2022 Census | Q2 2028 Target | 2031 Target |
|------------------------|-------------|-------------|----------------|-------------|
| Population | 13,954 | 16,439 | 18,515 | 19,400 |
| Housing | 5,456 | 6,231 | 7,573 | 7,850 |

This plan will ensure adequate zoned land and supporting objectives to allow for the population and housing targets, as set out in the County Development Plan prevailing at the time of the adoption of this LAP, to be met.

The lands that are needed to be zoned to meet the current target will be zoned 'New Residential' and identified in this plan as '**New Residential Priority 1**' lands.

In order to ensure an adequate future supply of housing lands, should the need arise for their development having regard to any changes to housing targets that might arise during the lifetime of this LAP, additional lands shall be zoned - 'New Residential' and identified as '**New Residential Priority 2**' which shall only be considered for consent where it can be shown that such development would accord with the Core Strategy targets after the activation of Priority 1 lands.

RESIDENTIAL DEVELOPMENT STRATEGY FOR WICKLOW TOWN – RATHNEW

- To ensure sufficient zoned and serviced land is available at appropriate locations capable of meeting the housing needs of the targeted population of the settlement over the plan period in a sustainable manner. Notwithstanding the zoning of land for residential purposes, the Planning Authority shall monitor and implement the population targets as set out in the County Development Plan and shall phase and restrict, where necessary, the granting of residential planning permissions to ensure these targets are not exceeded.
- To promote and facilitate in-fill housing developments, the use of under-utilised / vacant sites and vacant upper floors for residential use and facilitate higher residential densities at appropriate locations, subject to a high standard of design, layout and finish;
- To promote and facilitate the redevelopment of sites in the town and village centres, including identified opportunity sites, where development will positively contribute to the commercial and residential vitality of the centre.

2.5 Economic Development and Employment

The largest employment sectors in the settlement are commerce, public service, manufacturing and education. There are a number of active business and industrial parks, with potential for expansion, as well as a supply of undeveloped zoned employment land available for growth. Wicklow port is home to a variety of businesses as well as providing important fishing, leisure and cultural amenities, with tourism potential. It is well positioned to become a hub for the service of the off-shore wind energy sector. Having regard to the assets within the settlement; there is potential for Wicklow and Rathnew town centres to strengthen and promote economic development associated with retail and commerce. There is huge potential to develop the settlement as a recreation and tourism hub, exploiting the settlements' assets.

The objectives of this LAP, in particular the land zoning provisions, will support the achievement of significant growth in jobs in the settlement⁴. In order to ensure the land use framework can deliver such new employment creation, the solution adopted in this plan has a number of elements, as set out below.

ECONOMIC DEVELOPMENT AND EMPLOYMENT STRATEGY FOR WICKLOW TOWN – RATHNEW

- Supporting and facilitating to the highest degree possible (subject to environmental and other relevant planning considerations) all forms of employment generation;
- Supporting the enhanced role and function of Wicklow as the County Town as a hub for employment, training and education;
- Exploitation and development of existing settlement assets to act as a catalyst for major employment growth in the settlement, county and region. To ensure that the appropriate framework and services are in place to allow these assets to be developed to their full employment potential.
- To attract inward investment / growth in indigenous and foreign industry by providing the infrastructure and zoned land necessary and promoting a healthy community with a high quality environment;
- Fostering entrepreneurial activity by promoting and supporting opportunities for training and education, business start-up and incubator facilities;
- Support Wicklow-Rathnew's role in the provision of third level education at the Wicklow County Campus Rathnew (in association with SETU) and in particular, to support the development of the campus as a hub for the Film Industry (Screen Content Creation Sector), the renewable energy sector and the food sector;
- To facilitate more intensive economic activity and job creation in the existing town / village centres, in retail and retail services, professional services, tourism and accommodation;
- Promote a high quality built and natural environment that is attractive to indigenous and foreign industry and employees;
- To facilitate the development of opportunities to capitalise particularly on the settlement's coastal location and to support enhancement and expansion of Wicklow Port and Harbour.

⁴ Wicklow Town has a jobs ratio of 0.7 and Rathnew Village has a jobs ratio of 0.56, CSO 2022.

2.6 Centres and Retail

Wicklow town and Rathnew village are the two centres within the settlement. Both centres provide important local services; however both are in need of rejuvenation and enhancement of the public realm in order to increase the footfall in both areas.

The town and village centres are the focus of retail activity and are supported by neighbourhood centres that comprises of a small range of convenient and easily accessible shops. It is important that the centres retain retailing as a core function. The enhancement of the retail sector will contribute to the three themes of 'healthy communities', 'climate change' and 'economic opportunity' by:

- Supporting the role of town and village centres as the heart of communities, where people of all backgrounds, ages and abilities can avail of services and interact within their communities;
- Enhancing the built environment by maintaining activity and driving regeneration in our town and village centres; promote sustainable re-use of underutilised and brownfield sites, reduce demand for greenfield development and will generate economic confidence and make settlements more attractive for employers and a skilled workforce;
- Supporting and facilitating sustainable mobility by ensuring that retail services are available locally, and can be accessible by means other than private car;
- Supporting local employment growth.

CENTRES AND RETAIL STRATEGY FOR WICKLOW TOWN – RATHNEW

- Wicklow Town should provide for a high level retail function serving a wide catchment reflecting its status as a Core Region Key Town in the settlement hierarchy. Wicklow Town provides for the 'big shop' convenience and comparison needs of a wide catchment including Rathnew, Ashford, Glenealy, Roundwood, Rathdrum and a significant rural population.
- Wicklow Town should provide a full range of all types of retail from newsagents to specialist shops and boutiques, large department stores, foodstores of all types, shopping centres and high levels of mixed uses including the arts and culture, to create a vibrant living place. The town will be a focus for medium and higher quality comparison goods.
- There is a need for significant enhancement and expansion of retail floorspace and town centre activities to provide for the needs of the local community and the wider catchment.
- To further improve the quality of Wicklow Town's streetscape and public realm as an attractive centre with pedestrian movement as a priority.
- To facilitate improvements to walking, cycling and public transport infrastructure within both centres to enhance the pedestrians experience and reduce traffic congestion.
- To improve the quality of the streetscape and public realm in Rathnew village to ensure that it is a healthy place and an attractive centre with pedestrian movement as a priority.
- To develop the retail role of Rathnew at a 'local centre' scale, commensurate with its local catchment and its role as an employment and education hub (vis-à-vis Wicklow County Campus).
- To support the existing neighbourhood centre at Merrymeeting and to facilitate the development of another at Ballynerrin.

2.7 Social and Community Development

The provision of accessible social and community infrastructure, including open space and leisure / recreational facilities, contributes to the quality of life for all and it is important that existing and future residents of the area and its catchment are provided with such facilities. High quality social and community services in an area can also make a place more attractive for the establishment of new businesses and to encourage long stay visitors. In particular, new community facilities will be required to be provided in tandem with the development of significant new residential developments and new neighbourhoods.

The policies, objectives and recommendations set out in a suite of Council publications and strategies relating to social and community development will guide the objectives and zoning provisions of this LAP. Of key importance in the crafting of this plan was recognition of the shortfall in active open space, particularly organised sports grounds, in the town and environs.

COMMUNITY DEVELOPMENT STRATEGY FOR WICKLOW TOWN – RATHNEW

- To facilitate the development of a range of high quality community, educational, open space and recreational facilities that meet the needs of the local population.
- To require new community, open space and recreational facilities be developed in tandem with new housing.
- To facilitate healthy place-making with a well-designed public realm which includes public spaces, parks, playgrounds and safe streets with access for all.



2.8 Tourism Development

Tourism has been a major industry for County Wicklow for many years. Wicklow Town has developed its own tourism and visitor economy capitalising on its qualities as a cultural destination and area of local distinctiveness.

The objectives of this LAP, in particular the land zoning provisions, will support the tourism industry in the settlement. In order to ensure the land use framework can balance the protection and enhancement of the environment, while facilitating access to tourism attractions/ destinations, the approach adopted in this plan has a number of elements, as set out below.

TOURISM DEVELOPMENT STRATEGY FOR WICKLOW TOWN – RATHNEW

- To protect Wicklow Town – Rathnew’s principal strengths and capitalise on the distinct tourism attractions that are on offer;
- To ensure a focus on high quality tourism products;
- To work with tourism bodies to increase the number of tourists visiting the settlement, to increase the length of stay of tourists and to help secure the tourism sector as key economic driver;
- To preserve the character and distinctiveness of scenic landscapes that are of high amenity value;
- To protect the conservation objectives of European sites, controlling development with the potential to cause adverse impacts on these, either directly, indirectly or cumulatively, is subject to an Appropriate Assessment in accordance with article 6 of the EU Habitats Directive.



2.9 Infrastructure and Services

The provision of transport and services infrastructure is essential to the development of any area, providing ease of movement within towns, connecting towns to surrounding areas and providing sufficient service infrastructure capable of meeting the demands of the resident, commercial and employment populations. The County Development Plan, and various programmes of the Council's Roads and Environmental Services Departments, as well as outside agencies such as Uisce Éireann, Transport Infrastructure Ireland and the National Transport Authority, provides detailed strategies and objectives for a whole range of service infrastructure. These provisions apply directly to the Wicklow Town – Rathnew area it is not necessary to restate all of these objectives; objectives included in this plan are those considered necessarily to emphasise assets or restate objectives that have particular relevance and importance to the area.

The key factor influencing the future development of the Wicklow Town – Rathnew area is the adequacy and the improvement of transportation infrastructure in the area. The key investment priorities as set out in the County Development Plan are:

- Facilitating modal shift to more sustainable transport, including strategic and local public transport (bus and rail), 'Park and Ride' facilities, enhanced walking and cycling facilities and permeability,
- 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,
- Ensuring that vehicular and pedestrian environments can be used by all people, regardless of their age, size, disability or ability.

INFRASTRUCTURE STRATEGY FOR WICKLOW TOWN – RATHNEW

- Promote the development of safe and accessible pedestrian, cycling and traffic routes and excellent public transport facilities;
- Facilitate and promote the delivery of reliable and effective water, drainage, energy, waste management and communications infrastructure to service the existing and future development needs of the settlement.



2.10 Built Heritage and Natural Environment

The protection and enhancement of heritage and environmental assets through this plan will help to safeguard the local character and distinctiveness of the area and its surroundings, providing local economic, social and environmental benefits. The maps included in this plan include a heritage map indicating the key natural and built heritage features.

The key heritage and environmental factors that have influenced the shape of this plan include:

- Protection and enhancement (where possible) of European Sites (the Murrough SPA, the Murrough Wetlands SAC and Wicklow Head SAC), including lands adjacent to and linked to these sites;
- Identification of rivers and watercourses and their associated green corridors, and the recognition of same as a 'Green Infrastructure' resource;
- Protection and enhancement of the built heritage of Wicklow town and Rathnew in particular the important institutional, civil and cultural structures present including (but not limited to) Wicklow Gaol and courthouse, the Town Hall, the Dominican Convent, the various churches and old schoolhouses, Clermont and Tinakilly Houses and not least, the archaeologically significant Abbey Grounds,
- Recognition of the valuable heritage asset that is the historical street patterns and Victorian and vernacular buildings in both Wicklow Town and Rathnew.

HERITAGE STRATEGY FOR WICKLOW TOWN – RATHNEW

- To protect the natural, architectural, archaeological and maritime heritage of the Wicklow Town – Rathnew area;
- To enhance the quality of the natural and built environment, to enhance the unique character of Wicklow Town and Rathnew as a place to live, visit and work;
- To promote greater appreciation of, and access to, local heritage assets.



CHAPTER 3 RESIDENTIAL DEVELOPMENT

It is an aim of this plan to focus new residential development into the serviced existing built envelope of the settlement. The 'Town Centre' (TC), 'Village Centre' (VC), and Mixed Use (MU) zones and the 'Existing Residential' (RE) zones all present significant housing opportunities through densification of the existing built up area, re-use of derelict or brownfield sites, infill and backland development. In any development proposal for this area, particular cognisance must be taken of the need to respect the existing built fabric and residential amenities enjoyed by existing residents, and maintaining existing parks and other open areas within the settlement. These central areas may not be sufficient in size and scope to accommodate all of the required long term future housing growth, therefore new 'greenfield' housing development shall also be considered.

'Edge of centre' locations will be considered the priority location for such new greenfield residential development and will generally be zoned as 'New Residential - Priority 1' (zoned RN1) while more 'out of centre' housing sites (zoned 'New Residential - Priority 2' RN2) will only be considered where Objective **WTR4** is satisfied and on the basis of integrated housing / community facilities / open space schemes that can be well connected to the existing built up area.

In order to be cognisant of extant permissions and/or the key role that some sites will play in the delivery of essential infrastructure, it may be necessary for some 'out-of-centre' sites to remain as Priority 1. Such areas may have a 'Specific Local Objective' (SLO) designation which are areas to be the subject of comprehensive (not piecemeal) integrated schemes of development that allow for the sustainable, phased and managed development of the lands having regard to the objectives specified in this plan.

Development Potential and Density

In addition to the objectives of the County Development Plan and this Local Area Plan, the development potential of any site will be subject to determination of appropriate density at the development management stage. The application of density ranges will be considered in line with the objectives of the County Development Plan, this Local Area Plan and relevant Planning Guidelines. Density ranges should be based on consideration of centrality and accessibility to services and public transport; and considerations of character, amenity and the natural environment. As the density that may be possible to achieve on any given site cannot be pre-determined, this plan will not include an estimate of housing yield for any particular area / site.

Housing Targets and Extant Planning Permissions

Having regard to the Core Strategy and population / housing targets provided therein for Wicklow Town - Rathnew, there is capacity within the lands zoned TC, VC, RE and MU (all located in the serviced, built up envelope) and lands zoned RN1 (greenfield residential lands either within the built envelope or with extant planning permission) to meet current targets.

In order to ensure a long term supply of zoned land, in particular to ensure flexibility in the event of an increase in housing targets during the lifetime of this plan, this plan also provides for additional zoned serviced / serviceable residential lands, over and above that needed to meet current targets, zoned 'RN2 – New Residential Priority 2'. Permission will not be considered during the lifetime of this plan for RN2 lands unless the following conditions are satisfied:

- 75% of Priority 1 new residential lands (RN1) lands have been activated (i.e. consent obtained and development initiated);
- It can be shown that the housing / population generated by the proposed development would not result in the prevailing Core Strategy targets at the time of the decision to grant permission being significantly breached.

Table 3.1 below sets out the land zoned for new residential development in this plan.

Table 3.1 New Residential Zonings

| Location | Area (ha) | Status | Zoning /Priority |
|--|-----------|--|------------------|
| Marlton Link Road (SLO-1) | 3.2ha | Permission granted | RN1 |
| Tinakilly Park (SLO-2) | 11.8ha | Linked to essential infrastructure ^{1, 2} | RN1 |
| Bollarney North (SLO-4) | 5.1ha | Linked to essential infrastructure ¹ | RN1 |
| Ballynerrin (Hawkstown Road SLO-6 east) | 1.9ha | Infill lands | RN1 |
| Rosanna Lower (Hunters Road SLO-7) | 1.1ha | Linked to essential infrastructure ^{1, 2} | RN1 |
| Glebe (SLO-8) | 0.7ha | Linked to essential infrastructure ¹ | RN1 |
| Ballynerrin (Ashtown Lane SLO-9) | 3.6ha | Linked to essential infrastructure ¹ | RN1 |
| Marlton Road (SLO-10) | 9.2ha | Linked to essential infrastructure ¹ | RN1 |
| Broomhall (SLO-11) | 7.35ha | Linked to essential infrastructure ¹ | RN1 |
| Hawks Bay (SLO-12) | 2.7ha | Linked to essential infrastructure ¹ | RN1 |
| West of Hawkstown Park | 1.6ha | Local Authority Scheme | RN1 |
| Hillview | 0.9ha | Local Authority Scheme | RN1 |
| Greenhills Road | 1.2ha | Local Authority Scheme | RN1 |
| Rathnew village | 0.2ha | Local Authority Scheme | RN1 |
| Greenhills Road (south of Mariner's Point) | 3ha | Linked to essential infrastructure ¹ | RN1 |
| Ballyguile Road | 0.67ha | Infill site | RN1 |
| Charvey Court | 0.06ha | Infill site | RN1 |
| South of Bollarney Woods | 0.38ha | Infill site | RN1 |

1 = Linked to essential community infrastructure

2 = Linked to essential transportation infrastructure

| Location | Area (ha) | Zoning /Priority |
|---|-----------|------------------|
| Rosanna Lower 1 (Hunters Road) | 1.2ha | RN2 |
| Tighe Avenue (Nth of road, south of road and SLO-3) | 4.4ha | RN2 |
| Ballybeg (Glenealy Road R752 SLO-3) | 3ha | RN2 |
| Ballybeg (R772 SLO-5) | 8.9ha | RN2 |
| Ballynerrin (Hawkstown Road SLO-6 west) | 4.9ha | RN2 |
| Ballynerrin (Ashtown Lane) | 0.6ha | RN2 |
| Ballyguile Road (2 sites) | 1.8ha | RN2 |
| Glebe (SLO-8) | 0.7ha | RN2 |



The County Development Plan sets out a wide range of residential development objectives that will apply directly in Wicklow Town - Rathnew; in addition, the following objectives shall apply in the LAP area:

| WICKLOW TOWN – RATHNEW RESIDENTIAL DEVELOPMENT OBJECTIVES | |
|---|--|
| WTR1 | All new housing developments shall be required to accord with the housing objectives and standards set out in the Wicklow County Development Plan. |
| WTR2 | Development shall extend outwards from the centre of Wicklow Town and Rathnew Village with undeveloped land closest to the centre and public transport routes given priority. <u>'Leapfrogging' to peripheral areas shall be strongly resisted.</u> |
| WTR3 | In accordance with the County Development Plan, there shall be no quantitative restriction inferred from this plan on the number of units that may be delivered on town centre and village centre zoned lands, or on brownfield regeneration sites, or on infill sites located within the following zones – 'Town Centre', 'Village Centre' and 'Existing Residential'. |
| WTR4 | Notwithstanding the zoning / designation of land for new residential development (RN), permission will not be considered for RN2 Priority 2 lands unless the following conditions are satisfied: <ul style="list-style-type: none"> - 75% of Priority 1 new residential lands (RN1) lands have been activated (i.e. consent obtained and development initiated); - It can be shown that the housing / population generated by the proposed development would not result in the prevailing Core Strategy targets at the time of the application being significantly breached. |
| WTR5 | In order to make best use of land resources and services, unless there are cogent reasons to the contrary, new residential development shall be expected to aim for the highest density appropriate given the site's location and access to services. The Council reserves the right to refuse permission for any development that is not consistent with this principle. |
| WTR6 | Housing development shall be managed and phased to ensure that infrastructure and in particular, community infrastructure, is provided to match the need of new residents. Where specified by the Planning Authority, new significant residential or mixed use development proposals, may be required to provide a social and community facility/facilities as part of the proposed development or the developer may be required to carry out 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. |
| WTR7 | To encourage in-fill housing developments, the use of under-utilised and vacant sites and vacant upper floors for accommodation purposes and facilitate higher residential densities at appropriate locations, subject to a high standard of design, layout and finish. |
| WTR8 | To promote and facilitate the development of a range of residential development types, tenures and sizes, including affordable and cost-rental properties, in order to cater for the varying housing needs and economic circumstances of the town's population. In particular, Wicklow County Council shall work with the Land Development Agency, and other relevant stakeholders, to deliver a range of residential tenures to meet the requirements of the population including (but not limited to) affordable and cost-rental housing types on appropriate lands, subject to compliance with the policies and objectives of the LAP, the Development Plan and other relevant national and regional policies and guidelines. |

CHAPTER 4 ECONOMIC DEVELOPMENT

This chapter will set out the objectives for the sustainable development of the settlement's economy that are relevant to and implementable through a land-use plan. Economic opportunity is one of the over-arching and cross cutting themes of the County Development Plan and this Local Area Plan. Economic development and employment is one of the key elements in delivering sustainable communities. The 'Economic Development Strategy' of this plan is to take advantage of the existing economic assets in order to stimulate employment opportunities within the area.

The land-use objectives of this plan aim to support the strategies of the Wicklow Local Economic and Community Plan and the Wicklow Local Enterprise Office, which have a wider remit than this LAP in the area of economic development.

4.1 The role of this LAP in Economic Development in Wicklow Town - Rathnew

The County's employment strategies⁵ and their objectives will require to be implemented by a wide range of actions and agencies, with the Local Area Plan's role limited to the land-use and development aspects of the strategies. In this regard, it is considered that this plan's 'Economic Development Strategy' has the following key functions in the achievement of economic development in Wicklow Town - Rathnew generally:

(a) Availability of Zoned Land for Employment

While a land-use plan has no direct role in creating jobs or bringing new employers to the County, the plan can ensure that sufficient zoned land is available for employment uses and can set out objectives to facilitate this aim. In this regard, this plan makes provision for the following greenfield sites for employment:

Table 4.1 Employment Zonings

| Existing / Developed Employment Lands | |
|--|------------------|
| Location | Area (Ha) |
| Charvey Lane (industrial parks and industrial units) | 11.7ha |
| The Village Mill Enterprise Park | 2ha |
| Broomhall Business and Enterprise Park | 1.1ha |
| Port Access Road (south of the PAR and north of rail line) | 1.5ha |
| Bollarney North (Dublin Road) | 3ha |
| Murrough North | 8.3ha |
| Merrymeeing (former Corn Company site) | 3.2ha |
| Undeveloped Employment Lands | |
| Location | Area (Ha) |
| Charvey Lane / Milltown North | 7ha |
| Merrymeeing (north of railway line) | 3.5ha |
| Ballynabarney (east of R772) (including SLO13) | 10ha |
| Newrath (north of Wicklow County Campus) | 10.3ha |
| Broomhall Business and Enterprise Park | 0.8ha |
| Port Access Road (south of the road and north of the railway line) | 3.1ha |
| Ballynerrin (Hawkstown Road / Marlton Road) | 6.4ha |
| Murrough North | 1ha |

⁵ Wicklow Local Economic and Community Plan and the Wicklow Local Enterprise Office, as well as the non-statutory 'Wicklow Economic Think Tank' strategy

(b) Promoting and facilitating Healthy Communities and a High Quality of Life

This is a key component to facilitate the future economic development of an area as it may assist in attracting new employers to the area. Specific actions to improve quality of life include:

- Providing high quality residential developments with supporting facilities;
- Ensuring a vibrant, liveable town centre with a high quality public realm;
- Providing an attractive urban environment to facilitate residency of the projected labour force;
- Ensuring high quality design of development that complements existing environments;
- Increasing and improving the range of quality of recreational, amenity and cultural facilities as well as providing high quality educational and training facilities.

(c) Reinforcing Wicklow Town Centre's role - Retail Provision and Services Industry

It is important to reinforce the County town's status and for the town centre to remain the hub of activity, especially retail, in the wider settlement and wider region, where people come to the County town to work, shop, go to school, play and interact, that high levels of employment must be maintained in the centre.

(d) Support Wicklow Town and Rathnew Village Centres

Enhance the quality of the streetscape and public realm, as well as the range of uses in both centres to ensure they are attractive to customers, tourists and new businesses.

(e) Facilitate further development of Industrial / Business Parks

It is important to support the further development the industrial and business parks within the settlement as manufacturing and warehousing areas that provide employment for the settlement and county.

(f) Support Wicklow County Campus - Education and Employment potential

Wicklow County Campus is a unique asset with the potential to re-invigorate employment in the whole County, by combining third level education and a research and development hub with associated spin off businesses. It is considered a 'County' facility, with a regional draw. It is also important to support the development of adjacent employment zoned lands for higher order employment types.

(g) Manage Employment at Murrough North

'Murrough North' is the area north of the Port Access Road (Bollarney Murrough and Knockrobin Murrough townlands). The 'Murrough North' area is home to a number of existing industries including Conway Port Cargo terminal, Wicklow Tyre Services, Multimetals Recycling, Irish Biofuel Production Ltd etc. It is surrounded on all sides by designated European Sites – the Murrough SPA and the Murrough Wetlands SAC which are vulnerable to impacts from land use management, hydrological interactions, tourism, recreational use, agricultural practices, waste disposal and extraction of materials. It is therefore important to encourage the existing industries/businesses to operate in a manner which is respectful of the local environment, use environmentally friendly / innovative technologies and improve the visual amenity of the area. The Council will seek to encourage site operators to improve the overall visual amenity of the area including the provision of additional landscaping using native species appropriate to this natural coastal setting.

(h) Facilitate employment on Wicklow Port Access Road (PAR) & Hawkstown Road

There are a number of existing community and health facilities, businesses and educational facilities on the PAR and Hawkstown Road that provide important employment for the area; additional sites have been zoned for development of employment, community/education and active open space uses on these key roads.

Other key Local Area Plan functions in the achievement of economic development include:

Supporting the Maritime Sector and Wicklow Port
Facilitating and Promoting Entrepreneurial Activity
Supporting Home Based Economic Activity
Supporting the growth of Tourism and Recreation



The County Development Plan sets out a wide range of employment development objectives that will apply directly in Wicklow Town - Rathnew; in addition, the following objectives shall apply in the LAP area:

| WICKLOW TOWN – RATHNEW EMPLOYMENT OBJECTIVES | |
|---|---|
| WTR9 | To facilitate and support all forms of employment creation on appropriately zoned land in Wicklow Town –Rathnew, to promote the intensification of activities on existing employment sites and to take advantage of the existing economic assets in order to stimulate further employment within the area. |
| WTR10 | To encourage the redevelopment of brownfield sites for enterprise and employment creation throughout the settlement and to consider allowing ‘relaxation’ in normal development standards on such sites to promote their redevelopment, where it can be clearly demonstrated that a development of the highest quality, that does not create an adverse or unacceptable working environment or create unacceptable impacts on the built, natural or social environment, will be provided. |
| WTR11 | To support and facilitate existing and future commercial port activities, in line with the Waterfront Strategy (Chapter 5), and to resist developments that would undermine the commercial potential of the port area. |
| WTR12 | To facilitate and support Wicklow Town Centre and Rathnew Village Centre as the priority locations for new employment, particularly ‘people’-based employment development. |

| | |
|----------------|--|
| WTR13 | To support and facilitate all forms of employment development in Wicklow Town Centre and Rathnew Village Centre, particularly retail and retail services uses. |
| WTR14 | To support the continued operation of Rathnew Business Park as a manufacturing and warehousing area. |
| WTR15 | To support the development of Wicklow County Campus; to support the development of adjacent employment zoned lands for higher order employment types such as film / food / renewable energy. |
| WTR16 * | <p>On lands zoned for employment on the 'Murrough North', it is the objective of the Council to:</p> <ul style="list-style-type: none"> ▪ To facilitate the continued operation of established / permitted existing business / commercial activities subject to ensuring they operate in a manner which is respectful of the local environment, use environmentally friendly / innovative technologies and improve the visual amenity of the area; ▪ To resist further expansion / intensification of the existing industries / businesses and consideration will only be given to development that enhances nature conservation; ▪ To ensure that no development is permitted which would give rise to significant adverse impacts upon the conservation objectives of European sites. ▪ To encourage site operators to improve the overall visual amenity of the area including the provision of additional landscaping using native species appropriate to this natural coastal setting. <p>While the Council acknowledges that these industries are established, permitted and operating businesses / commercial activities, it is important to have regard to (a) the need to ensure no significant adverse impacts on the European Sites arise from the intensification or change of use of this area for industry / employment and (b) the nature restoration goals of the Council and (c) the available of significant areas of zoned employment land within the settlement away from the coast and other environmentally sensitive locations.</p> |

** Projects at Murrough North shall have full regard to the Habitats Directive (with particular regard for the Murrough SPA and the Murrough Wetlands SAC), including being subject to AA that identifies and addresses any likely significant effects. In doing so, proposed projects and associated AAs in this area shall, as relevant:*

- *Be informed by appropriately targeted ecological survey(s) and assessment(s) of the Qualifying Interests of the SAC and SPA that consider issues including:*
 - i *Bird usage of the adjacent wetland areas (river corridor and intertidal), including spatial and behavioural considerations and associated role in supporting the QIs of the site as a whole.*
 - ii *Use of the area adjacent during darkness, including a consideration of lighting effects on spatial and behavioural considerations.*
 - iii *Use of the area for fish and mammal movements – notably Otter, Atlantic salmon, bats – to have consideration of lighting effects on connectivity for these mobile species.*

and

- *Give due consideration to any requirement for project level mitigation that arises from the surveying and assessment described above, ensuring that prescribed mitigation measures are proven, robust and address the need for certainty in achievement of mitigation of potentially significant adverse effects. Notably this should include a presumption to achieve significant net benefit to the features which may otherwise be impacted.*

To avoid the potential for impacts on the aquatic environment and associated species, key components of nearby European sites, any development must adequately address the management of surface water run-off and drainage at the construction and operational phases to ensure that no adverse impacts may occur to the sites. It should be recognised that this may require significant exceedance of any existing measures to ensure that any development provides a net benefit over its life, to the nearby sites and wider aquatic environment.

(See Appendix 6 - Appropriate Assessment)

CHAPTER 5 KEY REGENERATION AREAS

Wicklow Town Centre Strategy Rathnew Village Strategy Wicklow Town Waterfront Zone Strategy

Wicklow Town, Rathnew Village and the Waterfront are three areas within the settlement that have huge potential for regeneration, to further develop opportunity sites to enhance compact growth, while creating quality places and reinforcing the identity of the settlement. These three regeneration areas have the potential to be the heart of the settlement providing for healthy place-making and a mix of uses where people want to live, visit, shop and work. Enhancing the public realm, creating connectivity and linkages throughout these areas is vital to the success of their further development. The enhancement of Fitzwilliam Square in the centre of Wicklow Town providing for a new urban space with new public realm features, outdoor dining and cultural space (artist selling paintings, focal area for St Patrick's day parade and Santa visit at Christmas) is a leading example of renewal of an urban space that should be replicated throughout the settlement.

WICKLOW TOWN CENTRE STRATEGY



A strategy for the sustainable development and reinvigoration of Wicklow Town centre is vital to attract retail and commercial businesses to the town and to revitalise the tourism potential of the town. The town centre functions need to be reinforced by appropriate strategies and objectives.

The factors that make a town centre economically viable and attractive to visitors are numerous and often hard to predict and influence. Some of the features of Wicklow Town Centre that provide opportunities are as follows:

- Historic town layout with fine urban grain and not a particularly legible urban structure. Narrow plots provide interest and character;
- Main Street is an Architectural Conservation Area (ACA);
- Many vacant / derelict units that are in need of renewal or redevelopment;
- Large infill sites with underutilised sites to the rear of properties;

- Hub of activity around Fitzwilliam Square following regeneration under URDF;
- The one way traffic system from Fitzwilliam Square to Market Square has provided an opportunity to enhance the public realm and provide for outdoor dining on the main road and The Mall;
- Opportunity to provide additional areas for street-side dining;
- Sun on eastern side of Main Street;
- South Quay / the Leirrim River is connected to the Main Street by 'The Doctor's Steps', Salt House Lane and Quarantine Hill; the Murals Projects improved connections, however there is further potential to enhance connections and pedestrian permeability;
- The Town Centres relationship with the coast / harbour / Murrough area needs to be exploited with opportunities with better connections and pedestrian links;
- There are a number of side streets / lanes that connect the Main Street to the adjoining residential areas and South Quay;
- Changing levels between Main Street and coast (South Quay and harbour) provide an opportunity for public realm enhancements features for better linkages between the areas.

The **strategy for Wicklow Town centre**, for the purpose of this land use plan, will comprise the following elements:

- Enhancing the 'public realm';
- Addressing dereliction and vacant sites;
- Protecting the buildings, features and places of heritage value;
- Encouraging a varied mix of uses in the core area;
- Reinvigorating the retail role of the retail core through application of an appropriate retail strategy;
- Addressing vehicular, pedestrian and cycling traffic movement;
- Addressing car parking;
- Enhancing access to public transport.

Enhancing the 'Public Realm'

The 'Public Realm' can be best described as the form and use of outdoor areas and spaces that are accessible to the public. This includes many familiar types of places, such as streets, squares, parks, car parks and beaches, as well as the physical and visual connections between them, and with buildings. Quality public realm can provide the venue for multiple activities, including commerce, recreation, education and of course, fun and enjoyment for residents and visitors alike. It is important that the public realm is as inclusive as possible to all users, including wheelchair and push chair users. The elements in and around Wicklow's Main Street that contribute mostly to the quality of the public realm are:

- The streetscape;
- Landmark buildings and appearance of principal junctions / gateways;
- Building frontages, in particular materials, colours and shop fronts;
- The relationship of the Main Street to its side streets, the river and South Quay;
- Urban open spaces and parks, and the juxtaposition of structures to spaces;
- Footpaths, lighting, seating and other 'street furniture'.

The Wicklow Town Public Realm Plan provides a number of enhancement initiatives that provides guidance on the implementation of the public realm objectives of this plan.

Dereliction and Vacant Sites

While the Main Street is substantially intact with few gap sites, a number of properties are vacant and are suitable for appropriate redevelopment. As important is the potential of side streets to be redeveloped, to draw users to these areas. A significant number of backland areas are currently used for car parking associated with the main buildings fronting onto Main Street.

In this regard, it is important that flexibility be applied with regard to car parking provision for any proposed new developments at such locations. In particular, given the proximity of such sites to public car parks, car parking requirements should be limited to the minimum deemed appropriate for any residential elements of any development, with commercial needs being met by the public car parking area.

Buildings, Features and Places of Heritage Value

Wicklow Town's main thoroughfare is the location of a number of structures / features listed for protection on the Record of Protected Structures, and the central area is also designated an 'Architectural Conservation Area' (ACA) which is designed to preserve the overall character and setting as a whole. The structures, features and character play an important part in adding to the overall attractiveness of the Main Street and contribute to the traditional town centre appeal of the street.

Mix of Uses in the Core Area

In order for the Main Street to remain vibrant, it will be necessary to ensure an appropriate mix of uses. In particular, grounds floors will be encouraged in all locations to incorporate commercial uses, particularly uses with active frontage such as shops and restaurants / cafés. Furthermore, in order to ensure activity at night, specific encouragement will be given to residential use of upper floors.

Retail Role of the Core

The continuation of the retail function of the Main Street is key to its future viability. A Main Street requires the passing trade of shoppers to maintain both the pure retail offer and other retail services such as banks, cafes, hairdressers etc. The Main Street is the traditional retail area of the town and should remain the main area - however there is the potential for further retail development on the South Quay which is within the retail core area. In this regard, it is the stated policy of the County Retail Strategy to promote, encourage and support improvements to retailing and other town centre activities in the core area of Wicklow Town and to facilitate the following:

- Conversion of non-retail premises in the core area to retail use;
- Renovation and expansion of existing retail premises in the core retail area;
- Redevelopment of derelict or brownfield sites in the core;
- Replacement of existing facilities within the town; and
- To facilitate and support suitable proposals to merge or assemble multiple buildings / sites in order to develop modern retailing formats, including department stores or malls, having due regard to the protection of architectural heritage within the Town Centre.

Vehicular, Pedestrian and Cycling traffic Movement

Vehicles - Wicklow's traditional town centre thoroughfare starts at the Marlton Road junction with Abbey Street and includes Main Street, Fitzwilliam Square, The Mall, Market Street, Market Square and ends at the Town Hall. Traffic goes from west to east with a one way system currently in place from Morton's Lane to Market Square. Traffic traveling east goes from Kilmantin Hill to Bayview Road to Morton's Lane and back

onto to Fitzwilliam Square. There are a number of small side streets that allow for alternative routes to the town centre.

The Main Street is a principal distributor road and at peak times is busy with vehicular traffic however there is an outer looped route, with buses and HGVs directed to use, between Kilmantin Hill and the Grand Hotel via Ballynerrin – Marlton Road. The side roads of Salt House Lane and Quarantine Hill allow access to the South Quay and Bachelor's Walk / the stone bridge allow access to the North Quay and Murrough.

Pedestrians - Wicklow's Main Street and some of the associated link / side streets have public footpaths. The footpaths on the Main Street are of reasonable width, however many of these side street footpaths are narrow and Coates Lane has no footpaths. Many of the footpaths are impeded by signage / other items. The existence of on-street car parking at many locations also diminishes the pedestrian experience. Pedestrian crossings are available at a number of locations, allowing for good linkages between the two sides of the street. An additional pedestrian crossing in the vicinity of Market Square is needed.

Pedestrian linkages to the South Quay are good with Bridge Street, the 'Doctor's Steps', Salt House Lane and Quarantine Hill. A number of the properties along the Main Street back onto South Quay also and have internal links to both sides. These provide an opportunity, with appropriate design, for increased pedestrian linkages to be incorporated into any redevelopment proposal. Improving the existing footpath at the Stone Bridge and providing new linkages from the town centre across the Leitrim River will be required to connect the town centre to the Murrough / north Quay.

The safety and ease of pedestrian movement must be considered in relation to vehicular movement and parking around the town, particularly along walking routes to and from car parks, schools, sports facilities and other public facilities. The current vehicular one way system facilitates the opportunity for the improvement of the footpaths on the main road.

Cycling - Currently there are no cycle lanes within Wicklow Town centre due to lack of width and existence of on-street car parking; cycle lanes from the town centre's environs into the core area are limited and not continuous. There are cycle parking facilities within the town at a number of convenient locations, but significant enhancement of both cycle lands and facilities is required.

Car Parking

There are over 1,000 paid parking spaces available in and around the town centre of Wicklow, at reasonable rates. These car parks are well located and convenient to the main town centre area and its side roads. There are also a number of smaller customer car parks located within the premises of a number of shops and services buildings within the town. The provision of car parking in the town centre is important for the functioning of the town centre however the location of parking should be considered more closely. It is important to strike a balance between adequate parking provision and retaining the environmental quality and historic character of the town centre.

As the majority of car parks are very centrally located, use of them brings traffic into the heart of the town. There is potential to address this traffic and remove some vehicle flows into the town centre with enhanced usage of existing public car parks dotted around the settlement. As part of the transport assessment prepared for this plan, all such car parks are identified. Where improved walking / cycling links from such car parks into the town centre are necessary to support enhanced usage of same, these are also identified as objectives.

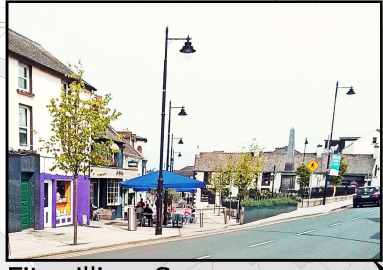
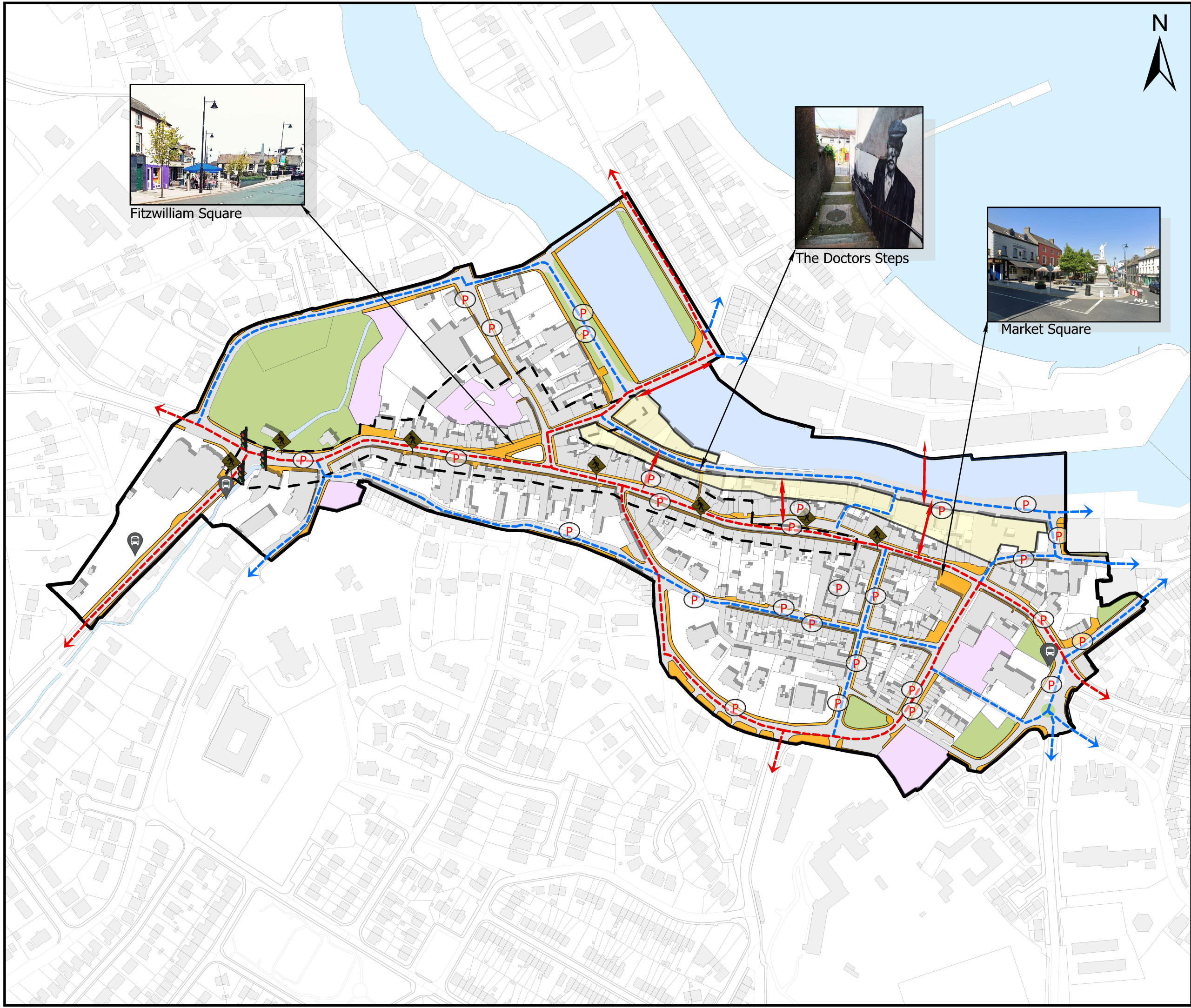
Enhancing access to public transport

Public transport nodes are currently at the bus stops and train station within the settlement. Improved access to and facilities at these locations would encourage the use of public transport; in particular, these areas should be designated locations for the development of new / enhanced waiting, information and bicycle parking facilities and facilities for taxis. The improvement or provision of new footpaths and cycleways to these locations should also be a priority.

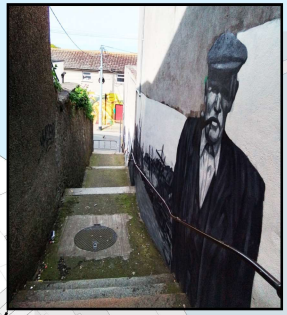
The County Development Plan sets out a wide range of regeneration objectives that will apply directly in Wicklow Town; in addition, the following objectives shall apply in the LAP area:

| WICKLOW TOWN REGENERATION OBJECTIVES | |
|---|---|
| General Objectives | |
| WTR17 | To promote Wicklow Town Centre (and Rathnew Village Centre) in the first instance as the priority locations within the settlement for new residential, retail / retail services, community and employment use through the development of vacant or underutilised sites and via the reconfiguration / redevelopment of existing low density development, while at all times respecting the character and heritage of the town / village centres. In particular, to support the development of opportunity sites in accordance with the specific criteria set out for each identified area within this Local Area Plan. |
| Public Realm Objectives | |
| WTR18 | To protect and enhance the streetscape of Wicklow Town's Main Street through the appropriate control of alterations to existing buildings and the development of new structures; in particular: <ul style="list-style-type: none"> ▪ building lines and heights which diverge from the established form will require to be justified; ▪ shopfront and building frontages will require to be of an appropriate design and appearance; ▪ frontages with no goods on display to the street or that are opaque will not be considered. |
| WTR19 | To strive to improve the appearance of junctions and gateway areas into the Main Street of the town centre, particularly the Marlton Road – Abbey Street junction. |
| WTR20 | New or extended / refurbished units shall, at all times that the unit is not in active use, provide an attractive temporary display or professionally designed artwork affixed to the glass frontage. The temporary use of the space during such times for creative, cultural or community purposes will be encouraged; however, such change of use may require planning permission, and advice will be provided by the Council on a case by case basis in this regard. |
| WTR21 | To support opportunities to create better linkages between the Main Street and the South Quay, in particular access routes and views between the two. |
| WTR22 | To maintain and further enhance Fitzwilliam Square and Market Square and support other possibilities for the development of new urban spaces, including The Mall, with hard and soft landscaping and high quality street furniture |
| WTR23 | To improve hard and soft landscaped areas, lighting, seating and other street 'furniture' as funding allows, and require private developments providing such features to meet the highest standards of design and siting. |
| Dereliction and Vacant Sites Objectives | |
| WTR24 | To facilitate appropriate infill development and substantial redevelopment of under-utilised or vacant properties and vacant backlands within the town centre. Any redevelopment proposal that has frontage onto more than one road should be designed to address all roads where possible. Where the site connects the Main Street to the South Quay or the Main Street to Fitzwilliam Road/High Street, the proposed development should include a pedestrian link where feasible. |
| WTR25 | To positively consider proposals to improve, alter, extend or change the use of protected structures within the town centre so as to render them viable for modern use, subject to retention of any special features with use of suitable design, materials and construction methods. |

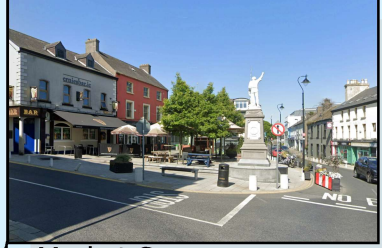
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| WTR26 | Proposals to significantly alter or demolish Protected Structures, or special features which contribute to the character of an ACA, only will be allowed in exceptional circumstances. |
| Mix of Uses Core Area Objectives | |
| WTR27 | To support and facilitate activities and developments that will improve the vitality and vibrancy of the Main Street area. |
| WTR28 | Redevelopment proposals in the town centre shall generally be required to provide commercial use at ground floor / street level. |
| WTR29 | All non-residential floors will be required to be designed to be suitable to a range of users. |
| WTR30 | To control and restrict where necessary uses at ground / street level to prevent an excessive concentration of single outlet types / formats e.g. bookmakers, off-licences (including off-licences in convenience stores), charity shops, fast-food takeaways, amusement centres and financial institutions. |
| WTR31 | Active 1 st floor uses will be required in all new developments and particular encouragement will be given to 'living over the shop'. |
| Retail Role Core Area Objectives | |
| WTR32 | To support the function of the Main Street / Fitzwilliam Square / The Mall and Market Street and associated side streets as the principal retail area in Wicklow Town. |
| WTR33 | To facilitate and support suitable proposals to merge or assemble multiple buildings / sites in order to develop modern retailing formats, including department stores or malls, having due regard to the protection of architectural heritage within the Town Centre. |
| WTR34 | To promote and facilitate the conversion of non-retail premises to retail/retail service use and to strongly resist the conversion of existing retail/retail service premises to alternative, less active uses that would diminish vibrancy and daytime activity in the area. |
| Vehicular, Pedestrian and Cyclist Movement Objectives | |
| WTR35 | To maintain the Main Street as a principal vehicular route through the town centre and to exploit any opportunities that arise to improve safety for both vehicles and pedestrians / cyclists. |
| WTR36 | To improve the pedestrian and cyclist environment and to promote ease of movement throughout the town centre and avail of any opportunities to improve footpaths, pedestrian routes, road crossings and the quality of service for cyclists including the provision of safe and secure cycle parking at key locations throughout Wicklow town centre. |
| WTR37 | To facilitate the improvement of existing and the development of new linkages from the town centre to car/bike parks, amenity areas, to South Quay and to the port / Murrough areas and to the town's environs. |
| Car Parking Objectives | |
| WTR38 | To provide new car parking options as funding allows, in proximity to the town centre including new 'park n stride' car parks on the edge of the town centre. |
| WTR39 | To improve public car parking operations and management. |
| Enhancing access to public transport objectives | |
| WTR40 | To continue to facilitate the improvement of public transport user facilities including, inter alia, shelters, covered bicycle parking, information points with maps, routes, timetables, real-time information and designated taxi ranks. |
| WTR41 | To facilitate improved access to bus stops particularly crossing points for passengers. |



Fitzwilliam Square



The Doctors Steps



Market Square

**Wicklow Town - Rathnew
Local Area Plan 2025**

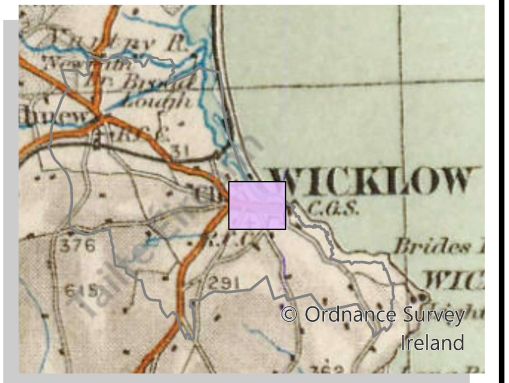
**Map No. 6
Wicklow Town Centre
Strategy**



WICKLOW
ENDLESS OPPORTUNITIES

LEGEND

- Bus Stops
- Pedestrian Crossing
- Traffic Lights
- On Street Car Parking
- Indicative Future Pedestrian and Cycling Links
- Main Roads
- Connecting Link Road
- Active Town Centre
- Town Centre
- Opportunity Sites
- Port Area
- Footpaths/ Hard Landscape Area
- Car Parking
- Soft Landscape Area



Location Map:

**WICKLOW COUNTY
DEVELOPMENT PLAN
2022-2028**



**Wicklow County Council
Planning Department**

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RATHNEW VILLAGE CENTRE STRATEGY



In Rathnew village, in time, the provision of the Rathnew Inner Relief Road and a new link road to the Glenealy Road will provide an opportunity to significantly remove through traffic and enhance the centre of Rathnew Village. The new public open space connecting Clermont Grove will provide an important focus to the Village as well as providing a green link from the village centre to Wicklow County Campus.

The **strategy for Rathnew Village** centre is:

- To reinforce the unique identity of the village centre as the focal area of Rathnew, through regeneration of opportunity sites, enhancing the urban realm and creating healthy places, all with pedestrian and cyclist movement to the fore;
- To retain and reinforce the role of Rathnew with its own level of retail and other services appropriate to a village of its size and not allow it be absorbed as a 'suburb' of Wicklow town;
- To resist the development of any new retail or commercial facilities outside of the village centre activities zone and within 1km of the retail core; and
- To improve accessibility to the centre of the village, with enhanced linkages to Wicklow County Campus and the surrounding existing residential areas.

While historically the village developed in the area around the Commons, the 'centre' is now considered to be the intersection of the R772 (old N11) with the R750 (Rathnew – Wicklow Road). For the purpose of developing a strategy, it is considered that the village can be divided into three distinct areas namely:

- the 'old village',
- the area east of the main road from Clermont to Tinakilly, and
- the area to the north and west of the Glenealy Road.

The Old Village

This area is the original, historic centre of the village which developed around the ‘Commons’ and is the location of much of the village’s built and cultural heritage, and social / community buildings. Of particular importance to the fabric of this area are the community facilities namely St. Joseph’s Church RC, Rathnew graveyard, the old school house (now Wicklow Democratic School), a preschool, Rathnew playground and St. Bridgid’s Hall community centre. The ruins of the old medieval church and former graveyard are of archaeological significance, while the Old Band Hall and the Grotto are of local cultural interest, contributing to the identity of this area.

To the west of the Commons, the area is mostly residential, in the main consisting of semi-detached former Council houses with large rear gardens, a number of which have been developed with infill housing. There are a number of retail units in this area, as well as a public house and this section of the village is well connected to the east side of the village by pedestrian crossings; however, linkages to the north across the Glenealy Road require improvement. Pedestrian and cyclist movements and linkages are quite good in this area given the scattered layout. A one-way system is in place around much of the historic Commons area, which is necessary given the narrow streets.

Wicklow County Campus to Tinakilly

This area is also part of the historical development of Rathnew with the c.18th century estate houses of Clermont House to the northwest and Tinakilly House to the east, with the Rathnew Stream dividing the two estate grounds. In the central area (i.e. around the roundabout) the village centre has developed with strong 2-storey streetscape of retail and commercial developments that provide for some of the everyday retail and services needs of the residents of the village. The linkages between this area and the rest of the village are important given the services available here.

Rathnew village centre has been extended to the north with the development of Aldi and Costa Coffee, on lands that historically formed part of Clermont House. The development of these lands has enhanced connection and linkages between the village centre and Clermont / Wicklow County Campus. A new junction has also been created here facilitating pedestrian crossings between Wicklow County Campus and the area to the north of the Glenealy Road / Charvey Lane. The area along both sides of the Rathnew stream has been zoned appropriately to facilitate the development of a riverine public park with links down to the Murrough to the east. The development of the Clermont Grove housing estate includes the western element of this new park, fronting onto the bridge and R772. Some lands along the south bank of the stream have also been identified in the Flood Risk Assessment as being in the high flood risk zone and therefore an ‘open space’ zoning is the most appropriate for this area.

There are good footpaths in the area of the village but no cycleways. The pedestrian experience has been enhanced in parts with crossings available towards the old village and at Aldi. The pedestrian and cyclist experience is somewhat diminished by the existence of on-street parking in front of the shops, but until alternative off street car park(s) can be developed, it is considered essential that this car parking remain for the convenience of shoppers and vitality of the village centre. The public realm at the existing bus stop / car park has been improved with the addition of bicycle parking, bus shelters and information signs.

North of the Glenealy Road

Charvey Lane was significantly developed in the 2000s with Charvey Court housing estate built and the development and extension of the industrial parks in the area. There are pockets of undeveloped lands in this area. These lands present an important opportunity site as the lands have potential frontage onto both the village 'Main Street' and to the rear from Charvey Lane. However any significant development would be contingent on access being only from the Glenealy Road due to the deficiencies of the Charvey Lane – R752 junction unless substantial improvements / reduction in traffic flows at this junction arise. This site is considered suitable for mixed use development, including residential and retail use. Pedestrian and cyclist movement in this area is quite restricted as there are no dedicated cycle lanes and the pedestrian crossings in the village are a distance away.

The County Development Plan sets out a wide range of regeneration objectives that will apply directly in Rathnew; in addition, the following objectives shall apply in the LAP area:

| RATHNEW REGENERATION OBJECTIVES | |
|---------------------------------|--|
| WTR42 | To promote Rathnew Village Centre (and Wicklow Town Centre) in the first instance as the priority locations within the settlement for new residential, retail / retail services, community and employment use through the development of vacant or underutilised sites and via the reconfiguration / redevelopment of existing low density development, while at all times respecting the character and heritage of the town / village centres. In particular, to support the development of opportunity sites in accordance with the specific criteria set out for each identified area within this Local Area Plan. |
| WTR43 | To support and reinforce the unique identity and the key service role of Rathnew village centre as the priority location within the northern sector of the settlement of Wicklow Town – Rathnew for investment and new development through: <ul style="list-style-type: none"> ▪ enhancing the urban realm in the village centre and creating new urban spaces, in order to provide for a welcoming, safe and vibrant place for the community to meet and interact; ▪ investment in pedestrian and cyclist accessibility and safety, in order to ensure excellent linkages between the village and Wicklow County Campus, the surrounding existing residential areas and Wicklow Town; ▪ Protecting the function of Rathnew as a service centre with its own level of retail, retail services, employment and community services appropriate to a village of its size and catchment, and not allowing it be absorbed as a 'suburb' of Wicklow town. In particular to resist the development of any new retail or commercial facilities outside of the village centre zone or within 1km of Rathnew core retail area; ▪ the re-development / regeneration of vacant or underutilised sites in the core of the village in particular Opportunity Site 5. |
| WTR44 | To facilitate the regeneration of Rathnew Village centre by improving the public realm, facilitating road, footpath and cycling improvement works, and creating urban spaces with hard and soft landscaped areas within the centre of the village. The regeneration of the centre will be further enhanced following the construction of the RIRR, and the new link road to the Glenealy Road, which will bring about a significant reduction in vehicular traffic travelling through the centre. |
| WTR45 | To facilitate improved signage and interpretation of local heritage assets. |
| WTR46 | To encourage and facilitate improvements to the existing retail / services area along the Main Street, including the provision of new / expanded retail and retail services developments, including the provision of a new supermarket, and improved shops fronts |
| WTR47 | To enhance the amenity value of the Rathnew Stream and to facilitate improved access, subject to the protection of its environmental and ecological value. |
| WTR48 | To improve pedestrian movement around the centre by facilitating the provision of pedestrian crossings at appropriate locations, including across the Glenealy Road to the 'Old Village' and |

| | |
|--------------|--|
| | across the Rathnew Inner Relief Road to the Wicklow County Campus. |
| WTR49 | To encourage the development of a transport hub around the existing bus stops, including improved accessibility, car-parking, bus stop facilities, shelters and covered bicycle parking. |
| WTR50 | To facilitate the delivery of the remainder of the Rathnew Inner Relief Road. |
| WTR51 | To enhance and protect the built and natural heritage of Rathnew and to facilitate improved access to these amenities. |
| WTR52 | To require the vacant lands between the R752 and Charvey Lane to be developed as a single comprehensive development, with a masterplan, that provides for new frontage on the R752 and Charvey Lane, and which addresses all traffic movement issues arising from any development. |





**Wicklow Town - Rathnew
Local Area Plan 2025**

**Map No. 7
Rathnew Village Centre
Strategy**



WICKLOW
ENDLESS OPPORTUNITIES

LEGEND

-  Bicycle Parking Facilities
-  Bus Stops
-  Pedestrian Crossing
-  Traffic Lights
-  Indicative Future Pedestrian and Cycling Links
-  New Road Objective
-  Main Roads
-  Connecting Link Road
-  Feature Link Road
-  Irish Rail Route
-  Opportunity Sites
-  Village Centre Facilities & Services
-  Village Centre Area
-  Footpaths/ Hard Landscape Area
-  Soft Landscape Area



Location Map:

**WICKLOW COUNTY
DEVELOPMENT PLAN
2022-2028**



**Wicklow County Council
Planning Department**

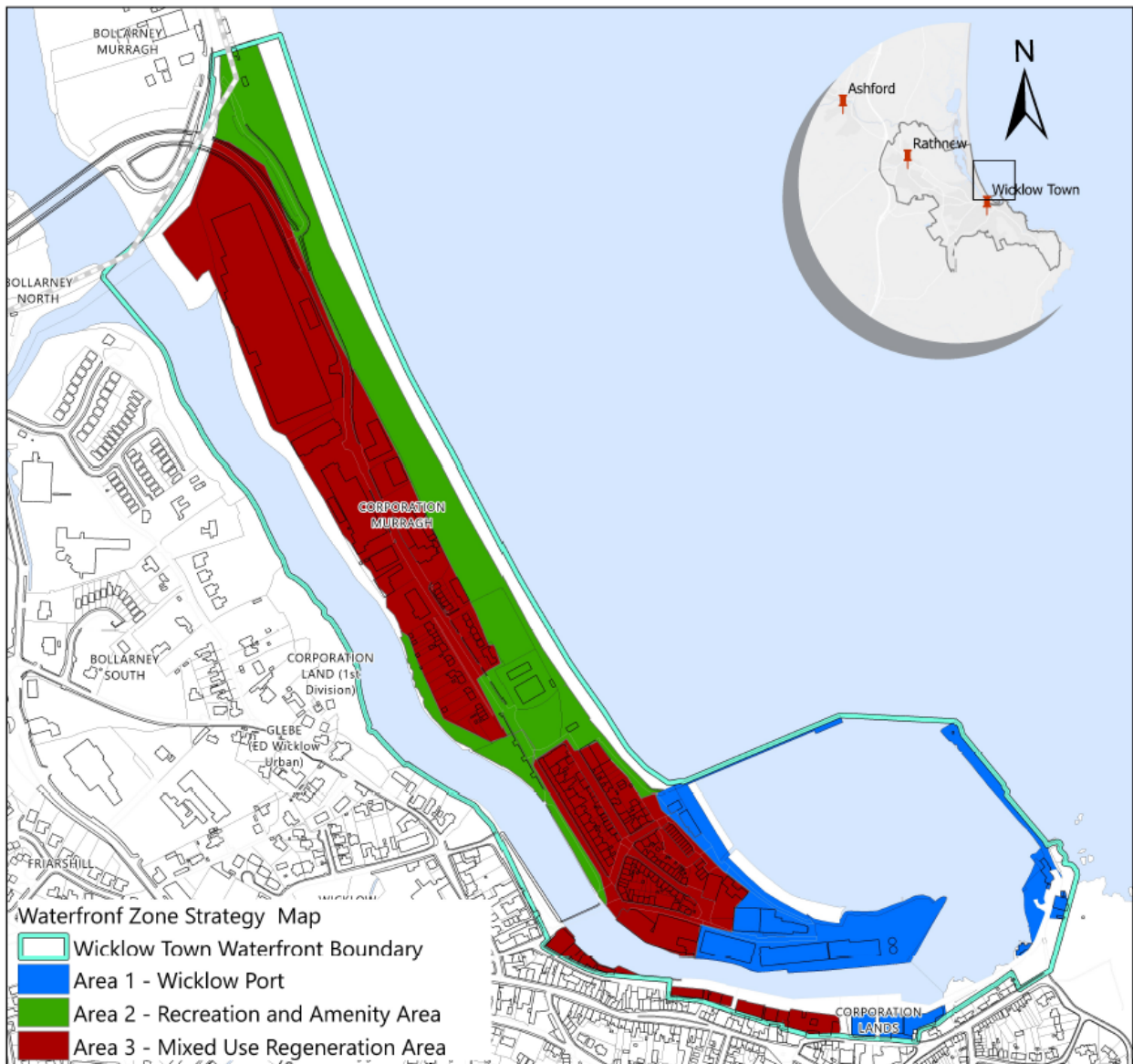
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WICKLOW TOWN WATERFRONT ZONE STRATEGY

Wicklow Town's 'Waterfront' for the purposes of this plan, encompasses the coastal area from the Port Access Road Bridge (Murrough Bridge) and rail-line bridge (Halpin Bridge) to the north, to the south quays of Wicklow harbour. The key features and assets of this area are:

- the open coastal land area between the Murrough Bridge and Wicklow harbour, known generally as 'The Murrough' and used as a town amenity for walking and also provided with a dog park, outdoor gym, playground and skate park;
- the Murrough mixed use developed area; this area includes a number of industrial units, residential, office buildings and utilities;
- the Leirtrim River, including its riverine ecology and amenity areas;
- Wicklow harbour (the area of water between the north pier and east pier and the beach);
- Wicklow Port (north and south quays of the Leirtrim River, with the 'packet pier' located on the eastern tip of the north quays).



Map No. 5.3 Wicklow Town Waterfront Strategy boundary map

For the purpose of this plan, the Waterfront Zone is divided into three distinct planning areas:

- AREA 1** Wicklow Port (including the Wicklow Harbour)
- AREA 2** The Murrough Recreation and Amenity Area
- AREA 3** The Murrough Mixed Use Regeneration Area (including the Murrough mixed use area and Leirim Place, Strand Street, Bath Street and Castle View)

Area 1 - Wicklow Port

Wicklow Port is a key strategic asset on the east coast of the County, being identified in the National Ports Policy as a port of regional significance providing important services to the region and locality. Wicklow Port comprises the north and south quays of the Leirim River, with the eastern most tip of the north quay known as the Packet Pier, which has a deep draft and is suitable for the berthing of large vessels. The quays are utilised for the mooring of a range of vessels including fishing boats, yachts, and small craft. The lifeboat station house is located on the eastern end of the south quay, as well as the sailing club.

The majority of the north quay is not accessible to the public, as it is an approved customs port. The north quay is occupied by yards and a number of large warehouse type structures, with some in use for logistics and freight moving in and out of the port. There are also large industrial buildings in use, not associated with port activity. While commercial vessels (mainly fishing vessels) can also dock on the South Quay, this area is more utilised for the docking of pleasure craft and smaller vessels due to the shallower draft.

Economic Role of the Port: The RSES highlights commercial berthing, fishing and leisure use of Wicklow port and harbour and identifies that opportunities exist for the expansion of commercial berthing and pleasure craft capacity as well as for the provision of services for the off-shore wind sector. It is important that the economic role of the port is continued and reinforced to ensure its competitiveness at an international level. It is considered essential to retain and reinforce the north quay's commercial function and ensure it does not become targeted for redevelopment for residential / leisure activities which would undermine the important asset that the deep water berth provides. However given the location of this commercial area adjoining the beach and pleasure harbour area, it will be important that any new activities or structures are appropriately controlled and designed.

In addition to the north quays, given the existing commercial use of the eastern end of the south quay, it will be the strategy of this plan to retain this area in commercial maritime usage.

Area 1 - Wicklow Harbour

There are a number of users within the harbour area⁶;

- (a) Along the north pier, main beach and sandfiner beach, the predominant use is sport and leisure – swimming, rowing, mooring of smaller leisure craft and yachts;
- (b) The northern and eastern part of the harbour is maintained open for shipping access to the Port / Packet Pier;
- (c) The area of water inside the east pier, which is utilised for pleasure crafts, but is not sheltered during easterlies (prevailing winds);

The harbour is central to the town's maritime history and is located in an environmentally sensitive setting with The Murrough, the Leirim river, the Black Castle and Wicklow Head surrounding the harbour. Culturally, the Round Ireland Yacht Race and the Wicklow Regatta are both based in the harbour.

⁶ The harbour is within the maritime area and any proposed development within this area requires Maritime Area Consent.

Areas 2 & 3 - The Murrough

The Murrough area within the settlement is an important physical, economic and natural amenity for the town. It has excellent connections with the Port Access Road, the train station, the Stone Bridge (vehicular) and Parnell Bridge (pedestrian/cycling) connecting the area to the town centre and wider settlement. The developed area of the Murrough is sandwiched between the Murrough Wetlands / the Leitrim River and the coast; cognisance must be given to the protection of the environment as part of any proposals to facilitate development in this area.

For the purpose of this land use plan, the Murrough area within the plan has two areas:

Area 2 - The Murrough recreational and amenity area

A narrow band of vegetation runs uninterrupted along the river bank, with the river walk, on the western edge, while to the east, a grassed area, that has hard and soft landscaping in parts, to the northern part approximately 4 - 5m wide separates the buildings and activities from the seashore. The landscaped area includes a playground, a skate-park, a dog park, a walkway and an outdoor gym. This area is an important viewing area of the annual Wicklow Regatta festival. Additional landscaping and parks are proposed for this area. This area has major potential to become an important recreational and amenity space within the town centre. In addition to the existing recreational facilities, additional facilities such as a pump park and an Aires park, along with landscaping and other environmental improvements can be achieved here.

Area 3 - The Murrough mixed use area

Currently, the developed area of the Murrough is a low density mixed use urban area including light industry, recycling centres, utilities, professional offices, warehouses, small business and residential units. Many of the industrial units are under-utilised and are not complementary to its town centre, riverside and coastal location. The Murrough mixed use area has the potential to become a vibrant high density mixed-use area, capable of providing the residential and employment demands necessary for the town to become a compact self-sufficient settlement. Tourism facilities such as a hotel and a tourism information centre would greatly enhance the amenity potential of the area.



Strategy for Wicklow Town Waterfront

There are numerous opportunities to reinforce and build upon the assets of this area, to rejuvenate and intensify the use of the space while contributing to the compact growth of the settlement. With the excellent road connections, location adjacent the town centre and train station and an abundance of underutilised brownfield sites, this area has significant potential for mixed use development including residential development. Whilst it is important that the port remains competitive, the regeneration of this area for living and working needs to be a priority to ensure the full potential of the area and as an important lever to the overall future compact and sustainable growth of the settlement.

Wicklow Town currently does not present an attractive front to the river and sea. The redevelopment of the Waterfront has the potential to improve this town frontage by improving the architectural quality and urban design of buildings, landscaping and street furniture. Given the orientation of this waterfront zone fronting onto the sea and river, it will be necessary to ensure that buildings have more than one façade and present an attractive front to the sea, river, road and town.

Flooding and coastal erosion are two threats to the waterfront. Flooding has been addressed through the flood risk assessment for this plan and coastal erosion is addressed in Chapter 9.

The **Strategy for Wicklow Town Waterfront** is to facilitate regeneration and growth of the port, harbour, quays and Murrough; in order to fulfil the potential of the port as a competitive international cargo port that is a thriving economic hub and a centre of excellence for the off-shore renewable energy sector; to facilitate the regeneration of the Port and Murrough mixed use areas, to create new compact high density urban quarters with a distinctive identity and character within the settlement; to facilitate healthy placemaking by significantly enhancing the recreational, cultural, leisure and amenity potential of the harbour, beach and Murrough park area; that will significantly enhance people's quality of life through the creation of a healthy and attractive place to live, work, visit and invest in.

It is important that the town centre and the waterfront have strong connections, physical and visual, to mutually exploit each other's assets without compromising their potential or their historical or environmental amenity.

To protect the natural heritage of this area ensuring that the conservation objectives of European sites are not adversely impacted upon, either directly, indirectly or cumulatively through any proposal.

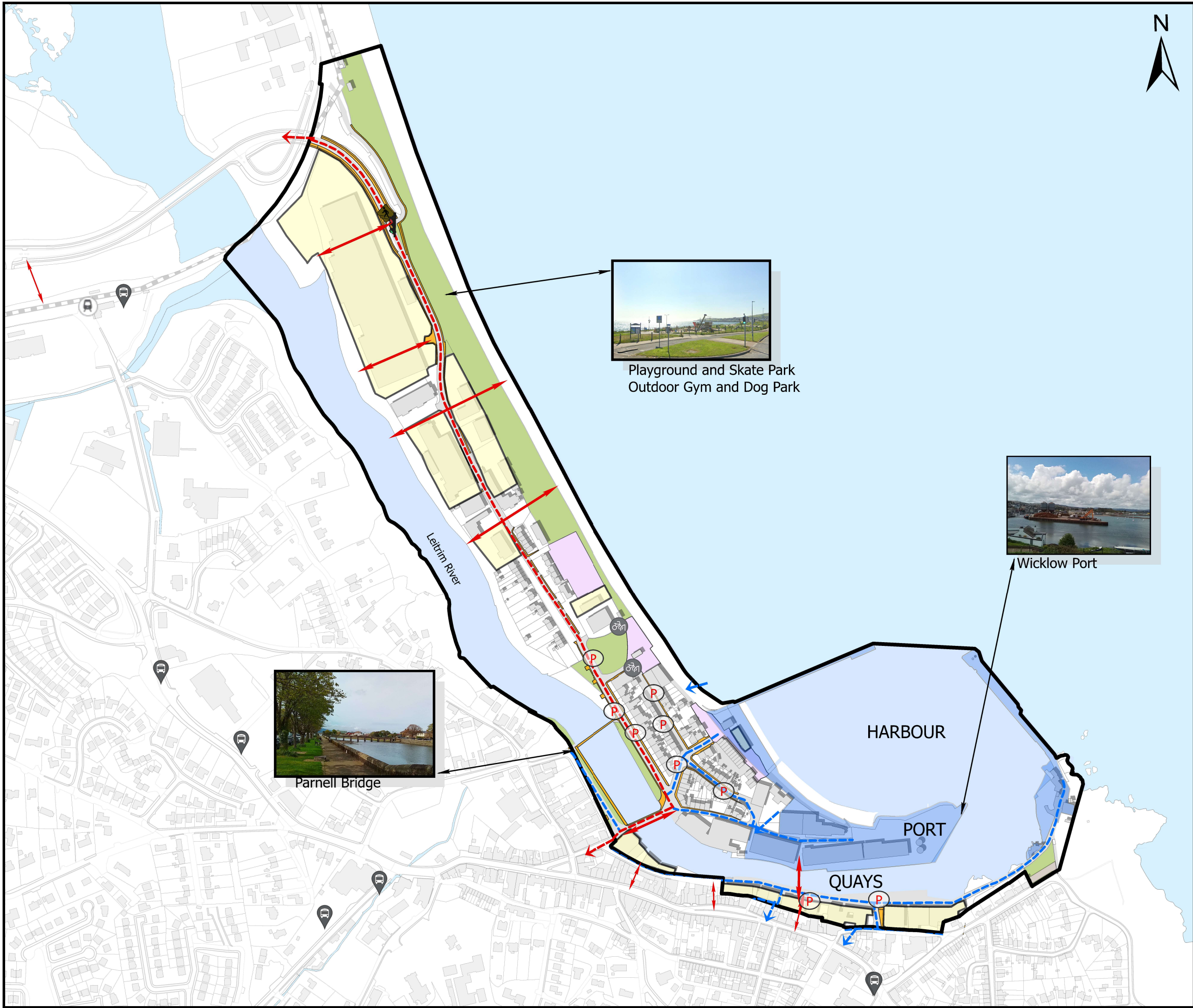
The County Development Plan sets out a wide range of regeneration objectives that will apply directly in the Waterfront area; in addition, the following objectives shall apply in the LAP area:

WICKLOW WATERFRONT REGENERATION OBJECTIVES

| | |
|--------------|--|
| WTR53 | To support and facilitate existing and future commercial port activities on the north quay and to resist developments that would undermine the commercial potential of the area. |
| WTR54 | To facilitate the regeneration of the port, harbour, quays and Murrough, to intensify the potential of the area as a high density mixed use area, well connected to the existing town centre and the train station that will support the compact and sustainable growth of the town. |
| WTR55 | To facilitate the development of a broad mix of uses in the Waterfront Zone in accordance with the zoning objectives set out in this plan, with an emphasis on higher density residential, small scale enterprise, retail, recreation, cultural, civic facilities and maritime related activities and tourism accommodation and facilities. Large scale storage / warehousing, even where associated with maritime operations, will not be considered suitable in the WZ zone due to its high land take compared to the small area of the |

| | |
|--------------|--|
| | WZ zone; adequate alternative areas of zoned land are available within the settlement that would be suitable for such use. |
| WTR56 | To encourage water based leisure activity / recreational use of the harbour, waterside or landside, where appropriate, which does not compromise the commercial operation of the port and the environmental quality of the surrounding area. |
| WTR57 | To ensure that all proposals for development have cognisance of European sites in the area and that no development is allowed which would have a significant adverse effect on the conservation interests of these sites. |
| WTR58 | To require any new developments in the waterfront zone to meet a high standard of design that respects the unique historical, maritime, environmental, visual and recreational amenities of the area. To ensure there are active ground floor uses in all buildings fronting public spaces, walkways and streets. |
| WTR59 | Seek the provision of a central civic space at the Murrough mixed use regeneration area; surrounded by retail, small enterprise and cultural or civic uses, with clear and legible connections to the surrounding development, the river edge and coast/linear public park. |
| WTR60 | To facilitate the development of a landscaped linear public park along the coastal edge of the Murrough recreational and amenity area, complete with formal and informal landscaped parks with off-road walking / cycling paths, as well as playgrounds, skate parks, 'Mixed Use Games Areas' and outdoor gyms, tourist / visitor infrastructure including car parking, Aires sites ⁷ , information signage / booths, toilets, buildings / infrastructure associated with safety, rescue, utilities etc, Seasonal markets / fairs / events. |
| WTR61 | To facilitate the development of pedestrian and cycling links throughout the waterfront zone and to the town centre and train station. To consider the feasibility of a new pedestrian / cycling bridge connecting the Port to the town centre. |
| WTR62 | To support and facilitate the development of new infrastructure, including infrastructure that supports the Offshore Wind O&M sector, necessary for the continued operation and development of the port. |
| WTR63 | To facilitate the continued operation of the RNLI from Wicklow Harbour and to facilitate any redevelopment of the RNLI station to reinforce its identity as the permanent base for the RNLI. |
| WTR64 | To consider the feasibility of the preparation of a Wicklow Waterfront Masterplan, to facilitate the continued development of the Port, Quays and Harbour, to be prepared by Wicklow County Council. Any approved Masterplan must adhere to the overall zonings, policies and objectives of the County Development Plan and this Local Area Plan. |
| WTR65 | To facilitate the enhancement of the public realm around the Murrough and the harbour area and to facilitate the provision of appropriate information signage in the waterfront zone. |
| WTR66 | To facilitate the improvement of pedestrian/cyclist/transport movement and access to the Waterfront zone, by facilitating the provision of appropriate directional and information signage that increases access to and the legibility of the routes between attractions and facilities in the Waterfront zone. In the Waterfront area, no development will be considered that would reduce or remove existing public amenity access to the coast, river banks or port/harbour quays. Any development proposals will be required to show how existing access is to be maintained, improved or new access is to be provided. |
| WTR67 | To facilitate appropriate cultural, tourism, recreational and leisure development in the harbour and Murrough recreational and amenity areas including the provision of new clubhouses, pontoons / marinas, shops, cafes and other cultural, leisure and tourism related developments subject to a higher quality of design, as well as the existing environmental, visual and residential amenities in the area. |
| WTR68 | To protect the unique historical character and recreational value of the harbour. |

⁷ Free or low-cost stopping places for motorhomes and caravans; offering just parking or basic facilities such as water, waste disposal and electricity.



**Wicklow Town - Rathnew
Local Area Plan 2025**

**Map No. 8
Wicklow Town Waterfront
Strategy**



LEGEND

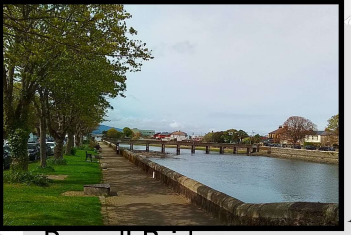
- Bus Stops
- Train Station
- Bicycle Parking Facilities
- Pedestrian Crossing
- Traffic Lights
- On Street Car Parking
- Indicative Future Pedestrian and Cycling Links
- Irish Rail Route
- Main Roads
- Connecting Link Road
- Wicklow Town Waterfront Boundary
- Port Area
- Opportunity Sites
- Footpaths/ Hard Landscape Area
- Car Parking
- Soft Landscape Area



Playground and Skate Park
Outdoor Gym and Dog Park



Wicklow Port



Parnell Bridge



Location Map:

**WICKLOW COUNTY
DEVELOPMENT PLAN
2022-2028**



**Wicklow County Council
Planning Department**

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Scale NTS

CHAPTER 6 RETAIL AND OPPORTUNITY SITES

The County Development Plan sets out the retail hierarchy for the County in line with the Regional Spatial and Economic Strategy. New retail provision should accord with the County Development Plan retail hierarchy. Retail development should be appropriate to the scale and function of the settlement it is located in.

Wicklow Town has been identified as a Level 2 ‘Major Town Centre & County Town Centre’, and Rathnew village has been identified as a Level 4 ‘Small Town’. There is an existing neighbourhood centre at Merrymeeting in Rathnew. There are also a number of convenience shops located throughout the settlement and some retail warehousing.

This chapter sets out the objectives for the sustainable development of Wicklow Town Centre, Rathnew Village Centre and Neighbourhood Centres within the settlement that are relevant to and implementable through a local land-use plan.

Wicklow Town - Level 2 Major Town Centre & County Town Centre

Wicklow Town should provide for a high level retail function serving a wide catchment reflecting its status as a Core Region Key Town in the settlement hierarchy. Wicklow Town provides for the ‘big shop’ convenience and comparison needs of a wide catchment including Rathnew, Ashford, Glenealy, Roundwood, Rathdrum and a significant rural population. It is therefore envisaged that Wicklow Town will provide a full range of all types of retail from newsagents to specialist shops and boutiques, large department stores, foodstores of all types, shopping centres and high levels of mixed uses including the arts and culture to create a vibrant living place. The town will be a focus for medium and higher quality comparison goods. There is a need for significant enhancement and expansion of retail floorspace and town centre activities to provide for the needs of the substantial resident and working population in the town and surrounding catchment.

While the town is located along the train route and benefits from a bus service, generally speaking, most trips to the town are made by car, with the exception of local residents within walking distance. Traffic congestion can be an issue, in the town centre and on the Dublin Road entering the town (from Rathnew direction) at peak times. There is good provision of public parking facilities, on street and in designated car parks. In addition, the town is a relatively comfortable centre to walk around in most parts, however there are some areas in need of footpath improvements / widening, and benefits from a large number of pedestrian crossings. That said, it is a priority of the Council to facilitate improvements in public transport infrastructure. The town centre has a strong, defined and attractive streetscape of heritage value. It is a priority to further improve the quality of the streetscape to ensure that it is sustained as an attractive centre.

New retail development should support the high order retail function of Wicklow Town. Where an application is made within Wicklow Town Centre (as defined by the town centre zoning), it will not always be necessary to demonstrate the quantitative need for retail proposals in assessing such proposed developments. In setting out and evaluating the retail impact of any development in Wicklow Town the assessment should primarily focus on how the scheme will add/detract from the quality of the town centre - both in relation to improving retail, urban design, integration with the built fabric and quality of life in the town/centre. Quantitative and qualitative need must, however, be examined as part of any proposed application which would be in an edge or out of centre location and/or not in accordance with retail strategy hierarchy alongside a full sequential test of the proposed location.

Rathnew Village - Level 4 Small Town

Level 4 settlements, like Rathnew village, provide basic convenience shopping, either in small supermarkets or convenience shops and in some cases provide small scale comparison shopping, for example local hardware shops, retail pharmacies and clothes shops. Rathnew village currently provides convenience shops, one discount food store, a petrol station, public houses, takeaways, hairdressers, local shops and services. It is an objective of the Council to support the development of the retail role of Rathnew at a 'local centre' scale, commensurate with its local catchment and its development as an employment and education hub (having regard to its role vis-à-vis Wicklow County Campus).

Neighbourhood Centres - Level 4 Neighbourhood Centres

A neighbourhood centre comprises a small group of shops, typically comprising newsagent, small supermarket / general grocery store, sub-post office and other small shops of a local nature serving a small, localised catchment population. The function of a Neighbourhood Centre is to provide a range of convenient and easily accessible retail outlets and services within walking distance for the local catchment population. Neighbourhood centres generally only occur in the larger settlements of the County, i.e. Wicklow Town, at a location within the settlement boundary but remote from the core retail area. There is an existing neighbourhood centre at Merrymeeting in Rathnew and a site has been zoned for a new neighbourhood centre at Ballynerrin, adjacent to the Hawkstown Road.

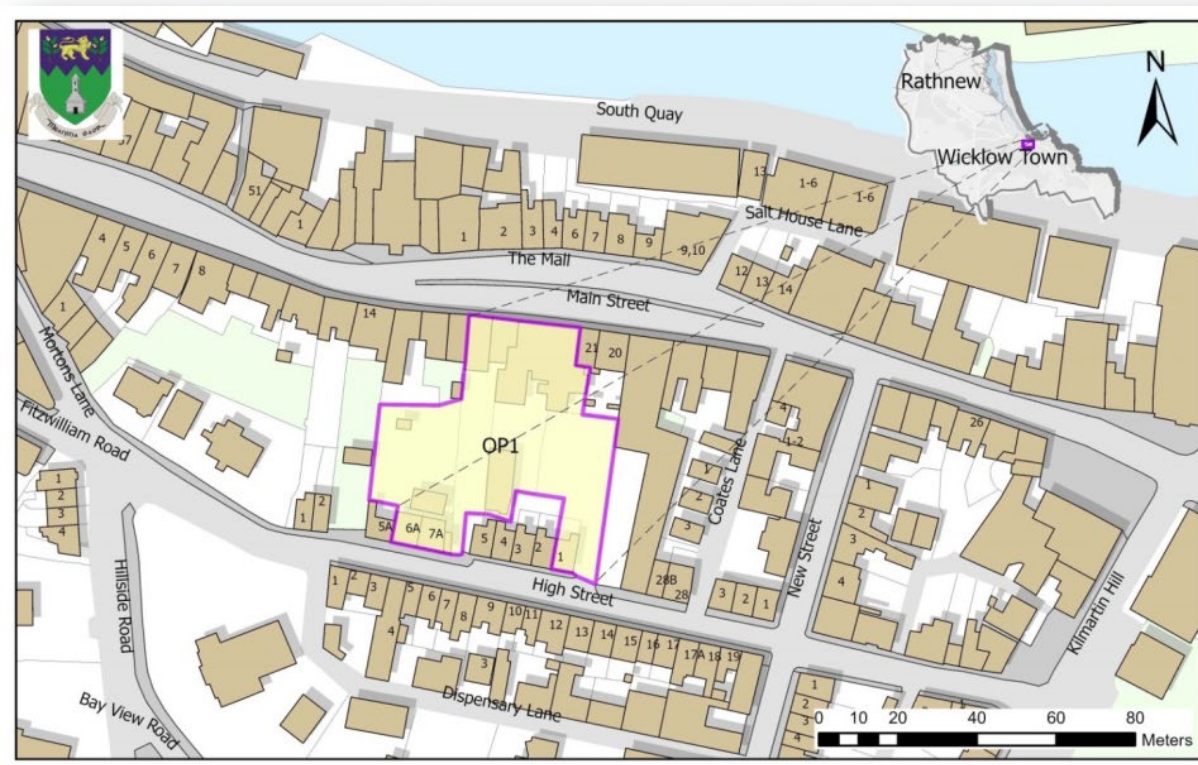
The County Development Plan sets out a wide range of retail objectives that will apply directly in Wicklow Town - Rathnew; in addition, the following objectives shall apply in the LAP area:

| GENERAL RETAIL OBJECTIVES FOR WICKLOW TOWN – RATHNEW | |
|--|---|
| WTR69 | To promote Wicklow town centre as the primary retailing and commercial sector location in the settlement. Retailing will be promoted as the core function of the town centre. |
| WTR70 | To support Rathnew Village's role as a Level 4 local retail centre. |
| WTR71 | To allow for only one further (small scale) neighbourhood centre in the plan area, at Ballynerrin, on the Marlton Link Road, on the grounds that this will allow all existing / planned residential areas to be within 10 minutes' walk of either a core retail area or a neighbourhood centre. |

Wicklow Town – Rathnew Opportunity Sites (OP)

'Opportunity sites' (OP) are identified in this Local Area Plan, which would if developed, contribute to the enhancement of the public realm, streetscape vibrancy and vitality, and the retail / services offer in the town and village centres. There are numerous underutilised and unoccupied properties within Wicklow town and Rathnew village that could be redeveloped to contribute to the enhancement of the area and any development proposal for these sites should have regard to the objectives of the County Development Plan and this Local Area Plan.

For a number of the OPs concept sketches are shown in this LAP. These are conceptual only, did not include complete site surveys/analysis, and should not be taken as a definitive guide as to the acceptability or otherwise of any access points, road layouts or building positions/designs. Any application for permission on said lands must conform to all standards and requirements of the Planning Authority, as set out in this LAP and the Wicklow County Development Plan.

WTR OP1 The Upper Mall (former Bayview Hotel site and adjoining properties)**Map 6.1 OP1 The Upper Mall**

These 'town centre' zoned lands measure c.0.25ha (including all existing retail and residential buildings and carpark thereon) and have road frontage onto The Mall (upper) and High Street to the rear. Vehicular access is provided from High Street to the rear. The existing building facade facing the Main Street / The Mall would be required to be retained, in line with the Architectural Conservation Area objectives, and the overall site would be suitable for redevelopment as a mixed use development and has potential for a three storey development with a landmark building in the town centre.

Objectives WTR OP1

- To provide for a landmark mixed use development which may include commercial, retail, retail services, residential, community and cultural uses;
- A high density development, that makes the best use of this serviced urban land will be expected, in a 3 storey development;
- Those parts of any proposed development that adjoin existing streets shall provide for an active street frontage (to The Mall and High Street) that addresses and connects with the public domain. Active commercial / retail uses are to be provided at ground floor level to the buildings addressing The Mall;
- The existing building facade of buildings addressing The Mall are to be retained;
- A pedestrian link from High Street to The Mall shall be included in any design.



N

Leitrim River

South Quay

Salt House Ln

The Mall

Main Street



Main Street

Coates Ln

New Street

High Street

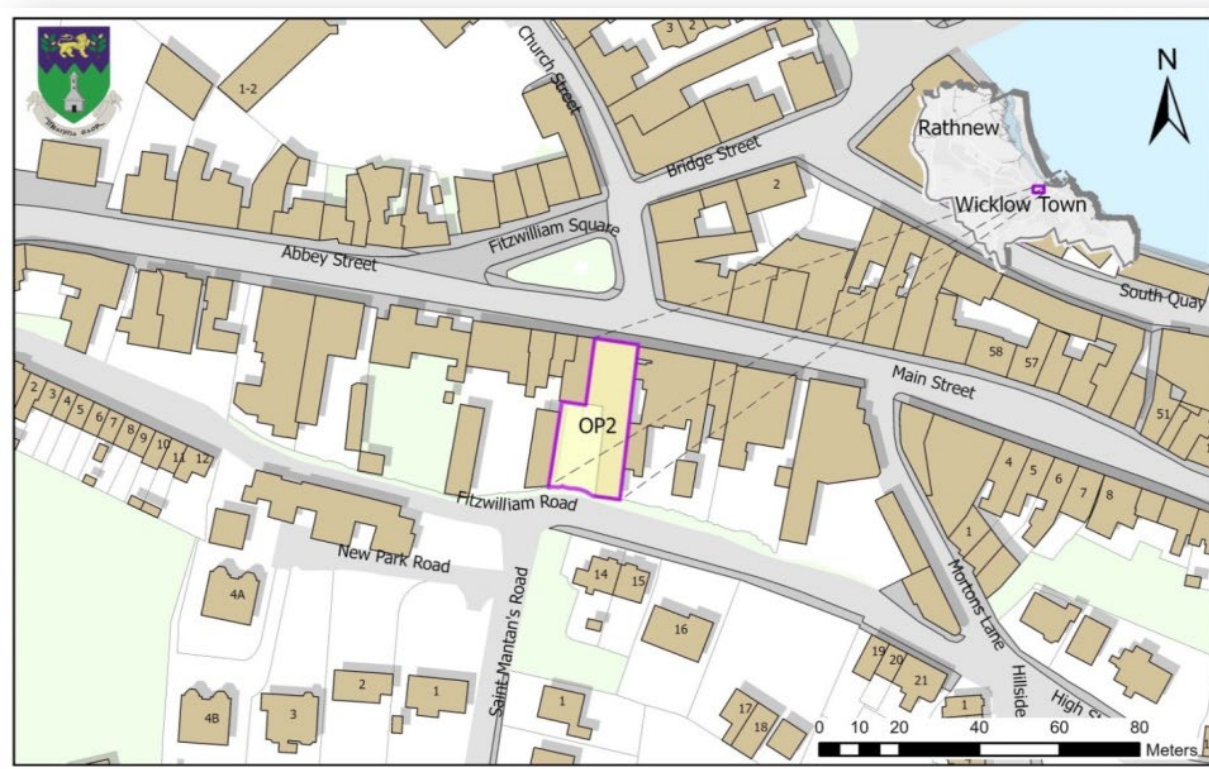
Dispensary Ln

New Street

OP1 Concept Plan

| | |
|-------|--|
| 1 | Car Park Below Ground Level |
| 2 | Central Green Area/Courtyard |
| --- | OP1 Boundary |
| ■ | MU 'Mixed Use' Development |
| — | Main Façade to be Retained in Line With ACA |
| - - - | Pedestrian Route Between High Street and Main Street |
| ➡ | Main Pedestrian Access to Site |
| ➡ | Pedestrian and Vehicle Access to Site |

Main Street Elevation

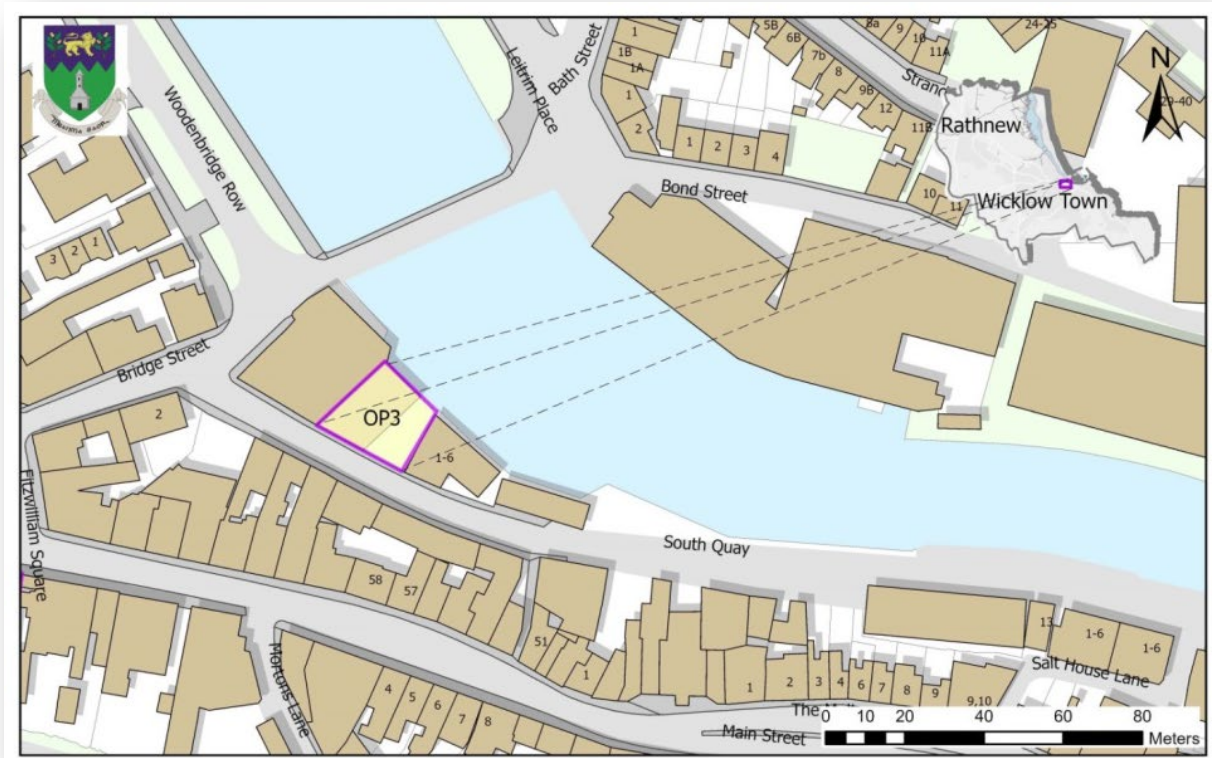
WTR OP2 Greentree House, Fitzwilliam Square**Map 6.2 OP2 Greentree House**

These 'town centre' zoned lands measure c. 0.06ha and have road frontage and access onto Abbey Street and Fitzwilliam Road. In 2024, the building on the site was partially demolished due to safety concerns and remains vacant. The existing building facade facing Abbey Street would be required to be rebuilt and the new façade would be required to be built in a similar character to what was there previously. The overall site would be suitable for redevelopment as a landmark mixed use commercial and residential development in line with the objectives of the Town Centre ACA.

Objectives WTR OP2

- To provide for a mixed use development including commercial, retail, retail services, residential, community and cultural uses;
- Those parts of any proposed development that adjoin existing streets (including Fitzwilliam Road) shall provide for an active street frontage that addresses and connects with the public domain;
- Active commercial, community or cultural uses will generally be required at street level, with residential use above;
- A development that makes the best use of this serviced urban land will be expected and the original building facade onto Abbey Street is to be reconstructed or any alternative will have to show how the new façade conforms to the Architectural Conservation Area objectives;
- Where feasible a pedestrian link from Fitzwilliam Road to Fitzwilliam Square shall be included in the design.



WTR OP3 Vacant Building and Site beside the Bridge Tavern**Map 6.3 OP3 South Quay**

These 'town centre' zoned lands measure c. 0.04ha with access from South Quay. The site comprises a warehouse building and undeveloped site overlooking the Leirrim River. The site is an ideal opportunity for providing a mixed use / high density infill residential development with active frontage to South Quay and the Leirrim River.

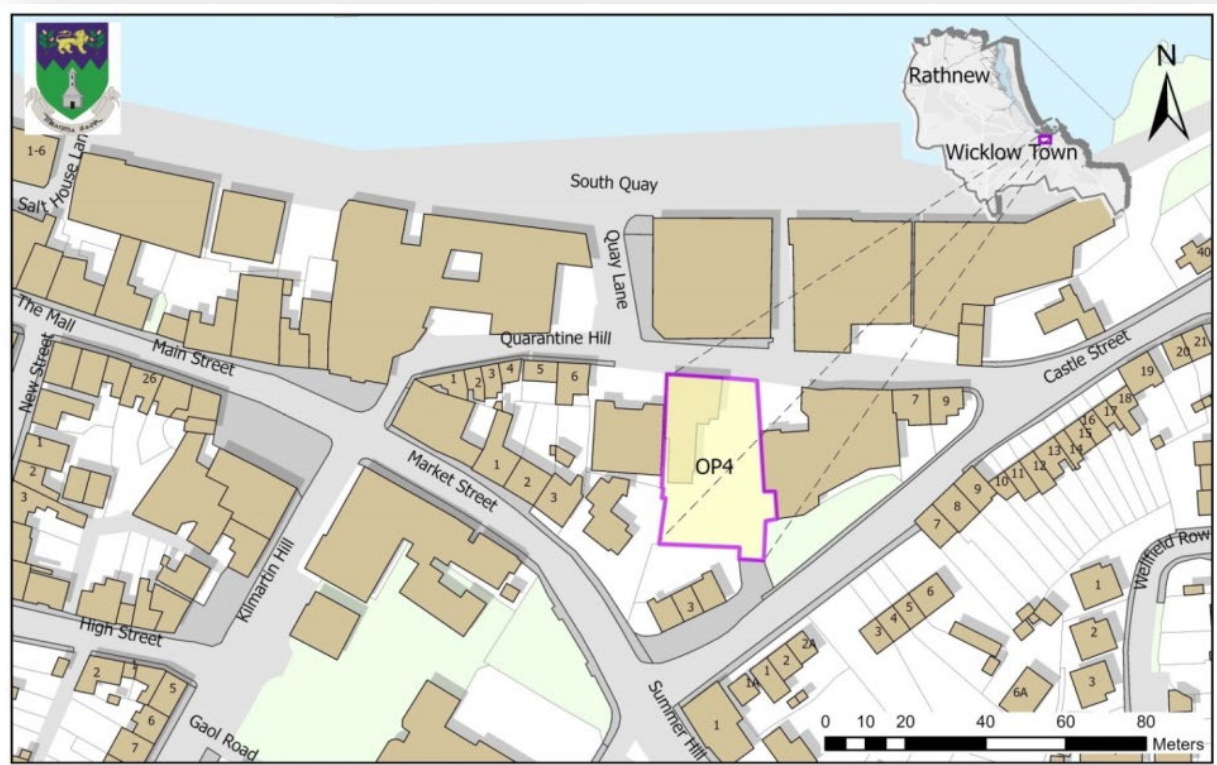
Objectives WTR OP3

- To provide for a mixed use/high density residential development that may include commercial, residential and cultural uses;
- Any development on the lands shall include active street frontage onto South Quay.



OP3 Concept Plan

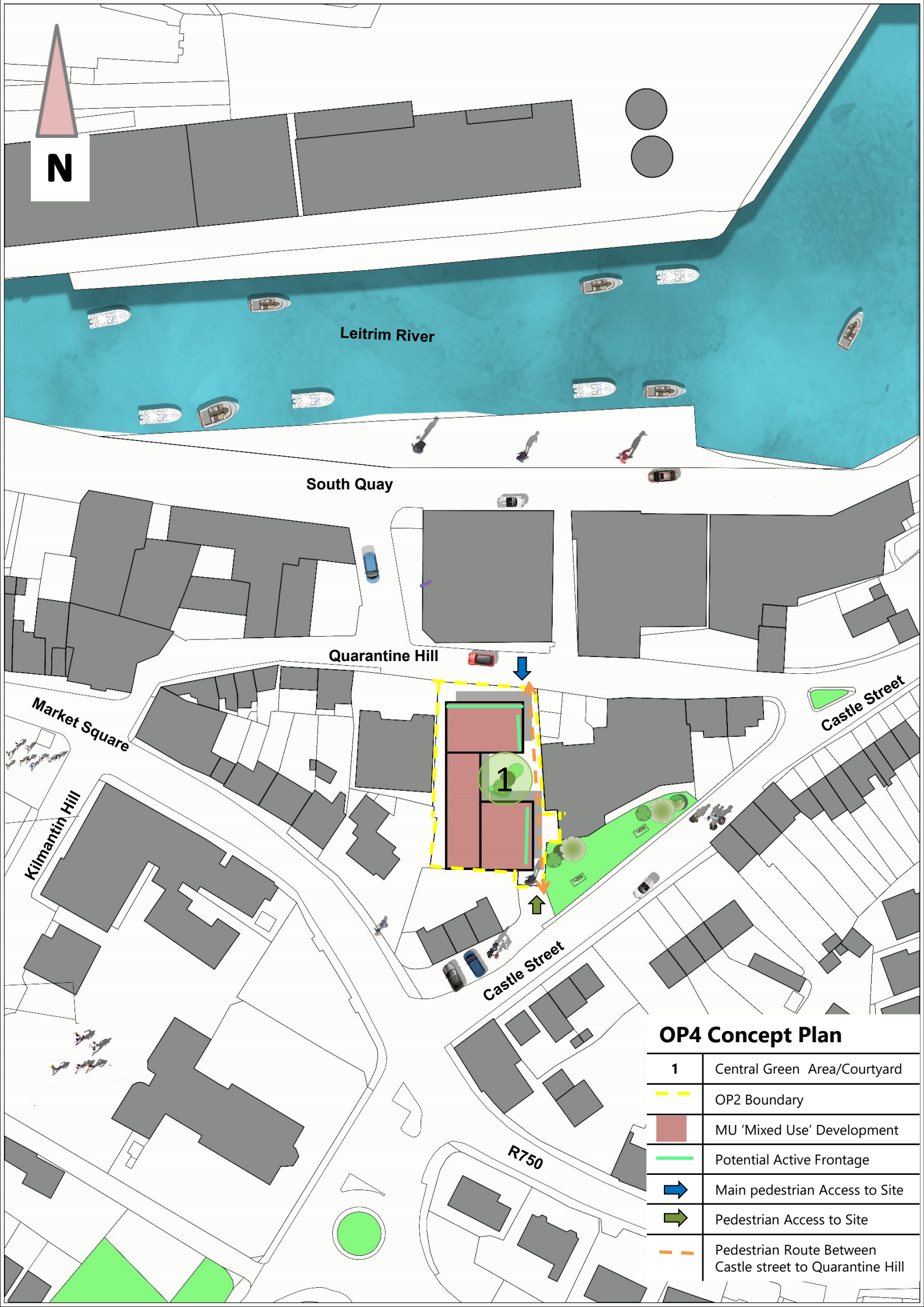
| | |
|--|--|
| | OP2 Boundary |
| | MU 'Mixed Use' Development, |
| | Active Frontage, South Facing |
| | Water Frontage |
| | Pedestrian Access to Site |
| | Pedestrian Route 'Doctors Steps' Between South Quay and Main Street |

WTR OP4 Site on Quarantine Hill**Map 6.4 OP4 Quarantine Hill**

These 'town centre' zoned lands measure c. 0.11ha with access from Quarantine Hill and potential for rear access from Castle Street. The site comprises a derelict warehouse type building and the majority of the site remains undeveloped. The site is an ideal opportunity for providing a mixed use / high density infill residential development with active frontage to Quarantine Hill.

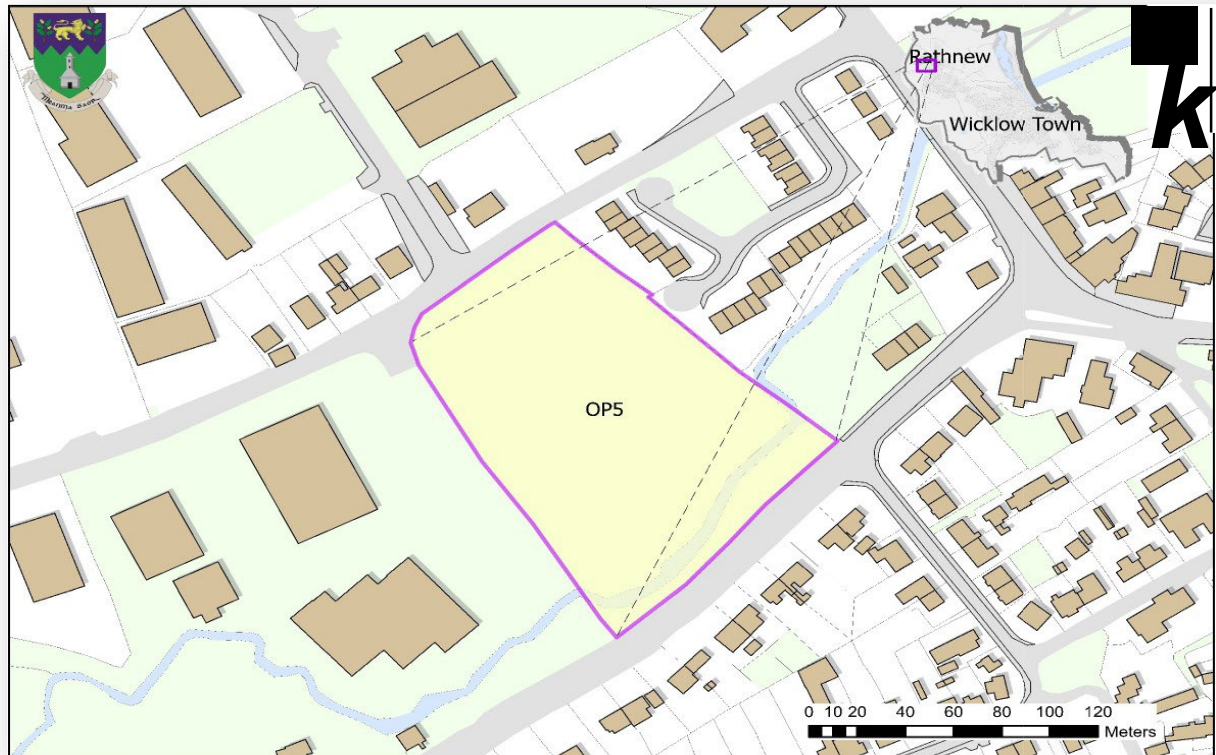
Objectives WTR OP4

- To provide for a high density residential development that may include commercial, residential and cultural uses on the ground floor;
- Any development on the lands shall include active street frontage to Quarantine Hill (which shall integrate the surviving stone and brick roadside walls) and from Castle Street above, if feasible.



WTR OP5 Site on Charvey Lane, Rathnew






These 'village centre' and 'open space' zoned lands measure c.1ha and have road frontage onto Charvey Lane and the R772. These lands are located in the heart of Rathnew Village and the development of same would provide an opportunity to make best use of serviced land, densify the centre of the village and to provide for additional community and commercial uses, and also to provide for a new amenity and biodiversity enhancement area along the natural corridor of the Rathnew River.

**Map 6.5 OP5****Objectives OP5**

- To provide for a high density mixed use development on lands zoned VC which may include commercial, retail, retail services, residential, community and cultural uses;
- Buildings shall be designed to the highest quality that provides for a strong street frontage along Charvey Lane, and maximum supervision of the OS lands along the Rathnew River.
- Lands zoned OS to the south of the river and for a distance of not less than 10m to the north of the river shall be retained in as natural condition with maximum tree / vegetation retention as possible subject to any essential clearance to provide for new vehicular and pedestrian / cyclist routes. Any river crossings shall be via clean span bridges that maintain its natural character. Any remaining OS shall be laid out for amenity use.



OP5 Concept Plan

| | |
|---|--------------------------------------|
| 1 | Central Green Area/Courtyard |
| 2 | Amenity Area |
|  | VC 'Village Centre' |
|  | Potential Active Frontage |
|  | Pedestrian/Cyclist-Only Access Point |
|  | Access to Site |
|  | Pedestrian & Cycling Route |

CHAPTER 7 COMMUNITY DEVELOPMENT

The provision of adequate community infrastructure is critical to ensure a high quality of life and facilitate and sustain the growth of the settlement over the lifetime of the plan and beyond. As identified in the Social Infrastructure Audit, the priority concern in the settlement is (1) the provision of enhanced social infrastructure; (2) open space and (3) education, and therefore these issues are addressed to follow. Harbour leisure uses are addressed in Chapter 6.

Social Infrastructure

The provision of 'social infrastructure' is necessary for the development of sustainable communities. A wide variety of facilities are required in order to have a functioning and developing society. Essentially there are four broad categories of social infrastructure facilities - 'education and development', 'health and care', 'leisure and recreation' and 'cultural facilities'. Community land uses are permitted in principle in 'Community and Education' zones as well being permitted in principle or open for consideration in most other land use zones.

Open Space

While the Council's 'Play' and 'Sports and Recreation' strategies provide methodologies for determining the quantum of open space needed by the resident population, for planning and future proofing purposes, these standards will be taken as a minimum only and generally additional provision shall be made where possible. In particular, through the public consultation process, the expressed land / space needs of existing and new sports clubs / groups will also be taken into account the calibration of the OS zoning strategy and quantity.

In accordance with the 'Play' and 'Sports & Recreation' strategies, approximately 46.4ha⁸ of open space would be required for the future population of 19,400 in the settlement. Given that Wicklow Town – Rathnew provides for a large catchment for sports clubs and facilities, assuming a future catchment population of c.27,900 persons, this would require a total of c. 66ha to be zoned appropriately for sports and recreation (44ha would be for outdoor play spaces, i.e. Active Open Space - AOS).

With respect to organised sports grounds, outdoor / casual play spaces and equipped play spaces, there is currently a total of c.45ha in open space use in the settlement⁹. Therefore at a minimum there appears to be a need to zone a total an additional c.21ha of open space in the settlement¹⁰.

Having regard to the needs identified through the Social Infrastructure Audit and from public consultation, this plan zones 30.4ha of additional undeveloped lands, or future open space development.

| Undeveloped Lands Zoned for Open Space | | |
|--|-------------------------|-----------|
| Location | Zoning | Area (ha) |
| Hawkstown Road / Ashtown Lane | Active Open Space (AOS) | 4.7 ha |
| Rocky Road | Active Open Space (AOS) | 5.6 ha |
| Brides Head | Active Open Space (AOS) | 4 ha |
| Ashtown Lane (east and west) | Active Open Space (AOS) | 7 ha |
| Tinakilly / Knockrobin (SLO 2) | Active Open Space (AOS) | 2.45 ha |
| Broomhall (SLO 11) | Active Open Space (AOS) | 1.7 ha |
| Broomhall (SLO 12) | Active Open Space (AOS) | 2.8 ha |
| Bollarney | Open Space (OS1) | 3 ha |

⁸ At a minimum standard of 2.4ha per 1,000 population

⁹ These figures do not include Wicklow Golf Club, it is an important sports grounds for Wicklow, however the golf club is for fee paying members only.

¹⁰ See the Social infrastructure Audit Appendix for full details of existing open space uses / zonings.

Numerous casual informal play spaces also exist around the town, in the form of open parks and the open spaces associated with housing developments, and new housing developments will be required to provide a minimum of 15% of the site area for such use (these open spaces are generally zoned RE or OS1). The plan includes land zoned 'OS2' which is intended to be maintained in its current undeveloped natural state in the interest of visual and natural amenity.



Education

With respect to education, there are currently 8 primary schools and 4 post primary schools within the settlement. With regard to third level education, Wicklow County Campus, Rathnew is home to South East Technological University (SETU) and adult education services are provided by the Education and Training Board (ETB)¹¹. Having regard to Wicklow Town – Rathnew's location serving a wider catchment it is acknowledged that these primary and especially the secondary schools serve a wider area than the town itself.

The Department of Education seeks that lands are designated for education to cater for the targeted population expansion of the settlement and school catchment area. In order to ensure that there is adequate capacity in both the primary and secondary schools in the town, this plan has designated lands zoned CE, for additional schools at the Marlton Road, Ballybeg and Rosanna. These locations are all proximate to existing and future residential development and would allow for a geographical spread of schools through the settlement. It is important to note that community uses such as schools are also permitted in principle / open for consideration in most land use zonings. Within the plan area, the following lands are zoned for Community and Education (CE):

| Proposed Additional Lands Zoned Community & Education (CE) | |
|---|------------------|
| School name | Area (Ha) |
| Marlton Road (designated school site) | 3.5ha |
| Ballybeg (designated secondary school site) | 5ha |
| Rosanna Lower (designated school site) | 2ha |
| Girl Guides Site, Dublin Road | 1.7ha |
| Merrymeeting (east of Rathnew Graveyard) | 2.5ha |
| Dominican Convent | 21ha |
| Bollarney | 1.1ha |

¹¹ See the Social infrastructure Audit Appendix for full details of existing schools.

The County Development Plan sets out a wide range of community development objectives that will apply directly in Wicklow Town - Rathnew; in addition, the following objectives shall apply in the LAP area:

COMMUNITY DEVELOPMENT OBJECTIVES FOR WICKLOW TOWN – RATHNEW

| | |
|--------------|--|
| WTR72 | The Planning Authority will resist developments that entail the loss of existing community, education and open space/recreation lands or buildings unless it can be demonstrated that (a) adequate community, education and open space/recreation lands and buildings would be retained in the settlement having regard to the planned future population of the settlement or (b) the particular lands or buildings are not suitable or needed for current or future educational, community or open space / recreational usage. In particular, developments that would unduly constrain the ability of existing schools to expand will not be permitted. |
| WTR73 | To facilitate the provision of schools on lands zoned Community and Education (CE) and to consider the provision of schools on any land use zoning, excluding OS1 and OS2 zones, where it is in line with the County Development Plan, this Local Area Plan, relevant planning guidelines (including the Department of Education guidelines) and proper planning. |
| WTR74 | To reserve Community and Education (CE) zoned land for the provision of schools at the Marlton Road, Ballybeg (SLO5) and Rosanna (SLO7). |



CHAPTER 8 TOURISM

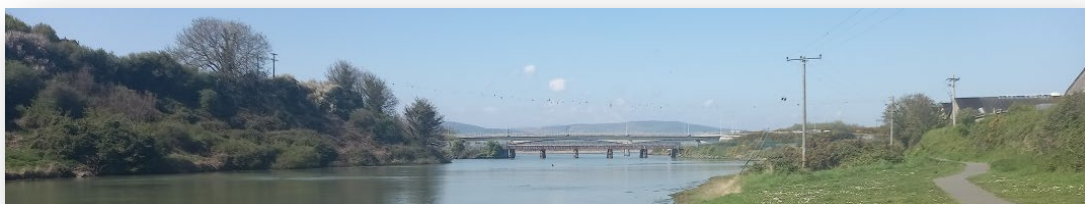
Wicklow Town has developed its own tourism and visitor economy capitalising on its qualities as a cultural destination and area of local distinctiveness. The priority tourism issues in the settlement are (1) Appropriate management and enhancement of existing tourism and recreational assets, and (2) Support for the development of a wider range of facilities / attractions.

Management and enhancement of existing tourism assets: The tourism industry affords significant potential for economic development and employment opportunities in Wicklow Town and Rathnew and in County Wicklow as a whole. As set out in the 'Existing Settlement Assets' section in Chapter 2, the settlement has a number of characteristics, assets and activities that it can capitalise on.

Support for the development of a wider range of facilities / attractions: It is the strategy of the plan to promote and facilitate the development of sustainable tourism and this chapter sets out objectives to deal with land use matters pertaining to the planning and development of the tourism sectors, including general matters, tourism related developments including tourist accommodation, facilities and services, recreational infrastructure, tourist infrastructure and the promotion of specific tourist themes and products.

The County Development Plan sets out a wide range of tourism development objectives that will apply directly in Wicklow Town - Rathnew; in addition, the following objectives shall apply in the LAP area:

| TOURISM OBJECTIVES FOR WICKLOW TOWN – RATHNEW | |
|---|---|
| WTR75 | To support opportunities to improve the tourism product in Wicklow Town – Rathnew and to facilitate appropriate tourism development within the settlement. |
| WTR76 | To positively consider the development of <ul style="list-style-type: none"> a) new hotels in Wicklow Town – Rathnew; b) the development of touring caravan (Aires park) and camping sites (not static mobile home parks) having due regard to surrounding land uses and proper planning and development of the area; c) the development of hostels along established walking routes and adjacent to existing tourism facilities; d) the improvement of, and extension to, existing tourist accommodation related developments, subject to the proper planning and sustainable development of the area. |
| WTR77 | To encourage and facilitate tourism and leisure related uses in the Mixed Use Regeneration Area of the Waterfront zone including hotel / accommodation facilities and leisure uses to complement the marina and associated boating uses and activities. |
| WTR78 | To promote and encourage the sustainable recreational use of coastline, rivers and lakes for eco-tourism activities. Where such recreational uses involve the development of structures or facilities, the Council will ensure that the proposals will respect the natural amenity and scenic character of the area. |
| WTR79 | To support the development of linkages to connect Wicklow Town-Rathnew with adjoining towns / villages via cycle and walking trails. |



CHAPTER 9 INFRASTRUCTURE

The provision of adequate infrastructure is critical to facilitate and sustain the growth of Wicklow Town – Rathnew over the lifetime of the plan and beyond.

The infrastructure strategies, objectives and standards set out in the Wicklow County Development Plan will apply directly in the plan area. In particular, the County Development Plan addresses:

- Sustainable Transportation
- Water Supply & Demand
- Wastewater Infrastructure
- Storm and Surface Water Infrastructure
- Flood Risk Management
- Waste and Environmental Emissions
- Energy and Information Infrastructure

It is not considered necessary to re-state the majority of the objectives for these areas in this plan; however, priority physical infrastructural concerns in the Wicklow Town - Rathnew plan are (1) Integration of land use and transportation (2) Active and sustainable travel and (3) Flooding and coastal erosion, and therefore these are addressed in this chapter.

Integration of Land-Use and Transportation

While the overarching rationale for the production of a development plan is to guide land-use, the integration of good land use planning with transportation is a key that can unlock significant improvements in the quality of life, in ways that are tangible to many in the settlement, who have long identified car dependency and commuting as being a major drawback to living in the area. Reducing the need to travel long distances by private car, and increasing the use of sustainable and healthy alternatives, can bring multiple benefits to both our environment and communities.

A **Transport Assessment** has been carried out as part of this plan. The key aims of this assessment is to identify ways to facilitate a modal shift away from private vehicles, to encourage walking, cycling and use of public transport, and to provide a sustainable and safe transport environment.

The assessment identifies the following:

- Existing infrastructure and services shortfalls that are inhibiting more sustainable movements, in order to ensure that (a) all transport infrastructure and services delivery agencies have a clear programme of action and (b) development strategies set out in the LAP do not reinforce or exacerbate unsustainable transport patterns;
- Future transportation infrastructure improvements that are either underway and / or committed, as well as projects impacting the settlement that are not as yet commenced and / or committed but are identified in higher level plans / programmes are due to be delivered in the short, medium or long term;
- Clear criteria as to how the future spatial development of the settlement will be integrated with the existing or future transportation and movement networks.

The Transport Assessment outlines recommendation to overcome some of the weaknesses and constraints identified in the baseline assessment and achieve the key aims of the assessment.

Active Travel

The provision of walking and cycling routes within Wicklow Town - Rathnew forms an essential part of the linked-up transport system. The compact form of Wicklow Town - Rathnew lends itself to walking and cycling; however topography and traffic congestion combine to undermine the potential of walking and cycling as popular transport modes. The Port Access Road and the Hawkstown Road greatly enhance the pedestrian and

cycling environment in the settlement and these roads provide important walking and cycling routes around Wicklow Town-Rathnew Village and their environs.

There are a number of factors that will influence whether one will walk or cycle to a destination (rather than taking the car), including distance, weather, safety, topography, bicycle parking facilities and the availability of car parking at the destination. A land-use plan cannot influence many of these factors, therefore it is an objective of the plan to facilitate the improvement of facilities that promote these forms of transport.

Sustainable Travel

Wicklow County Council recognises the progress made in the national public transport network over the past years, while acknowledging that deficiencies still exist. The key to getting people out of their cars and into public transport is to have a reliable, convenient, frequent and fast service available, that brings people to the places they want to go. Although Wicklow County Council is not a public transport provider, and cannot force providers to deliver services in any particular area, development plans can put in place the necessary policy framework to encourage and facilitate the improvement of public transport.

Public transportation into and within Wicklow Town and Rathnew is available by means of rail, bus routes and taxi services. The Dublin-Rosslare railway line serves Wicklow Town with approximately 6 services per day in each direction from Monday to Sunday. The train station is located to the north of Wicklow town centre and is relatively remote from both Wicklow town centre and Rathnew village centre. Bus services are mainly made up of a regular national bus service and a local/rural commuter bus service. There are also a number of local taxi services within the town. Currently, there is no official 'park and ride' facility in Wicklow Town, however there is a large (c. 80 spaces and c.15 bike spaces) car park at the train station.



Flooding and Coastal Erosion

Projections for climate change include continued sea level rise, potentially more severe Atlantic storms, which could generate more significant storm surges and extreme waves, increase in the number of heavy rainfall days each year, and wetter winters. The potential impacts from these projections include increasing flood risk for communities and infrastructure along rivers, estuaries and the coast with accelerating rates of coastal erosion; threatening coastal habitats and environment.

Local Authorities are responsible for implementing the provisions of *'The Planning System and Flood Risk Management'* Guidelines (2009) in the carrying out of their development management functions and they require a Strategic Flood Risk Assessment to be carried out during all plan making processes. A **Strategic Flood Risk Assessment** (SFRA) including flood maps has been prepared as part of this LAP process and is appended to this plan. The guidelines follow the principle that certain types of vulnerable development should not be permitted in flood risk areas, particularly flood plains, except where there are no alternative and appropriate sites available in lower risk areas that are consistent with the objectives of proper planning and sustainable development.

Flooding and coastal erosion are two threats to this area. Flooding has been addressed through the flood risk assessment for this plan with appropriate zonings and objectives in place. With regard to erosion in previous years, rock armour and breakwaters were put in place to minimize the threat of coastal erosion however to address further erosion Irish Rail are undertaking the ECRIPP¹² project to protect the coast and rail line from erosion.

Some parts of the Wicklow County Campus zone are identified as being at risk of flooding. The zoning objective does not proscribe exactly where in the zone development should occur and the zone is sufficiently large to provide for the development of desired uses while avoiding development in any area at risk of flooding. Any proposals for new development are required to be accompanied by an appropriately detailed FRA, undertaken in accordance with *'The Planning System and Flood Risk Management – Guidelines for Planning Authorities'* (2009), as well as the relevant policies and objectives in the County Development Plan and Wicklow Town-Rathnew Local Area Plan. In particular, 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.

¹² The primary focus of East Coast Railway Infrastructure Protection Projects (ECRIPP) is to address and implement protection of the existing railway and coastal infrastructure against the further effects of coastal erosion due to climate change in five key areas on the railway line between Dublin and Wicklow. Wicklow Town is in ECRIPP Coastal Cell CCA6.2 - Newcastle to Wicklow Harbour. The project is in Phase 2 - Project Concept, Feasibility and Option Selection.

The County Development Plan sets out a wide range of infrastructure development objectives that will apply directly in Wicklow Town - Rathnew; in addition, the following objectives shall apply in the LAP area:

| INFRASTRUCTURE OBJECTIVES FOR WICKLOW TOWN – RATHNEW | |
|--|---|
| Transportation Objectives | |
| WTR80 | In collaboration and with the support of the relevant transport agencies to prepare a Local Transport Plan for Wicklow Town – Rathnew. The preparation of the plan would be subject to screening for both SEA and AA and, as relevant, subsequent stages of assessment. |
| WTR81 | Support the implementation of the recommendations of the Transport Assessment with regard to the delivery of new regional/distributor roads and road improvements ¹³ , including <ul style="list-style-type: none"> ▪ The completion of the Rathnew Inner Relief Road including reconfiguration of road network between Junction 16 and Rathnew Village to re-direct Wicklow Town-bound flows away from the Aldi-Tinakilly traffic lights and the village centre; ▪ A new link road between Tighe’s Avenue and the R752 (for Glenealy – Rathdrum bound traffic); ▪ The improvement of the road connections between the Wicklow Town – Rathnew and M11 Junctions 17 and 18, namely the L-1099 and R751, and; ▪ To facilitate and support the improvement of the operational efficiency of the regional / local road network to ensure that the M11 is not utilised as a ‘local’ route for trips internal to the settlement. |
| WTR82 | Support the implementation of the recommendations of the Transport Assessment with regard to the delivery of road improvements, including pedestrian and cycling infrastructure, to the existing road network, including <ul style="list-style-type: none"> ▪ Upgrading the Rocky Road ▪ Upgrading access roads to schools and public transport services. |
| WTR83 | Support the implementation of the recommendations of the Transport Assessment with regard to active travel and public transport measures, including <ul style="list-style-type: none"> ▪ Major public realm improvements in Wicklow Town and Rathnew village centres; ▪ Active Travel Bridge Wicklow Train Station to Port Access Route; ▪ Ballyguilemore footpath; and ▪ providing improved, safer sustainable transport linkages (including permeability linkages in existing areas) to schools, public transport facilities, shops and services. |
| WTR84 | To continue to work with Iarnród Éireann and the NTA on the improvement of mainline train services to Wicklow Town station and to extend the DART services to Wicklow Town station and to provide for the significant enhancement of facilities and infrastructure at Wicklow train station, including but not limited to enhanced pedestrian and cycling connectivity and enhanced car / bike / bus parking. |
| WTR85 | To ‘future proof’ the development of rail services to reserve land at (a) Rathnew (in the area west of the former Rathnew station) and (b) Merrymeeting for possible future halts / stations. |
| WTR86 | To facilitate the upgrading of the Rocky Road, from Junction 17 of the M11 to Wicklow town centre. |
| WTR87 | To promote the delivery of improved and new bus services and infrastructure within the plan area and connecting the plan area to the wider region by: <ul style="list-style-type: none"> ▪ supporting the development and delivery of bus service enhancement projects, under the Connecting Ireland programme and measures to improve bus priority such as additional bus lanes and priority signalling etc as may be deemed appropriate; |

¹³ The detail associated with new transport or green/blue infrastructure projects referred to in this Plan and accompanying Transport Assessment, including locations and associated mapping, that are not already permitted or provided for by existing plans / programmes / etc. is non-binding and indicative. Such new projects shall be subject to feasibility assessment, taking into account the environmental constraints and the objectives of the Plan relating to sustainable mobility. A Corridor and Route Selection Process will be undertaken for such projects where appropriate. Proposed interventions will be required to demonstrate that they are consistent with all relevant legislative requirements.

| | |
|--|--|
| | <ul style="list-style-type: none"> ▪ 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); ▪ supporting the development of enhanced bus shelters, of secure covered bicycle parking facilities at key locations along bus routes, ▪ to promote and support the improvement of M11 / N11 in a manner capable of facilitating greater free flow of public transport, ▪ to support and facilitate the existing service providers and encourage the further development of the Local Link Rural Transport Programme (and any other or subsequent rural transport programmes). |
| WTR88 | To support and facilitate the delivery of Transit-Oriented Development at locations that may be identified in the plan area as appropriate for such and continue to work with state agencies to identify TOD sites served by existing or planned public transport which are appropriate for high density development supporting a mix of uses. |
| Coastal Erosion and Flood Management Objectives | |
| WTR89 | To ensure the natural coastal defences are protected and to ensure that their flood defence/management function is not put at risk by inappropriate works or development. |
| WTR90 | To continue to work with the OPW and other agencies to deliver Flood Defence Schemes and Coastal Erosion Schemes. |
| WTR91 | Where flood zone mapping does not indicate a risk of flooding but the Planning Authority is of the opinion that flood risk may arise or new information has come to light that may alter the flood designation of the land, including the latest future scenario flood mapping, an appropriate flood risk assessment will be required to be submitted by an applicant for planning permission and the sequential approach shall be applied as the 'Plan Making Justification Test' will not be satisfied. |

CHAPTER 10 HERITAGE, BIODIVERSITY & GREEN INFRASTRUCTURE

The purpose of this chapter is to set out the specific objectives with regard to the heritage of the settlement and should be read in conjunction with the County Development Plan – the heritage strategies, objectives, schedules and standards set out in the Wicklow County Development Plan will apply directly in the settlement¹⁴.

In particular, the County Development Plan addresses:

- Archaeology & National Monuments
- Architectural heritage, including the Record of Protected Structures, vernacular structures, and Architectural Conservation Areas
- Historical & Cultural Heritage
- Protected habitats
- Woodlands, Trees and Hedgerows
- Water systems & wetlands
- Soils & Geology
- Landscape
- Views & Prospects
- Green Infrastructure
- Recreational Use of Natural Resources
- Public Rights of Way
- Marine Spatial Planning
- Coastal Zone Management

It is not considered necessary to re-state the majority of the objectives for these areas in this plan; however, the priority heritage concerns in the plan areas are (1) Architectural / built heritage, and (2) Biodiversity and Natural Heritage, including protected sites, (3) Maritime heritage and coast and (4) Green Infrastructure / Recreational Use of Natural Resources and therefore these are addressed to follow.

Architectural / Built Heritage

Wicklow Town has a good built heritage stock, many associated with its historical development like the Black Castle and Abbey; there are also a number of important institutional, civic and religious structures that contribute to its status as a County town. The Gaol, the adjacent courthouse, and the nearby Town Hall are all important landmark buildings, with the former operating as a popular visitor attraction. The two civic memorials commemorating noted Wicklow men, Billy Byrne, hero of the 1798 Rebellion, and Captain Robert Halpin (1836-1894), responsible for laying an estimated 41,800 km of underwater telegraph cable, contribute greatly to the local character and distinctiveness. Also of significance are the three and four storey townhouses on Main Street; the Dominican Convent; and ecclesiastical buildings such as the Church of Ireland (Wicklow Parish Church at Church Hill) and the Catholic Church (St. Patrick's Catholic Church). The town has also inherited a Town Centre street pattern that has informed the layout of the subsequent expansion of the town. The architecture of these buildings and the spaces between them such as Market Square and Fitzwilliam Square, and the individual traditional style of shopfronts all lend attractiveness and vibrancy to the Town Centre.

Rathnew Village itself has a unique built heritage with a range of building types, uses and designs. Rathnew does not have the same type of identifiable, formal structure as Wicklow town, and in this regard, the key to the protection of Rathnew's architectural heritage is the identification and protection of the most valuable structures and items, and the sensitive redevelopment of sites and properties adjacent to these places.

Individual developments, which may involve the demolition of buildings of architectural and historic interest, can have a negative visual impact, as can the cumulative impact of a number of small-scale developments.

¹⁴ To view the heritage schedules / lists, they are all set out in the County Development Plan. Click on the link here or the QR code at the beginning of the plan document. [Wicklow County Development Plan](#)

Inappropriate alterations such as the removal of historic sash windows, alteration to traditional shopfronts, the addition of inappropriate signage and lighting, or the unsympathetic extension of structures, can detract from the character of individual buildings and have a cumulative negative impact on the streetscape.

Record of Protected Structures (RPS) - There are a total of 41 entries in the RPS within this plan area. The Record of Protected Structures (RPS) is set out in Appendix 4 of the County Development Plan.

Architectural Conservation Areas (ACA) - There are five designated Architectural Conservation Areas within the plan area, in Wicklow Town. A description of the location and character of each ACA is set out in the Heritage Schedule at the end of this plan.

Archaeological Heritage - There are a number of 'Recorded Monuments' in the plan area, they are mainly located in the centre of Wicklow (along the river and coast), the centre of Rathnew, Ballynerrin and Dunbur Head. In addition to the monuments, there is an identified 'zone of archaeological potential' in Wicklow town centre area.



Biodiversity and Natural Heritage

The conservation and enhancement of biodiversity requires the suitable and sustainable protection of designated habitats and facilitating linkages between sites (whether they are natural or man-made). This is increasingly important in areas of biodiversity value within an urban setting, as they are becoming increasingly threatened by development pressure in addition to other anthropogenic impacts due to their proximity to large centres of population.

Wicklow Town - Rathnew hosts a wealth of wildlife including a range of threatened habitats and species which are protected by law and are recognised as being of local, national and EU importance. Many habitats and species are designated for protection / preservation under national and/or EU legislation. A number of areas within the plan boundary are affected by statutory designations.

Special Protection Areas (SPA) - The Murrough SPA and Wicklow Head SPA are within /adjoining the settlement boundary.

Special Areas of Conservation (SAC) - The Murrough Wetlands SAC and Wicklow Reef SAC are adjoining / in close proximity to the settlement boundary.

Natural Heritage Areas (NHA) - The Murrough NHA and Wicklow Head NHA are within / adjoining the settlement boundary. Wicklow Town NHA comprises 2 sub-sites - the Leitrim River (river bank) and the Black Castle (landward side of the cliffs) sub sites, each of which contain rare plants protected under the Flora Protection Order (2022).

Local Habitats - A number of areas within the plan area are of medium to high conservation value not only in a local context but also at a national level¹⁵. Of particular importance are parts of the Murrough. Smaller pockets of green space within the settlement, which include public parks, areas of railway embankments, and agricultural fields with associated hedgerow systems and small areas of woodland along roadsides and streams all provide areas of valuable biodiversity importance. Many of these areas are in close proximity to each other and as such can provide corridors to link smaller green spaces, further contributing to the enhancement of biodiversity within the town.

Woodlands and trees - There are 4 trees / group of trees protected within this plan area. Tree Preservation Orders are as set out in the County Development Plan.

Water systems - The River Leitrim is an ecological asset and a recreational resource. Between the Port Access Road Bridge and harbour much of the land on both sides of the river is already developed. Where feasible, the plan has zoned the lands for Open space (OS1 and OS2). The northern boundary of the plan currently follows the Vartry River, which is an important Salmonid River and warrants a high level of protection; therefore the lands along the southern bank of the river in the plan area has been zoned (natural) open space (OS2). The Burkeen, Rathnew, Marlton and Dunbur Streams are all important watercourses that need to be protected within the settlement. In line with the CDP, to protect watercourses, a core riparian buffer zone of generally 25m along both sides of watercourses will be maintained free from inappropriate development. Where the land is largely undeveloped, the land has been zoned an appropriate 'open space' zone.

Views and Prospects - The views and prospects within the plan area are mainly views and prospects associated with the coastline. Listed views and prospects are set out in the County Development Plan.

Maritime Heritage and Coast

Wicklow Town's seascape is arguably its finest asset which has greatly influenced its socio economic development and is an important element in a maritime sense of identity and culture. To attract visitors and maximise the value such an asset can bring to the town, it is essential that the quality of the public realm in these seafront areas is as high as possible. At present, open space associated with the seafront is relatively limited to open grass, concrete paths and car parks. In addition, the historic development of the Wicklow Town has meant that relatively few buildings face onto the seafront itself, meaning that somewhat ironically, it can feel as though the sea is at the back of the town, rather than the front.

The seafront of Wicklow Town should be effectively celebrated through increased access, the design of good buildings and public spaces, and the increased usage of its shoreline and adjacent areas for leisure and cultural purposes. Public realm can have a central role to play in this process by raising the level of environmental quality in the area and creating the context for new, more appropriate seafront development in the future.

The local maritime tradition of fishing provided a source of employment and influenced the location of houses, the development of local schools, shops and services. While much declined in recent years, the presence of the port and associated maritime heritage contributes greatly to the character of the town

¹⁵ An 'Urban Habitat' Study in Wicklow Town was undertaken in 2008 and has provided the baseline information on the flora, fauna and habitats of "green sites" within the Wicklow Town boundary required to allow informed management decisions to be made.

The entire plan area is located within Coastal Zone Management 'Cell 7'. The management objectives of this cell are set out in the County Development Plan.

Following a coastal protection study carried out in 2007, covering the area between Five Mile Point and Wicklow Pier, coastal erosion was found to be significant. However in light of the environmental impacts of coastal protection works, limited intervention was recommended with works only carried out to protect the existing railway bridge and the Port Access Road Bridge.

The OPW is the State agency responsible for both coastal erosion and flood risk management. In 2013, the OPW completed the Irish Coastal Protection Strategy Study which provides a strategic assessment of the extent of coastal erosion and coastal flooding along the south-east coastline of the County.

The East Coast Erosion Study, commissioned by Irish Rail, and completed by Arup in 2020 further recommends the use of offshore islands and beach nourishment for soft coastline and extension and enhancement of the existing coastal protection works. Currently Irish Rail is in the early stages of the ECRIPP¹⁶ project to protect the coast and rail line from further erosion.



¹⁶ The primary focus of East Coast Railway Infrastructure Protection Projects (ECRIPP) is to address and implement protection of the existing railway and coastal infrastructure against the further effects of coastal erosion due to climate change in five key areas on the railway line between Dublin and Wicklow. Wicklow Town is in ECRIPP Coastal Cell CCA6.2 - Newcastle to Wicklow Harbour. The project is in Phase 2 - Project Concept, Feasibility and Option Selection.

Green Infrastructure (GI) & Recreational Use of Natural Resources

The distribution of green spaces within the existing built up area of the plan area appears scattered with limited links between green spaces. This is related to the density of its existing built form; the compact centre of Wicklow and Rathnew has few green open spaces, whereas the lower density suburban areas have a much greater provision.

In drafting this plan, all key green infrastructure assets and resources have been identified, as well as areas where improvements and new green infrastructure resources should be provided in the future, in particular to provide for linkages between green assets. The County Development Plan sets out the requirement for consideration of GI in Local Area Plans. This plan is accompanied by a GI map (see Map No. 3) which has informed the zoning provisions and objectives of this plan. In the creation of the GI mapping, primarily watercourse-based green corridors were identified to form the core of ecological corridors in the area. Other areas of potential biodiversity value were also identified, and thereafter potential linkages between same were evaluated in order to connect the individual sites into a coherent, interlinked network of ecological corridors and ‘necklace’ effect routes. Other standalone features (which could include residential open space, cemeteries, etc.) could act as important ‘stepping stones’ between different branches of ecological corridors have been included in the GI map. Where the designated open space of a residential estate is adjacent to a GI asset, this space has been zoned OS1 to strengthen the GI asset¹⁷.

The Council is committed to ensuring sustainable recreational use of the outdoors. Natural areas provide opportunities for passive and active activities such as picnicking, playing, running and walking. Given that much of the plan area is already built-up, any opportunities for use of smaller pockets of open spaces / natural areas and the corridors that link them should be exploited. In particular, there are a number of existing / potential natural ‘green corridors’ along the course of the rivers within the settlement.

Public rights of way - There are 4 existing public rights of way within the plan area. These were established in 1994 by way of variation to the 1989 County Development Plan in the Wicklow Town Environs Plan 1994. They are set out in the County Development Plan.

¹⁷ Designated open space within residential estates is generally zoned Existing Residential RE, in line with the CDP objectives.

The County Development Plan sets out a wide range of heritage objectives that will apply directly in Wicklow Town - Rathnew; in addition, the following objectives shall apply in the LAP area:

HERITAGE, BIODIVERSITY & GREEN INFRASTRUCTURE OBJECTIVES FOR WICKLOW TOWN – RATHNEW

| | |
|---------------|--|
| WTR92 | To consolidate and safeguard the historical and architectural character of Wicklow Town and Rathnew Village through the protection of individual buildings, structures, shopfronts and elements of the public realm that contribute greatly to this character ¹⁸ . |
| WTR93 | To protect the listed views and prospects from development that would either obstruct the view / prospect from the identified vantage point or form an obtrusive or incongruous feature in that view / prospect. Due regard will be paid in assessing development applications to the span and scope of the view / prospect and the location of the development within that view / prospect. |
| WTR94 | Protect and enhance the character, setting and environmental quality of natural, architectural and archaeological heritage, and in particular those features of the natural landscape and built structures that contribute to its special interest. The natural, architectural and archaeological heritage of the area shall be protected in accordance with the objectives set out in the Wicklow County Development Plan. |
| WTR95 | To consolidate and safeguard the historical and architectural character of Wicklow quay side through the protection of individual buildings, structures, shopfronts and elements of the public realm that are of architectural merit and/or contribute greatly to this character. |
| WTR96 | To reinforce the coastal character of the settlement and to provide for the enjoyment of the coast as a recreational and natural asset. |
| WTR97 | To facilitate the development of initiatives to highlight Wicklow's maritime heritage in the public realm. |
| WTR98 | To facilitate the development and enhancement of green infrastructure resources, including access to, connectivity between areas of interest and linkages between green spaces including the coast, where feasible within the plan settlement boundary. |
| WTR99 | <p>To promote and support the development of enhanced or new greenways, blueways and amenity walks at the following locations and require development in the vicinity of same to enhance existing routes and / or provide new links:</p> <ul style="list-style-type: none"> ▪ Wicklow to Greystones coastal greenway. Any development proposal within the route corridor study area/ preferred route option will be assessed for acceptability having regard to the potential effects on the future viability of the proposed greenway; ▪ Wicklow to Arklow coastal route; ▪ Wicklow Head Lighthouse Walk |
| WTR100 | To facilitate the provision of green linkages along and between green / river corridors / Open Space / Active Open Space, to create inter connected routes and develop parks and linkages between existing and proposed green areas, 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. |
| WTR101 | To facilitate the enhancement of existing, and development of new recreational facilities along the coastal area, such as walking routes, car parking areas, signage, changing / toilet facilities and water based clubs, subject to compliance with the provisions of the EU Habitats Directive and other planning considerations. |
| WTR102 | To facilitate the protection of the coastline from erosion through the maintenance of existing and development of new measures of protection from erosion, subject to compliance with the provisions of the EU Habitats Directive. |
| WTR103 | Where relevant, applications for development must demonstrate that the proposal for development would not, individually or cumulatively, affect a water body's ability to meet its objectives under the Water Framework Directive. |

¹⁸ The National Inventory of Architectural Heritage can be utilised as a source of information with regard to the architectural value of any such features

CHAPTER 11 ZONING AND LAND USE

The land use Map No. 1 indicates the boundary of the LAP. All lands located outside the settlement boundary are considered to be within the rural area. Within the rural area planning applications shall be assessed having regard to the relevant objectives and standards set out in the Wicklow County Development Plan.

The purpose of land use zoning objectives is to indicate the Council's intentions for land uses in the settlement. Land use zoning objectives and the associated descriptions for each zone are as follows:

11.1 Zoning Objectives

Land use zoning objectives and the associated vision for each zone are as follows:

| ZONING | OBJECTIVE | DESCRIPTION |
|--|--|--|
| RE: Existing Residential | To protect, provide and improve residential amenities of existing residential areas | To provide for house improvements, alterations and extensions and appropriate infill residential development in accordance with principles of good design and protection of existing residential amenity. In existing residential areas, the areas of open space permitted, designated or dedicated solely to the use of the residents will normally be zoned 'RE' as they form an intrinsic part of the overall residential development; however new housing or other non-community related uses will not normally be permitted. |
| RN1: New residential Priority 1 | To provide for new residential development and supporting facilities during the lifetime of the plan. | To facilitate for the provision of high quality new residential developments at appropriate densities with excellent layout and design, well linked to the town centre and community facilities. To provide an appropriate mix of house sizes, types and tenures in order to meet household needs and to promote balanced communities. |
| RN2: New residential Priority 2 | To provide for new residential development and supporting facilities where it can be demonstrated that such development would accord with the Core Strategy housing target for that settlement after the activation of Priority 1 lands. | To facilitate for the provision of high quality new residential developments at appropriate densities with excellent layout and design, well linked to the town centre and community facilities. To provide an appropriate mix of house sizes, types and tenures in order to meet household needs and to promote balanced communities. |
| TC: Town Centre | To provide for the development and improvement of appropriate town centre uses including residential, retail, commercial, office and civic use. | To develop and consolidate the existing town centre to improve its vibrancy and vitality with the densification of appropriate commercial and residential developments ensuring a mix of commercial, recreational, civic, cultural, leisure and residential uses, while delivering a quality urban environment, with emphasis on regeneration, infill town and historic centre conservation; ensuring priority for public transport where applicable, pedestrians and cyclists, while minimising the impact of private car based traffic and enhance and develop the existing centre's fabric. |
| VC: Village Centre | To provide for the development and | To develop and consolidate the village centre zones in an appropriate manner and to an appropriate scale and |

| ZONING | OBJECTIVE | DESCRIPTION |
|--|---|--|
| | improvement of appropriate village centre uses in areas that are secondary or subsidiary area to the main town centre. | with such uses as specified in each town plan given their roles as a secondary or subsidiary area to the main town centre. |
| NC: Neighbourhood Centre | To protect, provide for, and improve a mix of neighbourhood centre services and facilities, which provide for the day-to-day needs of the local community. | To provide for small scale mixed use commercial / community / retail developments that serve only an immediate catchment or planned new areas of significant residential expansion. Locations: Merrymeeing, and Ballynerrin |
| LSS: Local Shops & Services | To provide for small scale local neighbourhood shops and services | To facilitate the limited development of small scale local neighbourhood shops and retail services and other local service uses that meet only the retail or service needs of residents in the immediate catchment and are not of such a scale or type that would detract or draw trade from lands designated town centre. |
| CC: Wicklow County Campus | To provide for educational facilities, research and development (R&D), and enterprise development uses. | To develop Wicklow County Campus in conjunction with the SETU and other stakeholders as a third level education facility and as a centre of excellence for enterprise development, education, training, research and development, with a focus on the film, food and renewable energy sectors. This will entail the development of appropriate infrastructure and facilities including classrooms, lecture theatres, labs, workshops, kitchen units, offices, etc and other necessary student facilities. |
| WZ: Waterfront | To provide for the development and improvement of the waterfront zone, to facilitate the continuation and development of existing employment / maritime / port, residential, public utilities, and community / recreational uses and to promote and provide for new residential, tourism and other mixed-use development. | To facilitate the continued and more intensive / efficient use of the existing employment, maritime and port uses ; To maintain existing and support the development / improvement of high quality community, amenity, leisure and tourism uses; To facilitate retail uses at a scale that do not undermine the role of the existing Town Centre; To facilitate the provision of high quality new residential developments at appropriate high densities with excellent layout and design, well linked to the existing town centre, community facilities and water amenities. |
| E: Employment | To provide for the development of enterprise and employment | To facilitate the further development and improvement of existing employment areas and to facilitate opportunities for the development of new high quality employment and enterprise developments in a good quality physical environment. |
| CE: Community & Education | To provide for civic, community and educational facilities | To facilitate the development of necessary community, health, religious, educational, social and civic infrastructure. |
| AOS: Active Open Space | To protect and enhance existing and provide for new active open space | Subject to the protection and enhancement of natural biodiversity, to facilitate the further development and improvement of existing active open spaces, formal exercise areas, sports grounds, playing pitches, courts and other games areas and to facilitate opportunities for the development of new high quality active recreational |

| ZONING | OBJECTIVE | DESCRIPTION |
|---------------------------|---|---|
| | | areas. |
| OS1: Open Space | To protect and enhance existing and provide for recreational open space | Subject to the protection and enhancement of natural biodiversity, to facilitate the further development and improvement of existing parks and casual play areas, to facilitate opportunities for the development of new high quality amenity open areas and to restrict developments / activities (such as the use or development of such lands for formal sports grounds for organisations that are not available for a broad range of the public) that would reduce the opportunities for use by the wider public. |
| OS2: Natural Areas | To protect and enhance existing open, undeveloped lands | To protect, enhance and manage existing open, undeveloped lands that comprise flood plains, buffer zones along watercourses and rivers, steep banks, green breaks between built up areas, green corridors and areas of natural biodiversity. |
| PU: Public Utility | To maintain lands providing services infrastructure | To allow for lands to be designated for public utilities such as waste water treatment plants, large ESB sub-stations, gasworks etc |
| T: Tourism | To provide for tourism related development | To provide for the sustainable development of tourism related structures, uses and infrastructure. To provide for the development of tourism facilities including accommodation of an excellent sustainable design and aesthetic quality. Tourism related office, civic and cultural and commercial development will be facilitated. |

The box below gives typical appropriate uses for each zone type. The planning authority shall determine each proposal on its merits, and shall only permit the development of uses that enhance, complement, are ancillary to, or neutral to the zoning objective. Uses that are materially inconsistent with and detrimental to the zoning objective shall not be permitted.

Uses generally appropriate for **residential (RN / RE)** zoned areas include houses, apartments, residential open space, education, community facilities, retirement homes, nursing homes, childcare/crèche, health centres, guest house, bed and breakfast, places of public worship, home based economic activity, utility installations and ancillary development and other residential uses in accordance with the County Development Plan (CDP) and Local Area Plan (LAP).

Uses generally appropriate for **town and village centres (TC / VC)** include residential development, childcare/crèche, commercial, education retail, retail services, health, restaurants, public house, public buildings, hotels, guest houses, nursing / care homes, parking, office, tourism and recreational uses, community, including provision for religious use, utility installations and ancillary developments for town centre uses in accordance with the CDP and LAP.

Uses generally appropriate for **neighbourhood centre (NC)** include retail, retail services, health, restaurants, public house, public buildings, hotels, guest houses, nursing / care homes, parking, residential development, childcare/crèche, commercial, education, office, tourism and recreational uses, community, including provision for religious use, utility installations and ancillary developments for neighbourhood centre uses in accordance with the with the CDP and LAP.

Uses generally appropriate for **local shops and services (LSS)** include retail, retail services, health, public house, guest houses, parking, residential development, childcare/crèche, commercial, office, tourism and recreational

uses, community, including provision for religious use, utility installations and ancillary developments for local shops and services uses in accordance with the CDP and LAP.

Uses generally appropriate for **Wicklow County Campus (CC)** zoned land include Car Park, Community Facility, childcare / crèche, Education, Enterprise Centre, Industry (Light), Laboratory, Office-Based Employment, Open Space, Playground, Public Services, Recreational Building, Recreational Facility/Sports Club, Residential¹⁹, Restaurant/ public house²⁰, Skate Park, Film sector, Food sector, Renewable energy sector and ancillary developments for Wicklow County Campus uses in accordance with the CDP and LAP.

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

Uses generally appropriate for **waterfront (WZ)** zoned land include aquaculture / fishing, residential, childcare/crèche, civic / cultural uses, community facilities, education, employment / office uses, general and light industry, harbour uses, health related service / uses, hotels, maritime uses, recreational and leisure uses, retail, restaurants, parking, public house, tourism uses, utility installations and ancillary development in accordance with the CDP and LAP.

Uses generally appropriate for **community and educational (CE)** zoned land include community, childcare/crèche, educational and institutional uses include burial grounds, places of worship, schools, training facilities, community hall, nursing homes, health related developments, sports and recreational facilities, utility installations and ancillary developments for community, educational and institutional uses in accordance with the CDP and LAP.

Uses appropriate for **active open space (AOS)** zoned land are sport and active recreational uses including infrastructure and buildings associated with same. Schools are appropriate.

Uses appropriate for **open space (OS1)** zoned land are recreational uses such as formal / informal landscaped parks with off-road walking / cycling paths, as well as playgrounds, skate parks, Mixed Use Games Areas, outdoor gyms and allotments.

Uses appropriate for **natural areas (OS2)** zoned land are uses that protect and enhance the function of these areas as flood plains, buffer zones along watercourses and rivers, green breaks between built up areas, green corridors and areas of natural biodiversity. The development of these lands for recreational uses may only be considered where such use is shown to not undermine the purpose of this zoning.

Uses generally appropriate for **public utility (PU)** zoned land are for the provision of necessary infrastructure and services such as roads / footpaths / cycleways, car parks, train station, water and waste water treatment plants, large ESB sub-stations, gasworks.

Uses generally appropriate for **tourism (T)** zoned land are tourism accommodation and tourism / recreational uses such as Bed & Breakfast, cultural uses, holiday homes, hotels, recreational facilities.

Many uses exist where they do not conform to the designated zoning objective. When extensions to, or improvements of premises accommodating such uses are proposed, each shall be considered on its merits and permission may be granted where the development does not adversely affect the amenities of properties in the vicinity and does not prejudice the proper planning and development of the area.

¹⁹ Only Student accommodation related to the college.

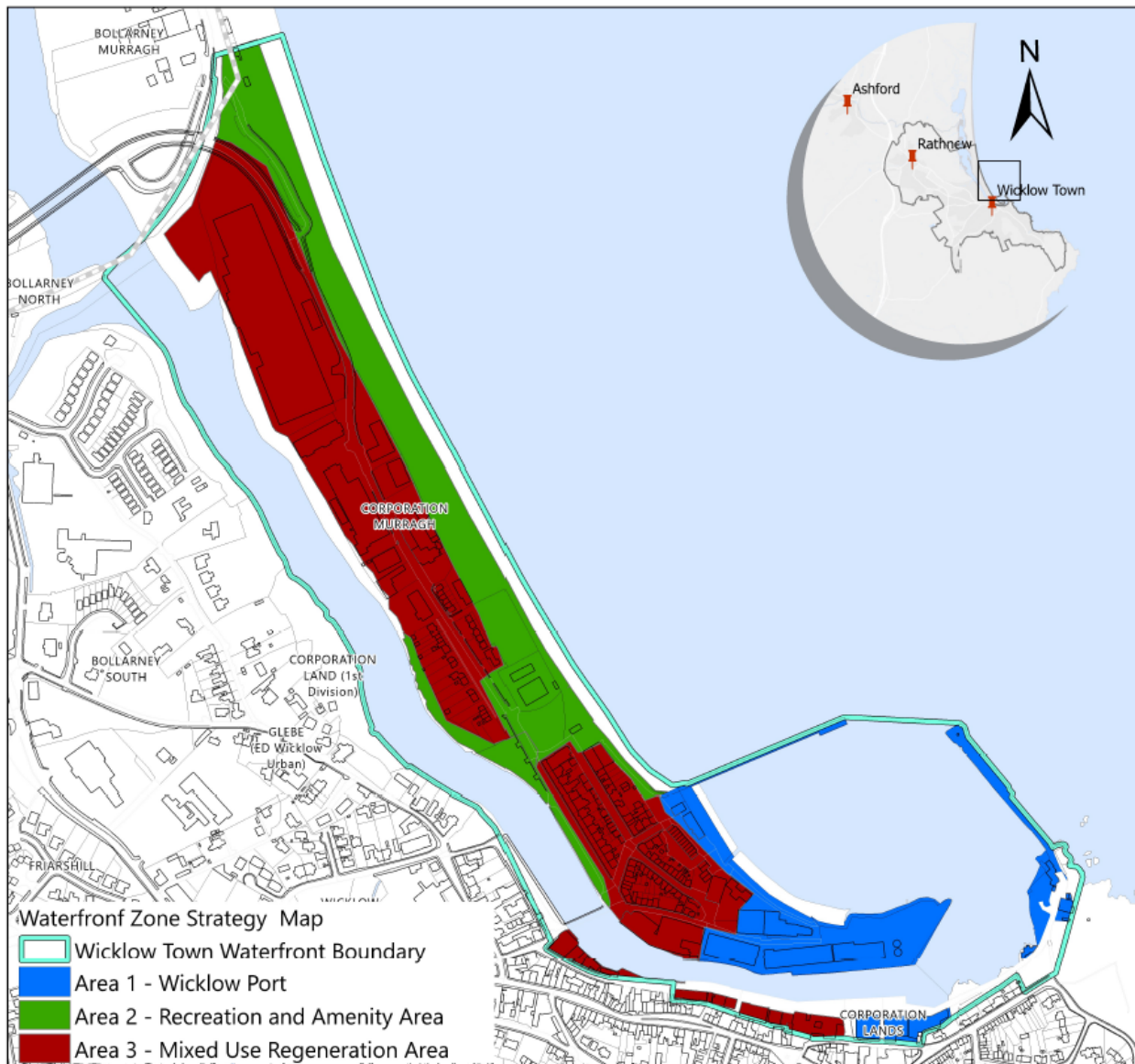
²⁰ Strictly only to meet the needs of the student population.

Whilst the land-use zoning will give an indication of the acceptability or otherwise of particular uses in particular areas, proposed development will also be assessed in terms of compatibility with the development control guidelines and standards outlined in the Wicklow County Development Plan and this plan. Factors such as density, height, massing, traffic generation, public health regulations, design criteria, visual amenity, availability of services and potential nuisance by way of noise, odour and air pollution are also of importance in establishing whether or not a development proposal conforms to the proper planning and sustainable development of an area.

Essential infrastructure, including roads / footpaths / cycleways and utilities that are necessary to support development lands, are generally permissible in all zones. Where such infrastructure would be required in **OS1** or **OS2** zones, and no other routes are viable, such infrastructure shall only be considered where it is shown it will not undermine the purpose of this zoning or give rise to significant adverse environmental impacts.

11.2 Waterfront Zone (WZ) Zoning Objective

Having regard to the wide variety of uses (existing and permissible) in the WZ area for the purposes of managing development, this area is divided in the three district planning areas as follows:



WZ Zoning Objectives

In all areas, no development will be considered that would reduce or remove existing public amenity access to the coast, river banks or port/harbour quays. Any development proposals will be required to show how existing access is to be maintained, improved or new access is to be provided.

Large scale storage / warehousing, even where associated with maritime operations, will not be considered suitable in the WZ zone due to its high land take compared to the small area of the WZ zone; adequate alternative areas of zoned land are available within the settlement that would be suitable for such use.

Within **AREA 1 (WICKLOW PORT)** the following uses are deemed '**priority uses**' and will be permitted in principle:

- Maritime related employment including buildings associated with the management / operation of maritime activities or the training / education of staff engaged in maritime operations;
- Maritime infrastructure including quaysides, jetties, pontoons, lifts / cranes / winches, infrastructure associated with loading / unloading of vessels etc;
- On-shore infrastructure / buildings associated with the management / operation / maintenance of off-shore renewable energy activities / uses / support services associated with the off-shore renewable energy sector.
- Fishing / aquaculture related activities including infrastructure and buildings supporting such use including gear huts, stalls / stands for the sale of landed seafood;
- Buildings / infrastructure associated with port management, regulation, safety, rescue, customs, utilities etc
- Leisure sailing / boating related uses including infrastructure and buildings supporting such use clubhouses, small craft storage and repair.

Other uses allowed by the WZ zoning **will only be permitted in Area 1** where it can be demonstrated that uses of this area for these non-priority uses **would not**:

- undermine the role of this area to support and provide services to maritime activity
- prejudice this area remaining and being developed further for maritime activities
- interfere with or remove maritime infrastructure such as quay space for docking

Within **AREA 2 (RECREATION & AMENITY AREA)** the following uses are the **only uses** that will be permitted in principle:

- Formal and informal landscaped parks with off-road walking / cycling paths, as well as playgrounds, skate parks, 'Mixed Use Games Areas' and outdoor gyms;
- Tourist / visitor infrastructure including car parking, Aires sites²¹, information signage / booths, toilets;
- Buildings / infrastructure associated with safety, rescue, utilities, etc
- Seasonal markets / fairs / events.

²¹ Free or low-cost stopping places for motorhomes and caravans; offering just parking or basic facilities such as water, waste disposal and electricity.

Within **AREA 3 (MIXED USE REGENERATION AREA)** the following uses are deemed ‘**priority uses**’ and will be permitted in principle:

- High intensity and high quality tourist accommodation, such as hotels, holiday apartments etc. Low density tourism accommodation such as holiday homes, glamping etc will not be considered;
- High intensity and high quality employment uses such as offices, enterprise hubs, education / training centres;
- High quality community, civic / cultural and recreation uses;
- High quality retail, retail services, restaurants, public house, café;
- High density residential use where developed in conjunction with at least one and ideally a number of other priority uses described above.

Wherever possible, new developments in Area 3 shall include active street frontage. Developments that entail the removal / relocation of existing low intensity uses (such as single storey buildings, warehouses etc) with higher value uses will be particularly supported in this area.

At locations on the boundaries of any of these three distinct waterfront zone ‘areas’, particular cognisance shall be taken in the design and layout of any development to ensure an appropriate transition between areas and a cognisance of the uses that may be present or permissible in the adjoining area.

11.3 Phasing

The residential lands that are needed to be zoned to meet the current housing target will be zoned ‘New Residential’ and identified in this plan as ‘**RN 1 - New Residential Priority 1**’ lands.

In order to ensure a long term supply of zoned residential land, in particular to ensure flexibility in the event of an increase in housing targets during the lifetime of this plan, this plan also provides for additional zoned residential lands, over and above that needed to meet current targets, zoned ‘**RN2 – New Residential Priority 2**’.

Permission will not be considered during the lifetime of this plan for RN2 lands unless the following conditions are satisfied:

- 75% of Priority 1 new residential lands (RN1) lands have been activated (i.e. consent obtained and development initiated);
- It can be shown that the housing / population generated by the proposed development would not result in the prevailing Core Strategy targets at the time of the decision to grant permission being significantly breached.

It is an objective of the Council that development is undertaken in an orderly and sustainable manner. The development of zoned land should generally be phased in accordance with the sequential approach:

- Development should extend outwards from the town centre with undeveloped land closest to the centre and public transport routes (if available) being given preference, i.e. ‘leapfrogging’ to peripheral areas should be avoided;
- A strong emphasis should be placed on encouraging infill opportunities and better use of under-utilised lands; and
- Areas to be developed should be contiguous to existing developed areas.

Only in exceptional circumstances should the above principles be contravened, for example, where a barrier to development is involved. Any exceptions must be clearly justified by local circumstances and such justification must be set out in any planning application proposal.

The Council may, in certain cases, phase permitted development where this is considered necessary for the following:

- i. the promotion of an appropriate balance of employment, residential and service facilities (schools, shopping, community facilities etc.) and other uses that are required to increase the self-sufficiency of the settlement, or
- ii. ensuring the delivery of infrastructural services in tandem with development, including water, sewerage and road infrastructure, that is required to safeguard the environmental quality and public safety of the area.

11.4 European Sites

There are a number of 'European Sites' (SACs / SPAs) located in or in close proximity to the settlement boundary. The sites themselves are protected from inappropriate development through the legal provisions of the Habitats and Birds Directives, as well as the Planning Act. Such sites, where they are located within the plan / settlement boundary, are shown on the land use map and the heritage map associated with the plan as SAC / SPA as appropriate.

In a number of locations, there are lands adjoining European Sites, which while not being included in the legally designated site, are linked to the site in terms of similar or supporting habitats, water flows or other characteristics which render them important to protect from inappropriate development which may have a direct or indirect effect on the designated site itself²².

The approach to zoning lands adjoining European Sites has been as follows:

1. No lands within the actual European Site have been zoned.
2. Where there is existing developed areas, the lands have been zoned for their existing use, which will essentially allow for the continuation of the existing use and its enhancement. In accordance with the provisions of the EU Habitats Directive 1992 and the Planning & Development Act, any proposed development with potential to impact upon the integrity of a European Site shall be subject to an Appropriate Assessment;
3. Where there is existing undeveloped lands, the lands have only be zoned for new development where it can be justified that such zoning and development arising therefrom is essential for the town to achieve its development vision and strategic objectives. In accordance with the provisions of the EU Habitats Directive 1992 and the Planning & Development Act, any proposed development with potential to impact upon the integrity of a European Site shall be subject to an Appropriate Assessment;
4. Where there is existing undeveloped lands, and the development of these lands is not essential for the achievement of the development vision and strategic objectives for the town, the land will be zoned '**OS2 – natural areas**'. The only developments that will be considered in such area are those which contribute to the objective of the natural areas zone (detailed in this plan) and that can be shown to not diminish the role and function of such areas, will not result in adverse impacts on the integrity of any EU protected site and will not diminish the biodiversity value of the lands or the ability of plants and animals to thrive and move through the area.

²² In accordance with Article 10 of the Habitats Directive, the aim is to protect and maintain linear landscape features which act as ecological corridors, such as watercourses (rivers, streams, canals, ponds, drainage channels, etc), woodlands, hedgerows and road and railway margins, and features which act as stepping stones, such as marshes and woodlands, which taken as a whole help to improve the coherence of the European network

European Sites Objectives

To protect European Sites and a suitable buffer area from inappropriate development.

Projects giving rise to adverse effects on the integrity of European Sites (cumulatively, directly or indirectly) arising from their size or scale, land take, proximity, resource requirements, emissions (disposal to land, water or air), transportation requirements, duration of construction, operation, decommissioning or from any other effects shall not be permitted on the basis of this plan²³.

Ensure that development proposals, contribute as appropriate towards the protection and where possible enhancement of the ecological coherence of the European Site network and encourage the retention and management of landscape features that are of major importance for wild fauna and flora as per Article 10 of the EU Habitats directive. All projects and plans arising from this Plan will be screened for the need to undertake Appropriate Assessment under Article 6 of the Habitats Directive.

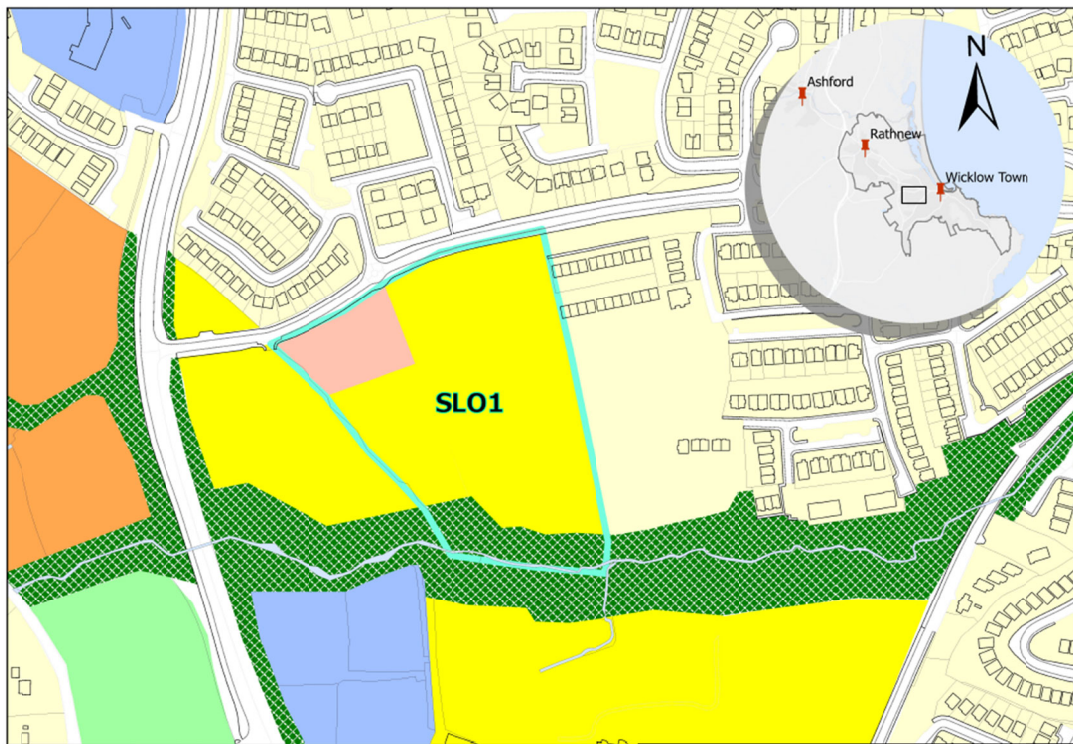
In order to ensure the protection of the integrity of European Sites, the planning authority is not limited to the implementation of the above objectives, and shall implement all other relevant objectives of the CDP and LAP as it sees fit.

²³ Except as provided for in Article 6(4) of the Habitats Directive, viz. there must be: a) no alternative solution available, b) imperative reasons of overriding public interest for the project to proceed; and c) adequate compensatory measures in place.

11.5 Specific Local Objectives (SLO)

The purpose of an SLO is to guide developers as to the aspirations of the plan regarding the development of certain lands where more than one land use is proposed, where there is new infrastructure necessitated on the subject lands or where the lands are zoned for 'mixed use' to give more detail on the development objective of these lands. A masterplan may be required to be agreed prior to the submission of a planning application.

SLO 1 Ballynerrin Neighbourhood Centre



Map SLO 1

This SLO is located in the townland of Ballynerrin and measures c. 4.3ha. The SLO comprises Neighbourhood Centre (NC), Open Space (OS1) and New Residential (RN1) zonings. Any development proposal shall comply with the County Development Plan, this Local Area Plan and the following:

- Appropriate retail and social / community facilities shall be provided, of a type and scale to be determined following the carrying out a Retail Impact Assessment and social / community needs audit of the area. Any such retail and social / community facilities shall be provided on lands zoned 'NC' and shall, unless otherwise agreed, be located in a combined 'neighbourhood centre'.
- The Neighbourhood Centre shall be designed in a way that all elevations are of a high quality design. It is acknowledged that there is a difference in level from the Marlton Link Road down to the ground level of the site; the design of the Neighbourhood Centre shall include an active, well designed façade onto the Marlton link road whereby the neighbourhood centre building can be accessed by pedestrians coming off the link road as well as having a well designed façade and pedestrian access at the ground level of the site.
- Lands zoned Open Space (OS1) shall be developed as a riverine park / formal landscaped park, including an amenity walkway along the river.
- A 'green link' including walking/cycling links shall be to the forefront of the overall design, linking the riverine park to the Neighbourhood Centre and the Marlton Link Road, with the public open space for the residential development designed in a way to provide this green/walking/cycling link. The green link should be an attractive, supervised and easily accessible link that is a planted and well-landscaped open space.
- The potential for future pedestrian and cycling links shall be included in any proposal to allow for access to the neighbourhood centre from the undeveloped residential lands to the west.

SLO1 Concept Plan



Vehicle, Cycling and Pedestrian Access to Site



Access to "NC "Neighbourhood Centre Development



NC 'Neighbourhood Centre' Development



RN1 'New Residential-Priority 1' Development



Natural Areas



Indicative Vehicle and Pedestrian Routes



Pedestrian and Cycling link



Green Area Link



Public Open Space Link



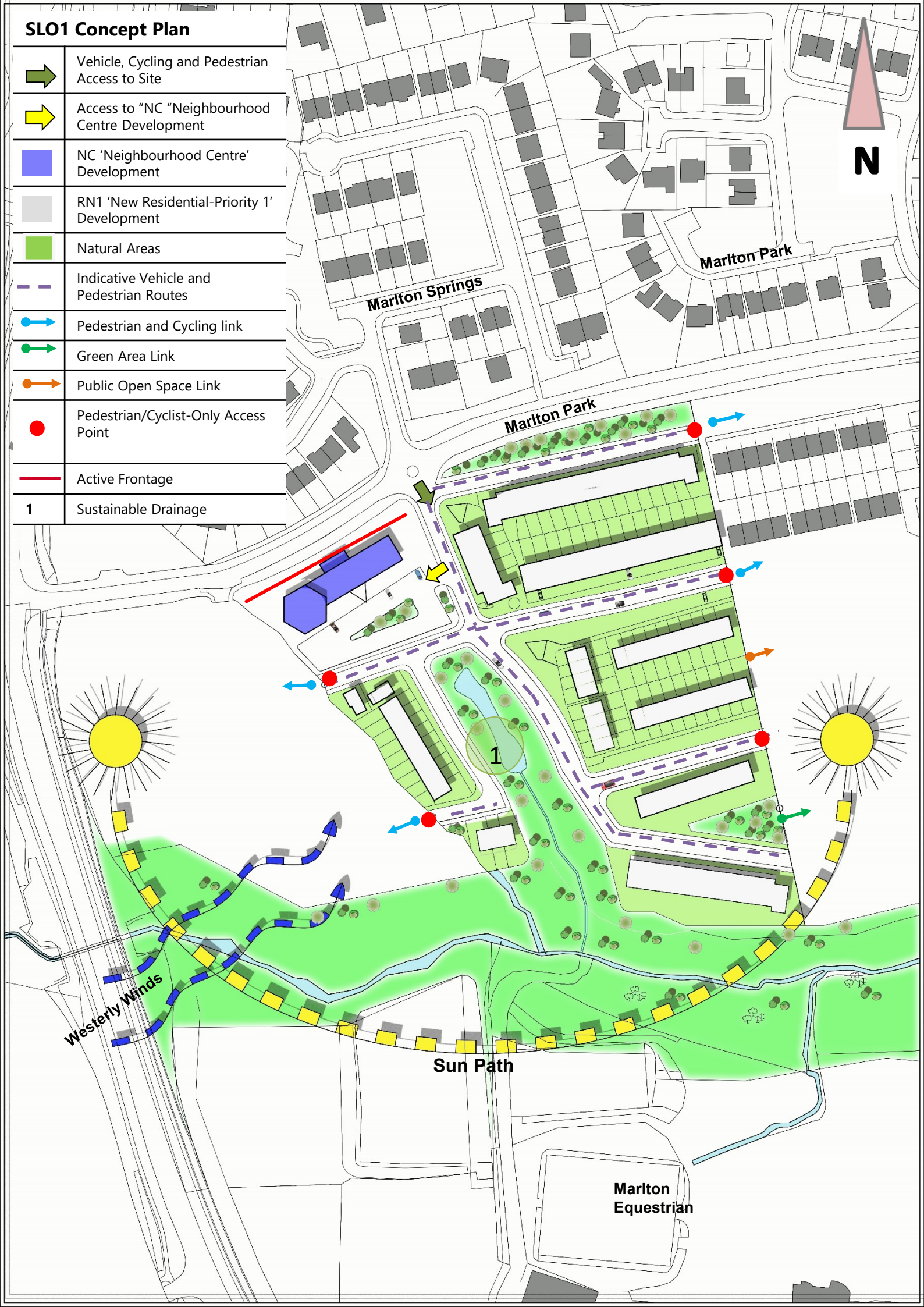
Pedestrian/Cyclist-Only Access Point



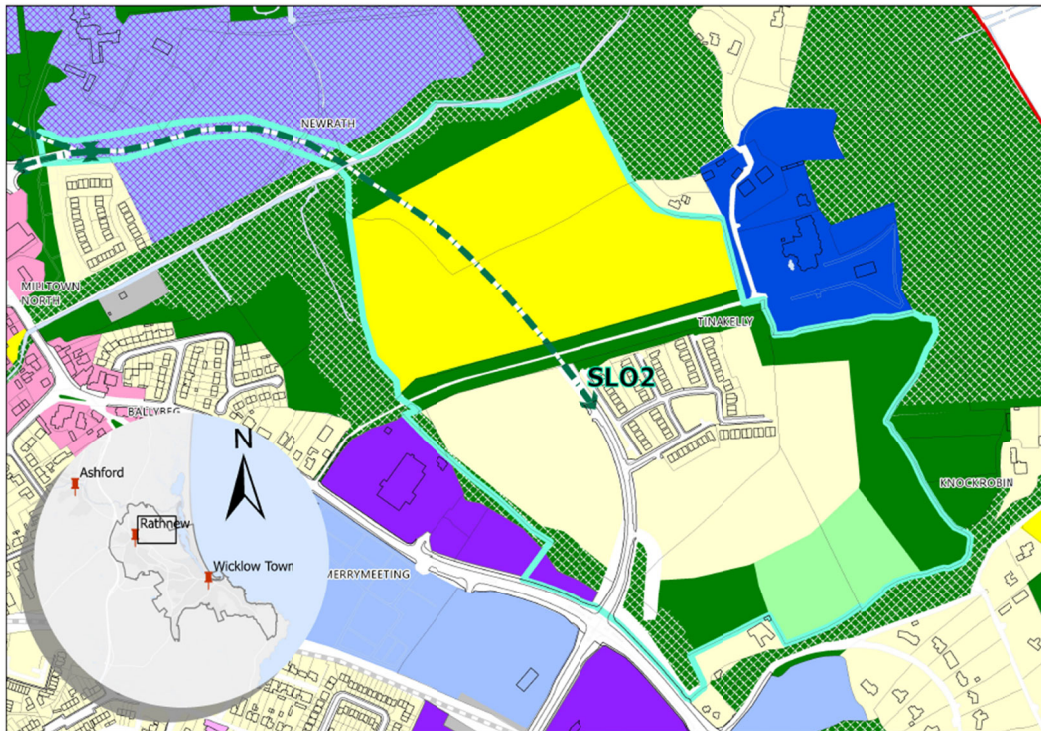
Active Frontage



Sustainable Drainage



SLO 2 - Tinakilly / Newrath



Map SLO 2

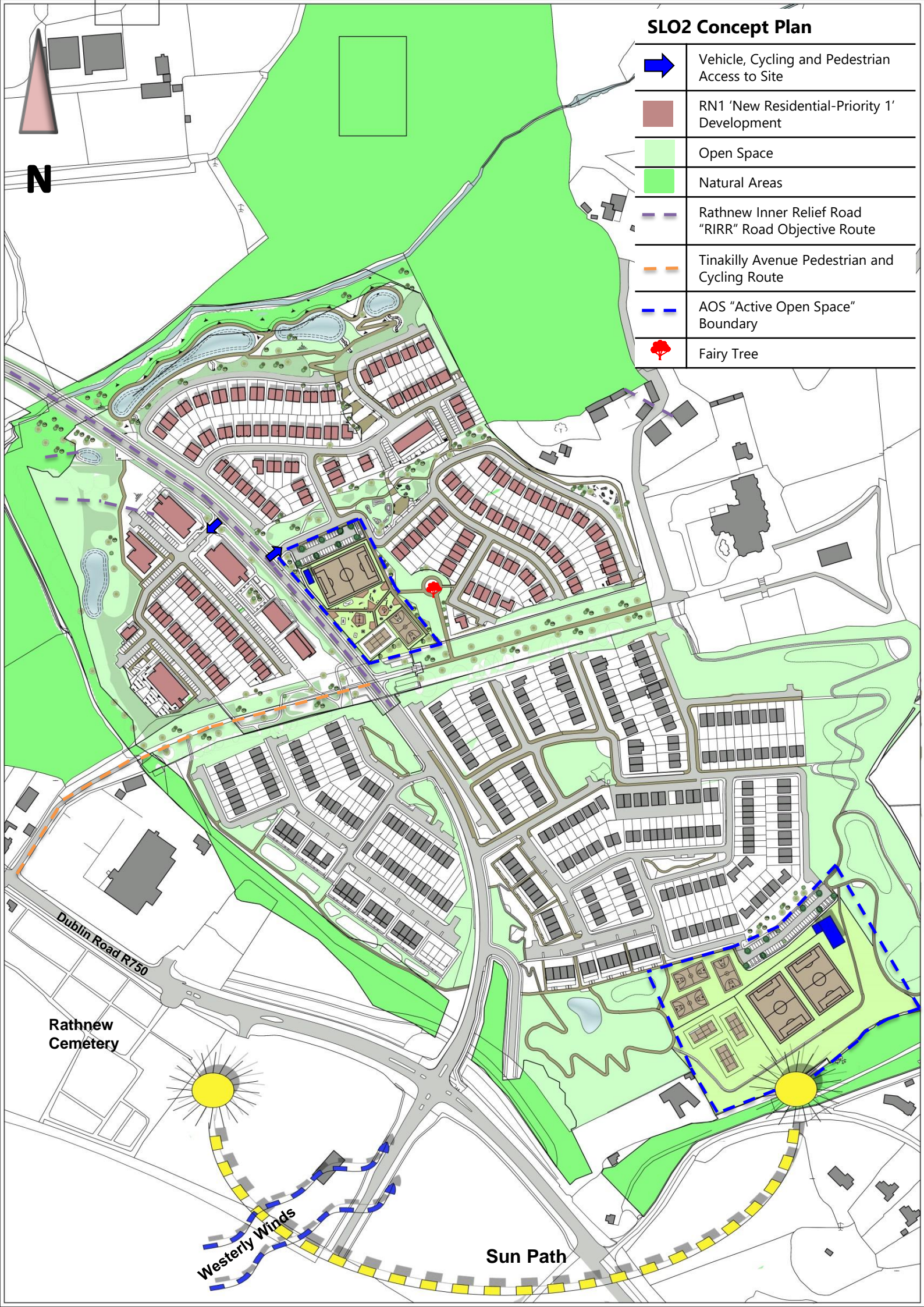
This SLO is located in the townlands of Tinakilly and Newrath, and measures c. 40ha. The SLO comprises New Residential (RN1), Existing Residential (RE), Active Open Space (AOS), Natural Areas (OS2) and Open Space (OS1) zonings.

Any development proposal shall comply with the County Development Plan, this Local Area Plan and the following:

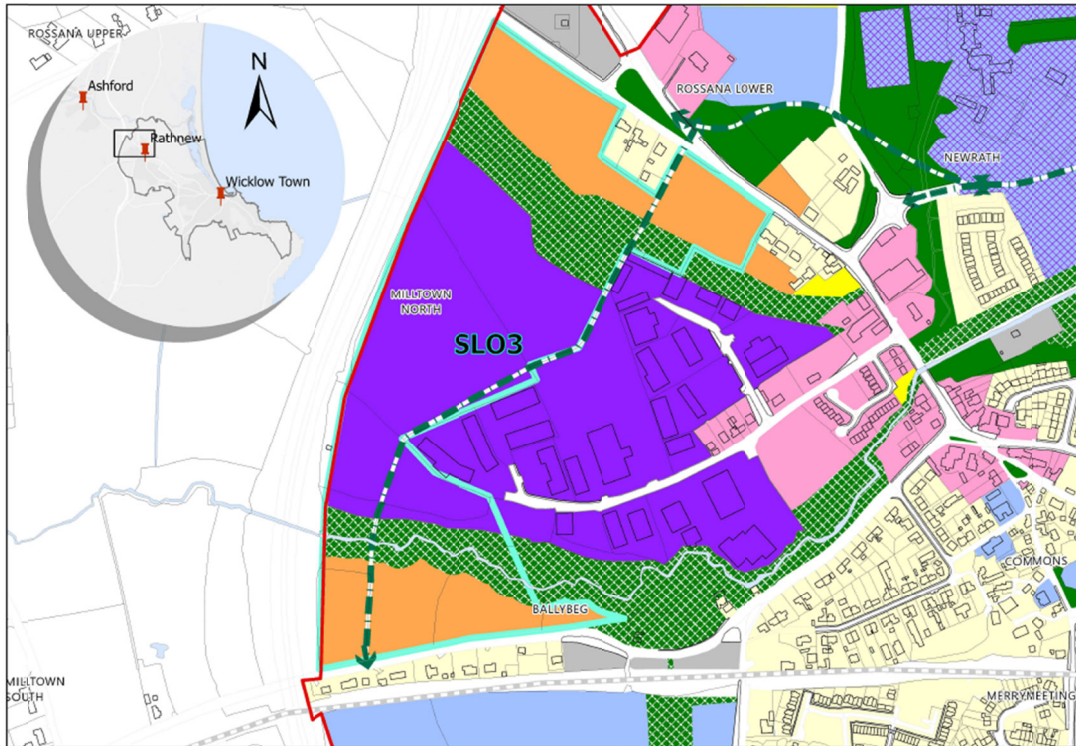
- Provision of the Rathnew Inner Relief Road (RIRR) to facilitate access to new developments from the existing road network, to prevent congestion in Rathnew village centre due to the development of the Clermont and Tinakilly area and to achieve good traffic circulation in the area. The RIRR shall be developed in accordance with the delivery programme set out in the future Wicklow Town – Rathnew Local Transport Plan;
- Provision of a childcare facility at an appropriate location on the RN1 zoned lands in line with the relevant Guidelines for Planning Authorities;
- Retain the 'fairy tree' at its current location (shown with red tree symbol on SLO 2 concept sketch);
- Provision of a mixed use games area of not less than 0.75ha on lands zoned RN1 or OS1 comprising at a minimum: an equipped playground of not less than 2,000sqm; one tennis court; one basketball court; and a '7-a-side' size mixed use pitch. No more than 20% of the dwellings, unless otherwise agreed with the Planning Authority, shall be occupied on the lands zoned RN1 before this facility is complete and available for use. Any proposed development on the subject lands should be accompanied by a detailed phasing programme and rationale to be agreed with the Planning Authority.
- Provision of a fully drained, levelled and seeded full size playing pitch (at least 145m x 90m) on the AOS lands in this SLO along with the completion of the associated vehicular access and car parking prior to the commencement of any residential development on the RN1 lands in this SLO.

SL02 Concept Plan

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|---|---|
|  | Vehicle, Cycling and Pedestrian Access to Site |
|  | RN1 'New Residential-Priority 1' Development |
|  | Open Space |
|  | Natural Areas |
|  | Rathnew Inner Relief Road "RIRR" Road Objective Route |
|  | Tinakilly Avenue Pedestrian and Cycling Route |
|  | AOS "Active Open Space" Boundary |
|  | Fairy Tree |



SLO 3 - Milltown North












Map SLO 3

This SLO is located in the townlands of Milltown North and Ballybeg and measures c. 20.5ha. The SLO comprises Employment (E), New Residential (RN –Priority 2) and Natural Areas (OS2) zonings.

Any development proposal shall comply with the County Development Plan, this Local Area Plan and the following:

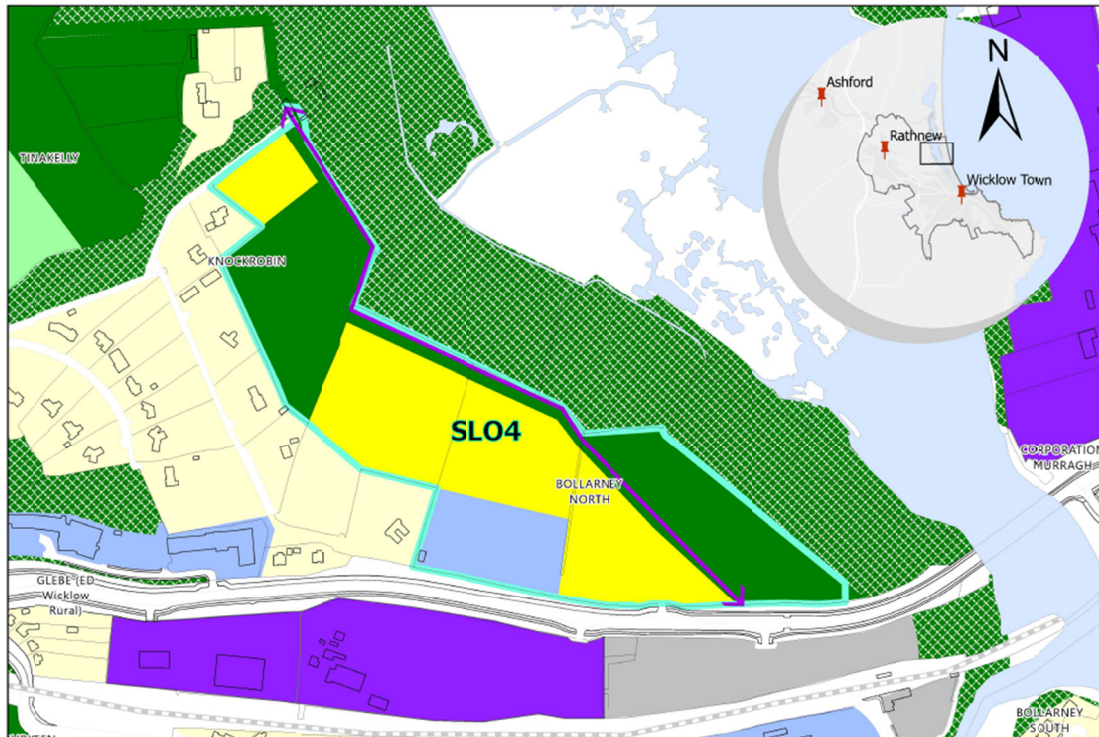
- A new link road is to be provided that connects Tighe's Avenue to the R752, to be developed in accordance with the delivery programme set out in the future Wicklow Town – Rathnew Local Transport Plan;
- No development may occur in this area until an overall final design has been determined for the road network in the area, including but not limited to (a) the final northern section of the RIRR connecting same to the R772 and (b) a route from the R772 to the R752.
- Any development on these lands shall take into account the N11 set back distances as specified for different development types in the County Development Plan.

SLO3 Concept Plan

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|  | Indicative Vehicle, Cycling and Pedestrian Access to Site |
|  | Natural Areas |
|  | Economic Development and Employment |
|  | RN1 'New Residential-Priority 1' Development |
|  | Pylon Cables Overhead |
|  | Road Objective Routes |
|  | Pylon |
|  | 100m Set Back Residential Development From Motorway/National Road |
|  | 20m Set Back Employment Development From Motorway/National Road |



SLO 4 - Bollarney North












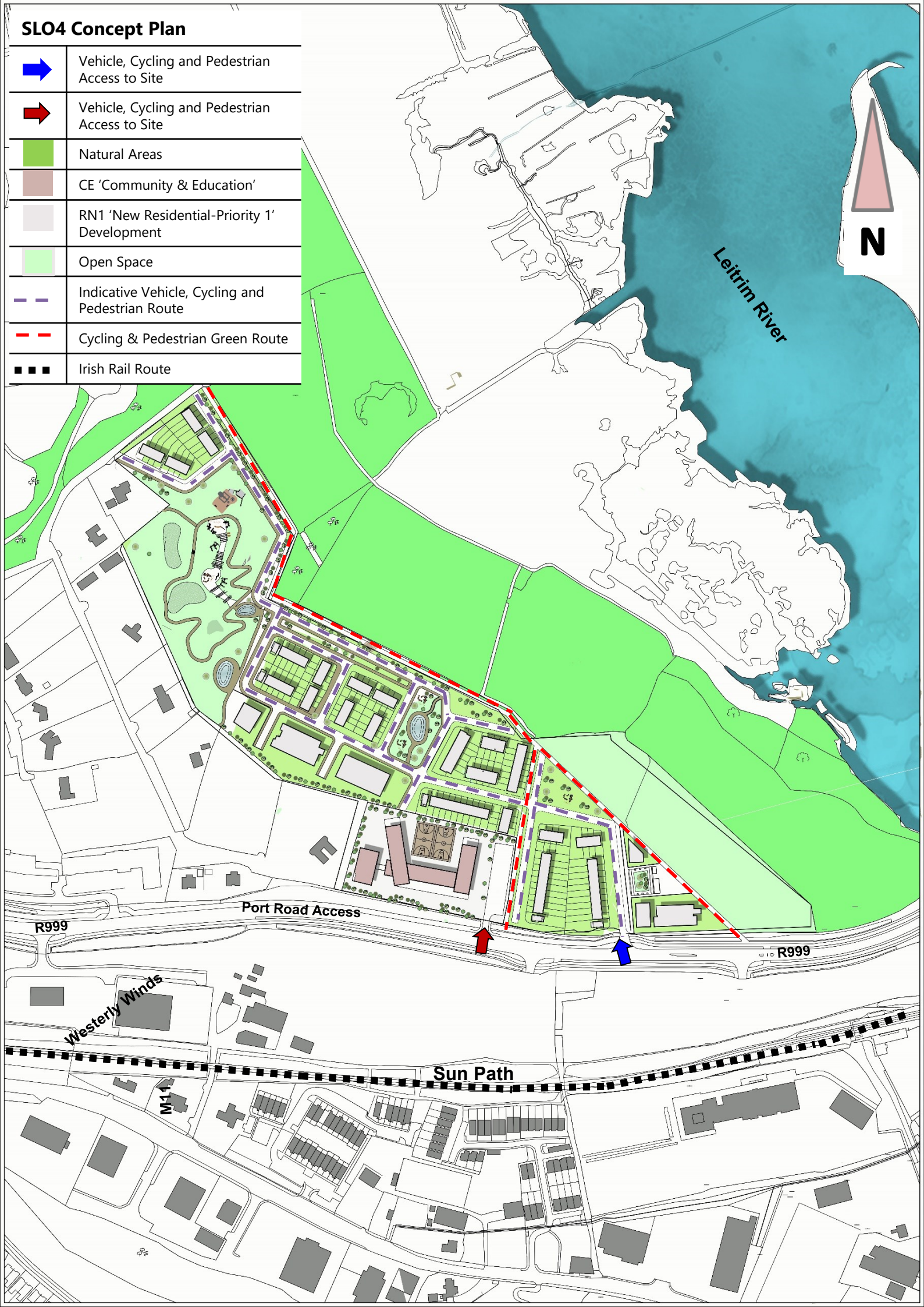
Map SLO 4

This SLO is located in the townland of Bollarney North and measures c. 11.3ha. The SLO comprises New Residential (RN –Priority 1), Open Space (OS1) and Community/ Education (CE) zonings. Any development proposal shall comply with the County Development Plan, this Local Area Plan and the following:

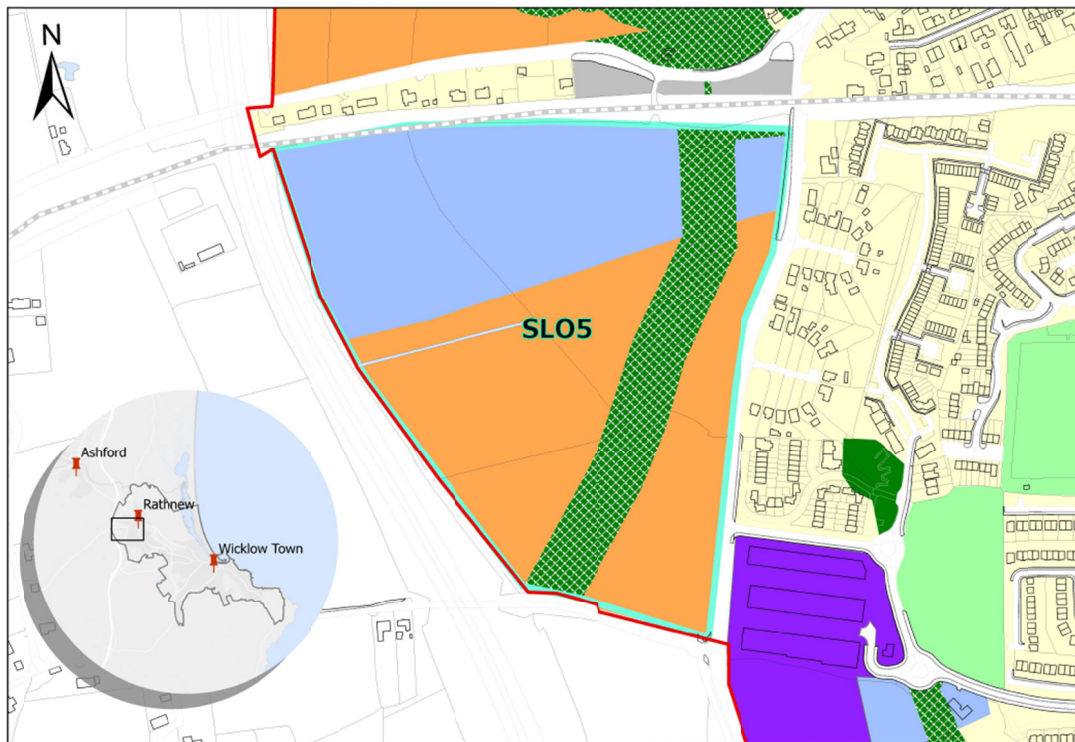
- A minimum of 1.2ha on lands zoned CE shall be provided for community uses. Generally, this shall comprise a community / sports/ recreation type development of the highest architectural quality and layout. No more than 30% of the residential lands may be developed in advance of the CE zoned lands being developed and devoted to the use of the general public and not reserved for a single club or activity, in a format and with such facilities to be determined following consultation with the Directorate of the Council responsible for sports and recreation and agreement with the Planning Authority.
- The design and height of any development shall pay particular regard to the height of immediately adjoining (mostly 1 - 2-storey) residences and the visual impact of the proposed development on the Murrough Wetlands / coastline.
- To provide a linear green route for walking and cycling, with a minimum width of 8 metres, on the lands zoned OS1 with pedestrian / cycling access onto the Port Access Road. This route should connect to the residential development in Tinakilly Park, providing a pedestrian/cycling connection to the train station from Tinakilly (indicative route shown with purple arrow.)
- To provide a recreational open space park on the lands zoned OS1, to the east (lands closet to the Murrough Bridge) of a minimum of 2 hectares contiguous to the linear green route.
- The overall site layout design shall locate the main public open space element/s of the residential development adjoining the OS1 green route/park (on the lands closed to the Murrough).
- All proposed projects within zoning area SLO4 – Bollarney North shall: have full regard to the Habitats Directive (with particular regard for the Murrough SPA and the Murrough Wetlands SAC), including being subject to AA that identifies and addresses any likely significant effects. In doing so, proposed projects and associated AAs in this area shall, as relevant: be informed by appropriately targeted ecological surveys of the Qualifying Interests of the SAC and SPA; and give due consideration to any requirement for project level mitigation, including additional visitor management plans.

SLO4 Concept Plan

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|  | Vehicle, Cycling and Pedestrian Access to Site |
|  | Vehicle, Cycling and Pedestrian Access to Site |
|  | Natural Areas |
|  | CE 'Community & Education' |
|  | RN1 'New Residential-Priority 1' Development |
|  | Open Space |
|  | Indicative Vehicle, Cycling and Pedestrian Route |
|  | Cycling & Pedestrian Green Route |
|  | Irish Rail Route |



SLO 5 - Ballybeg

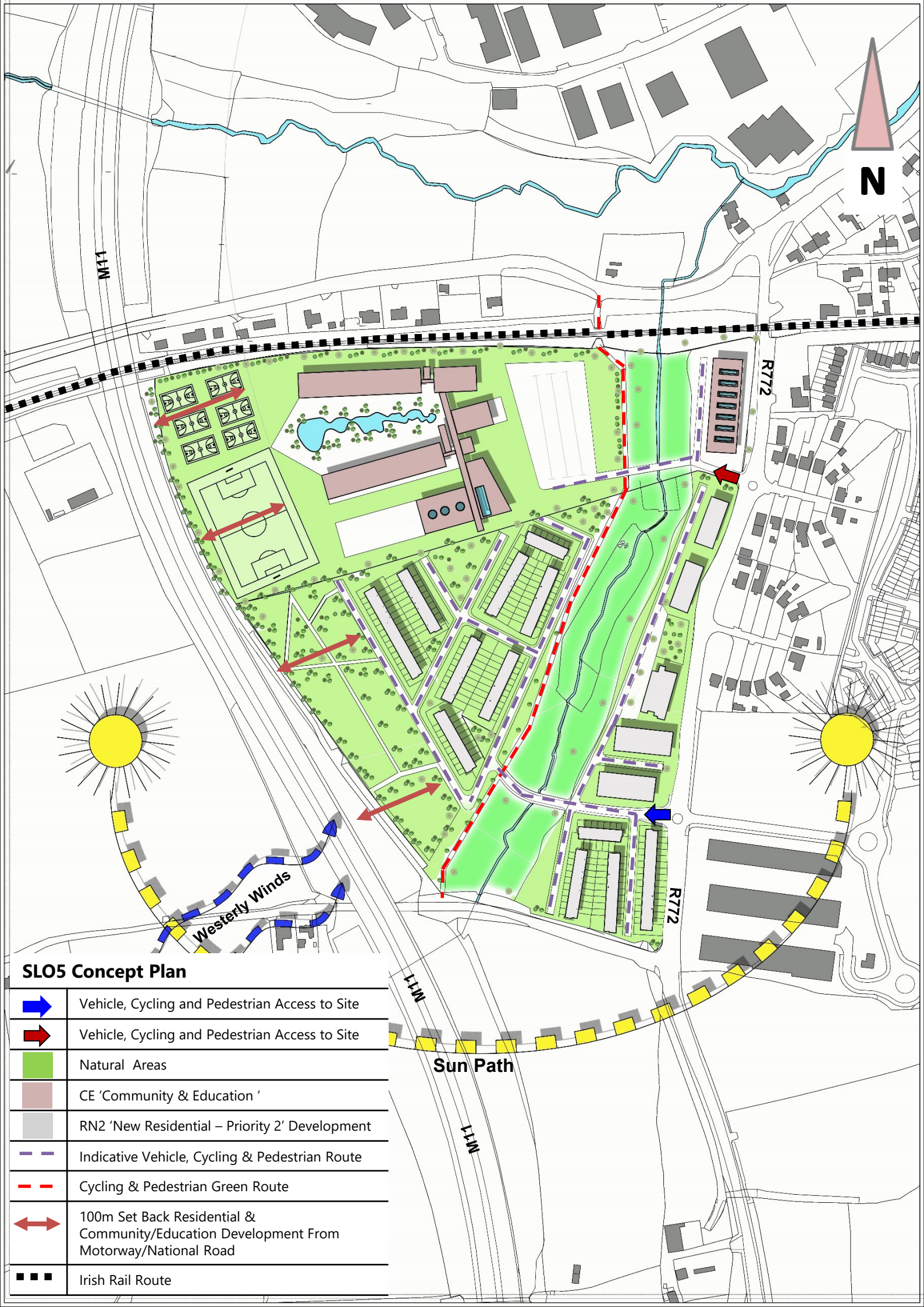


Map SLO 5

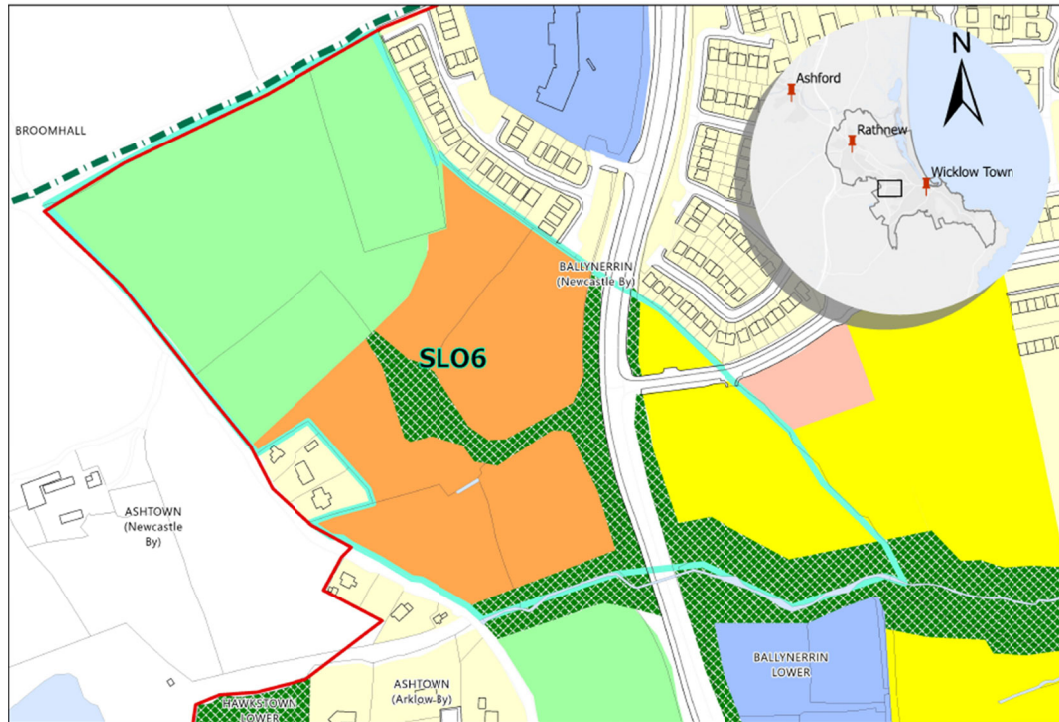
This SLO is located in the townland of Ballybeg and measures c. 19.7ha. The SLO comprises New Residential (RN –Priority 2), Natural Areas (OS2) and Community and Education (CE) zonings.

Any development proposal shall comply with the County Development Plan, this Local Area Plan and the following:

- Lands zoned CE shall be reserved for future educational use and shall not be developed for any other CE use during the lifetime of this plan. Vehicular access to these lands shall be provided from the R772 to the east, with pedestrian access also to be provided via the existing railway underpass onto the R752.
- Any development on these lands shall protect the water course by avoiding interference with the stream bed, banks and channel and maintaining a core riparian buffer zone of at least 25m along each side free from development. Road / cycleway / footpath crossings over / through the OS2 riverine corridor shall be minimised to that absolutely necessary for access; any such crossing shall be via a clean span bridge over the watercourse that maintains its natural character.
- Any development on these lands shall take into account set back distances from the railway line and the N11 set back distances as specified for different development types in the County Development Plan.



SLO 6 - Ballynerrin












Map SLO 6

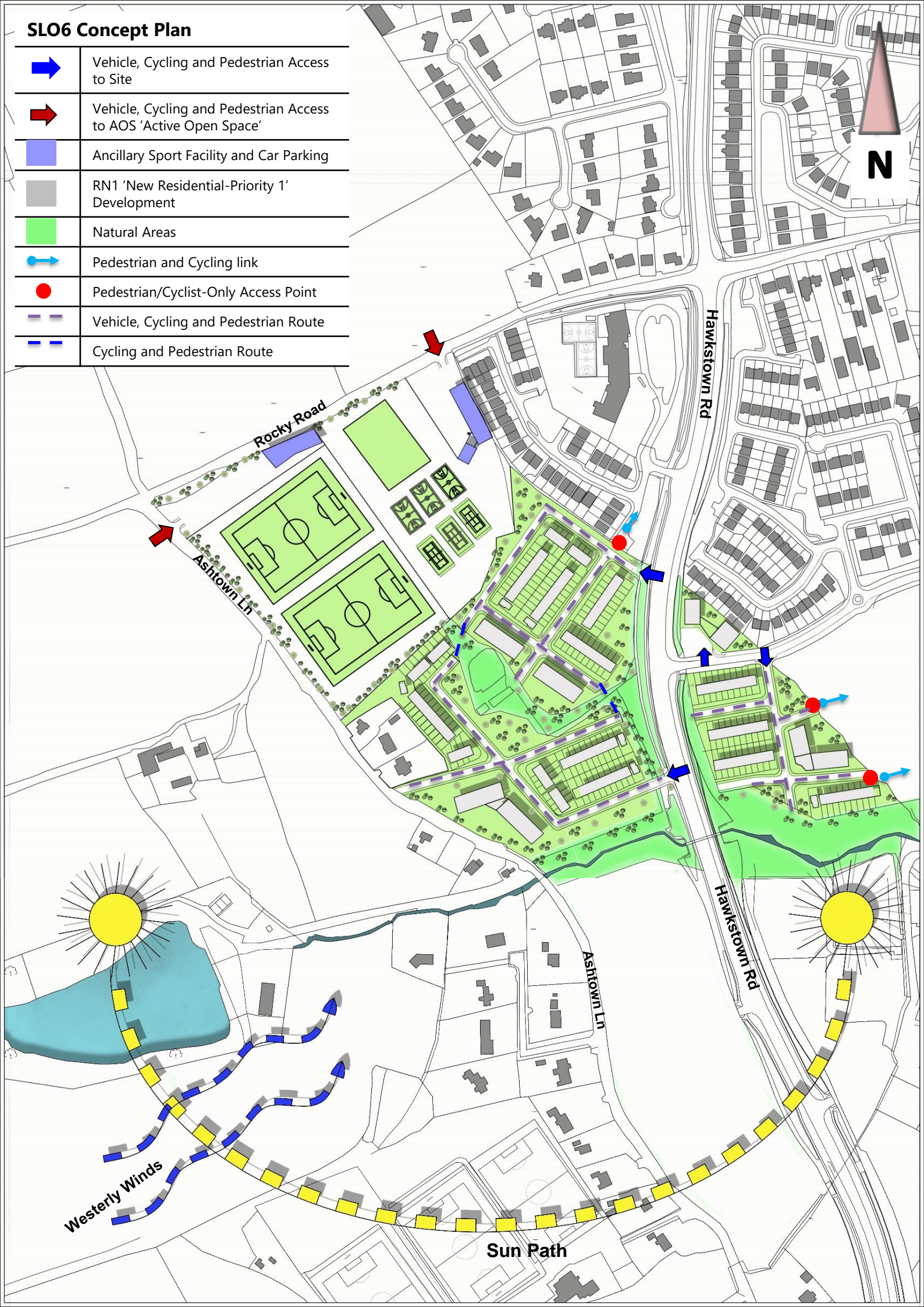
This SLO is located in the townland of Ballynerrin and measures c. 15ha. The SLO comprises New Residential (RN1 – Priority 1 and RN2 – Priority 2) zonings with Active Open Space (AOS) to the northwest and OS2 to the south.

Any development proposal shall comply with the County Development Plan, this Local Area Plan and the following:

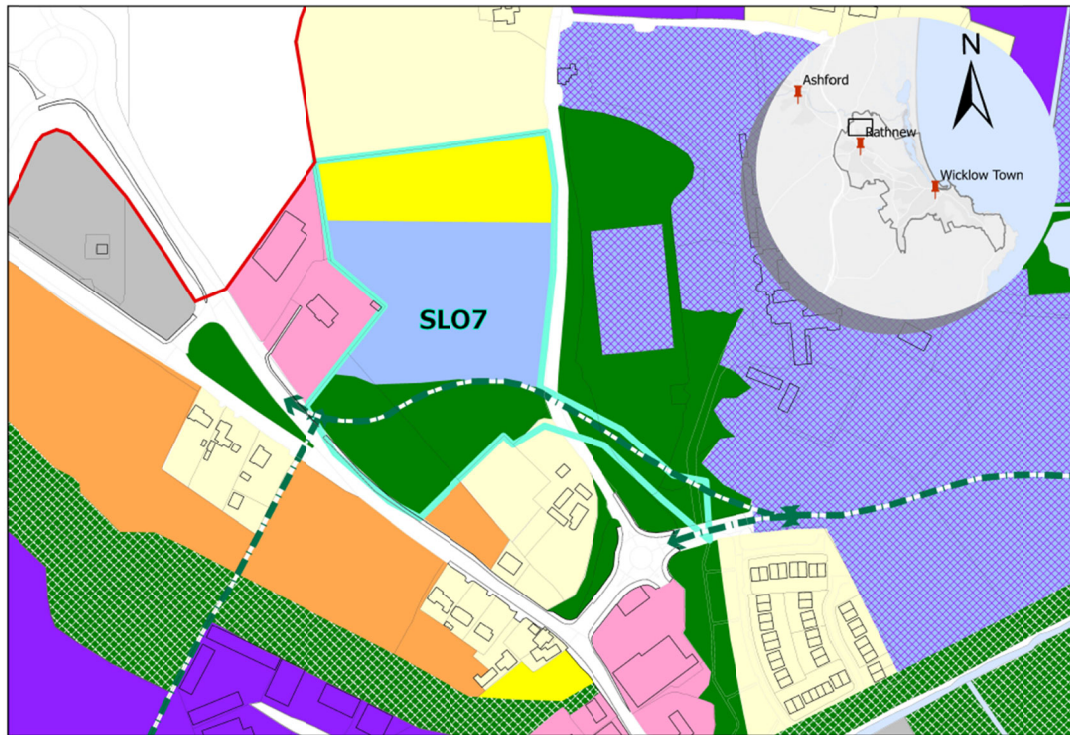
- A minimum area of 5.5ha shall be developed as a sports ground, including the laying out of pitches and the construction of appropriate parking and changing room facilities. The future management/maintenance arrangements and use of this facility shall be agreed with Wicklow County Council prior to the commencement of its use.
- Only 30% of the proposed total residential lands may be developed prior to the completion/delivery of the required sports facilities.
- The public open space for the residential development (RN2 lands) to the west of the Hawkstown Road shall be designed in a way to provide a 'green link', through the New Residential RN2 zoning, including walking/cycling links providing a connection between the Active Open Space (AOS) on the Hawkstown Road to the AOS on the Rocky Road. The green link should be an attractive, supervised and easily accessible link that is a planted and well-landscaped open space.
- Pedestrian and cycling links to the adjacent Neighbourhood Centre shall be included in any proposal on the lands adjoining the Neighbourhood Centre.
- The existing stream running through these lands, on OS1 lands, shall be incorporated in the overall design and layout of the action area, shall be developed as a riverine park / formal landscaped park, including an amenity walkway along the river.

SLO6 Concept Plan

| | |
|--|---|
|  | Vehicle, Cycling and Pedestrian Access to Site |
|  | Vehicle, Cycling and Pedestrian Access to AOS 'Active Open Space' |
|  | Ancillary Sport Facility and Car Parking |
|  | RN1 'New Residential-Priority 1' Development |
|  | Natural Areas |
|  | Pedestrian and Cycling link |
|  | Pedestrian/Cyclist-Only Access Point |
|  | Vehicle, Cycling and Pedestrian Route |
|  | Cycling and Pedestrian Route |



SLO 7 – Rosanna Lower











Map SLO 7

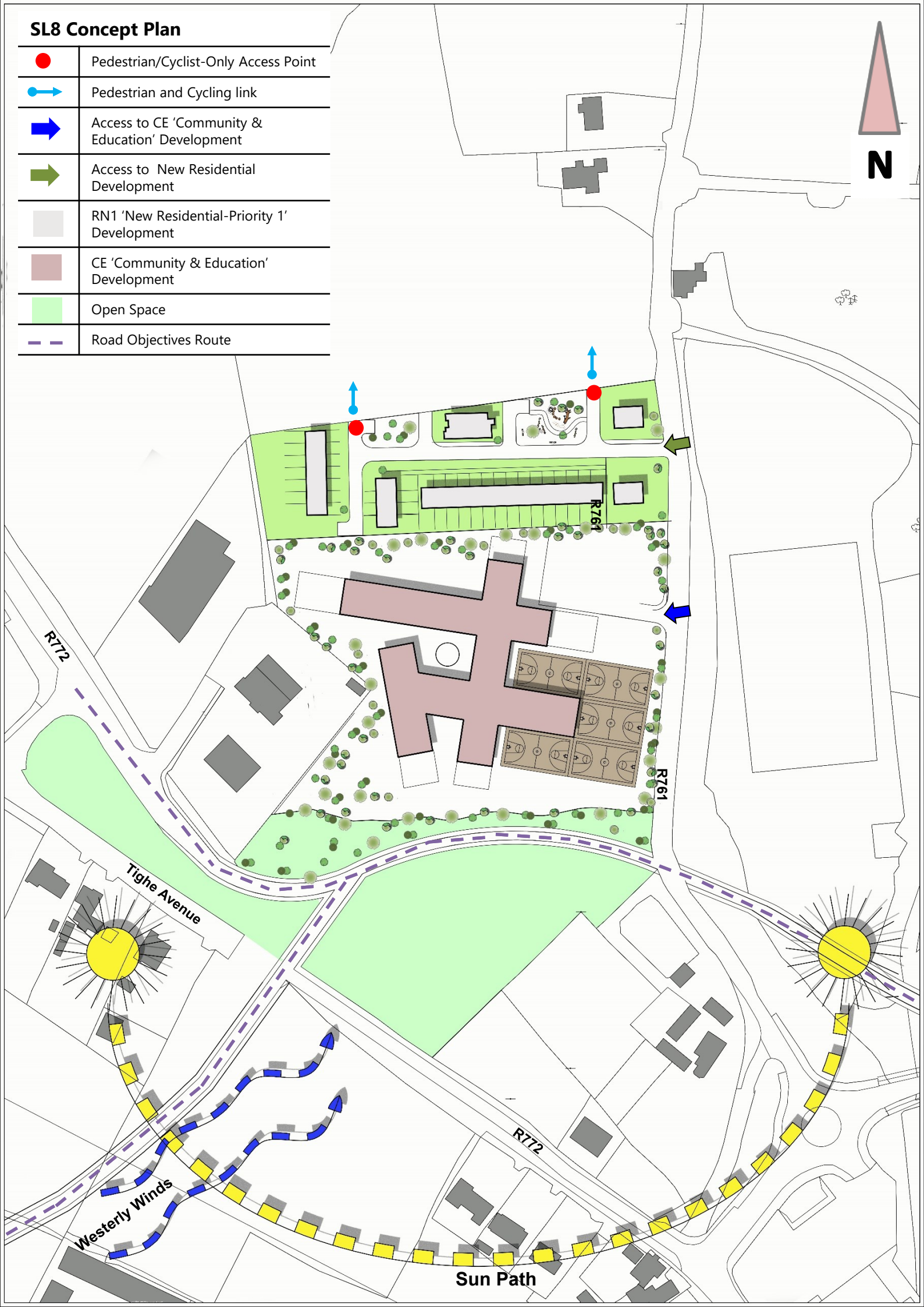
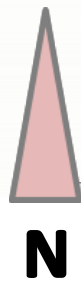
This SLO is located in the townland of Rosanna Lower and measures c. 4.8ha. The SLO comprises New Residential (RN1), Community & Education (CE) and Open Space (OS1) zonings.

Any development proposal shall comply with the County Development Plan, this Local Area Plan and the following:

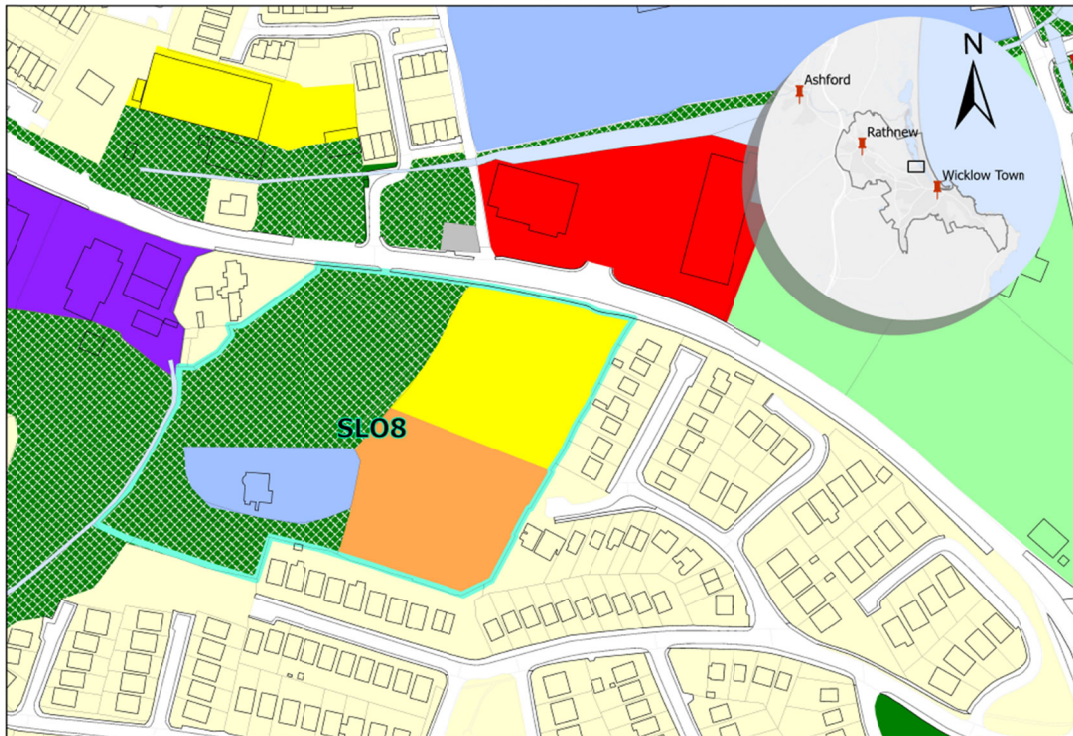
- Lands zoned CE shall be reserved for future school use and shall not be developed for any other CE use during the lifetime of this plan.
- Any design shall make provision for the completion of the RIRR from Clermont Grove to the R750 at the Maxol Garage. The RIRR shall be developed in accordance with the delivery programme set out in the future Wicklow Town – Rathnew Local Transport Plan;
- No development may occur in this area until an overall final design has been determined for the road network in the area, including but not limited to (a) the final northern section of the RIRR connecting same to the R772 and (b) a route from the R772 to the R752 as set out in the future Wicklow Town – Rathnew Local Transport Plan.

SL8 Concept Plan

| | |
|--|--|
|  | Pedestrian/Cyclist-Only Access Point |
|  | Pedestrian and Cycling link |
|  | Access to CE 'Community & Education' Development |
|  | Access to New Residential Development |
|  | RN1 'New Residential-Priority 1' Development |
|  | CE 'Community & Education' Development |
|  | Open Space |
|  | Road Objectives Route |



SLO 8 – Glebe



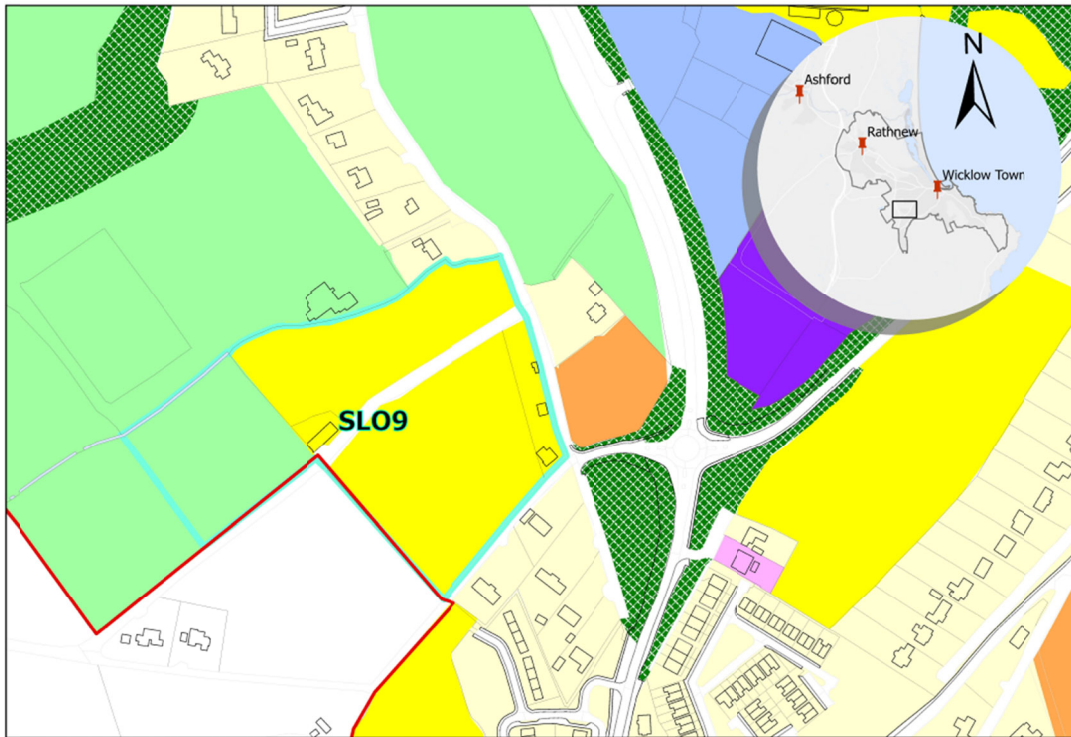
Map SLO 8

This SLO is located in the townland of Glebe and measures c. 3.12ha. The SLO comprises lands zoned 'New Residential' RN1 (Priority 1), 'New Residential' RN2 (Priority 2), Natural Areas' (OS2) and 'Community / Education' (CE). Fernhill House, which was formerly occupied by the Girl Guides, is located on the lands and is currently in poor condition.

Any development proposal shall comply with the County Development Plan, this Local Area Plan and the following:

- Any residential development proposals for the RN1 lands shall be accompanied by proposals to regenerate Fernhill House and surrounding CE zoned lands and bring them into a use that accords with the CE zoning. No dwelling units that may be permitted on foot of the RN1 zoning may be occupied until the CE lands and building are brought into active community / education use.
- Lands identified as OS2, which are the subject of a TPO, shall be retained and maintained in a natural condition. Any development of these lands for recreational uses will only be considered where such use is shown to not undermine the purpose of this zoning.

SLO 9 - Ashtown Lane

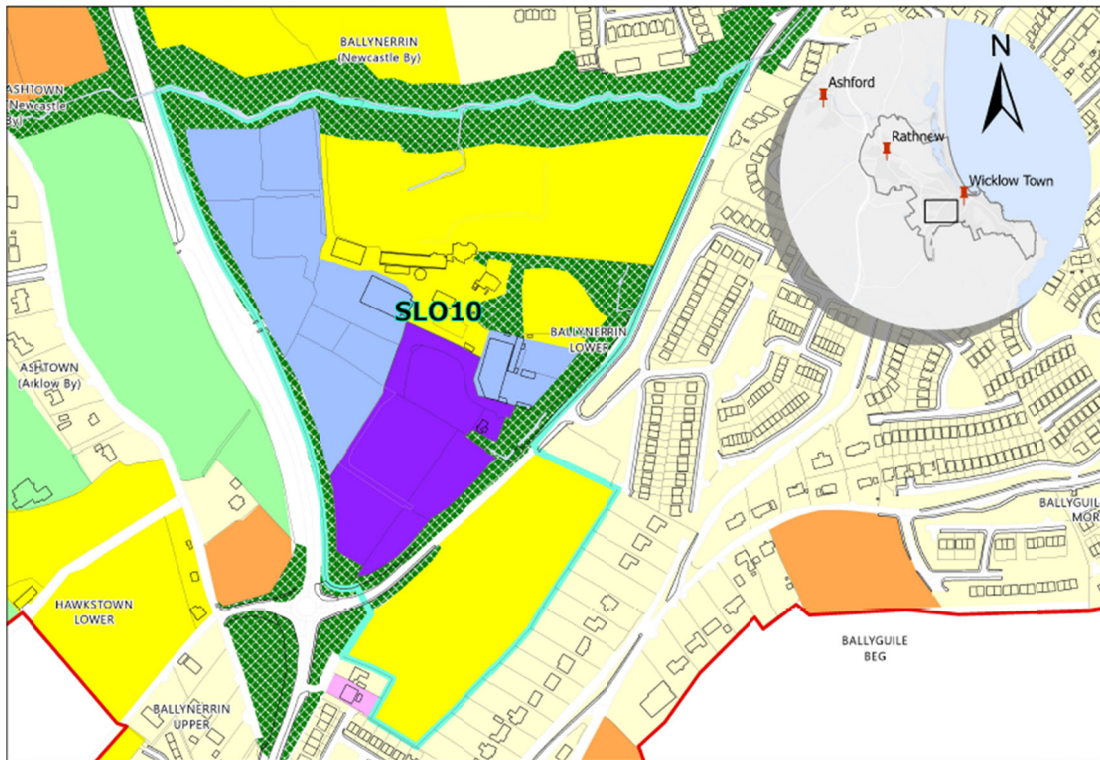


Map SLO 9

This SLO is located in the townland of Hawkestown Lower on Ashtown Lane and measures c. 5ha. The SLO comprises lands zoned 'New Residential' (RN1 – Priority 1), and 'Active Open Space' (AOS).

Any development proposal shall comply with the County Development Plan, this Local Area Plan and the following:

- Any residential development proposals for the RN1 lands shall be accompanied by proposals for the concurrent development of playing pitches on lands zoned AOS measuring not less than 1ha;
- No dwelling units that may be permitted on foot of the RN1 zoning may be occupied until these AOS lands are fully developed suitable for sports use (including appropriate layout, drainage, lighting, access, and car parking) and are available for community use.

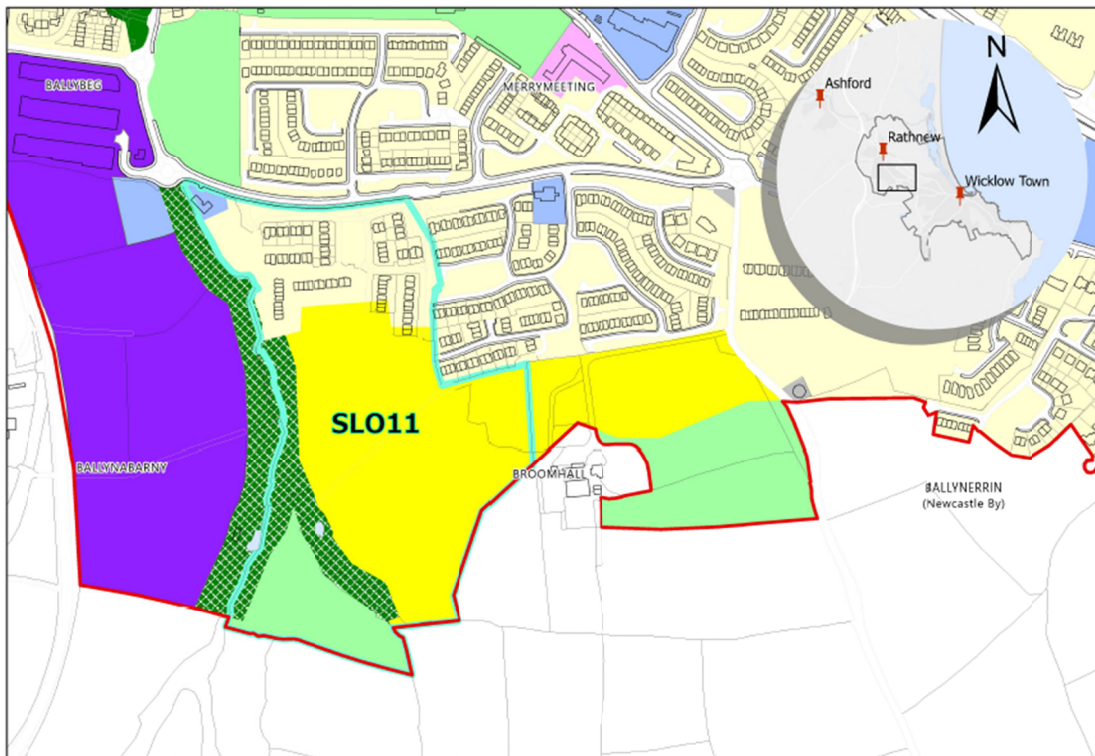
SLO 10 - Marlton / Ballynerrin Lower**Map SLO 10**

This SLO is located in the townland of Ballynerrin Lower on the Marlton Road and measures c. 21ha. The SLO comprises lands zoned 'New Residential' (RN1 – Priority 1), 'Community / Education' (CE), 'Natural Areas' (OS2) and 'Employment' (E).

Any development proposal shall comply with the County Development Plan, this Local Area Plan and the following:

- Any residential development proposals for the RN1 lands shall be accompanied by proposals for the concurrent development of an indoor community / sport facility utilising the structure and curtilage of the existing 'grain store' on lands measuring not less than 0.5ha (zoned CE);
- No dwelling units that may be permitted on foot of the RN1 zoning may be occupied until this indoor community / sport facility is fully developed suitable for sports use (including appropriate structures, access and car parking) and are available for community use;
- Lands measuring not less than 3.82ha shall be reserved for possible future secondary school development;
- Lands identified as OS2 shall be retained and maintained in a natural condition; the OS2 lands along the Marlton Stream shall include the development of a low impact, well-surveyed pedestrian trail from the eastern boundary of the SLO where the watercourse meets the Marlton Road as far as the Hawkstown Road.

SLO 11 - Broomhall

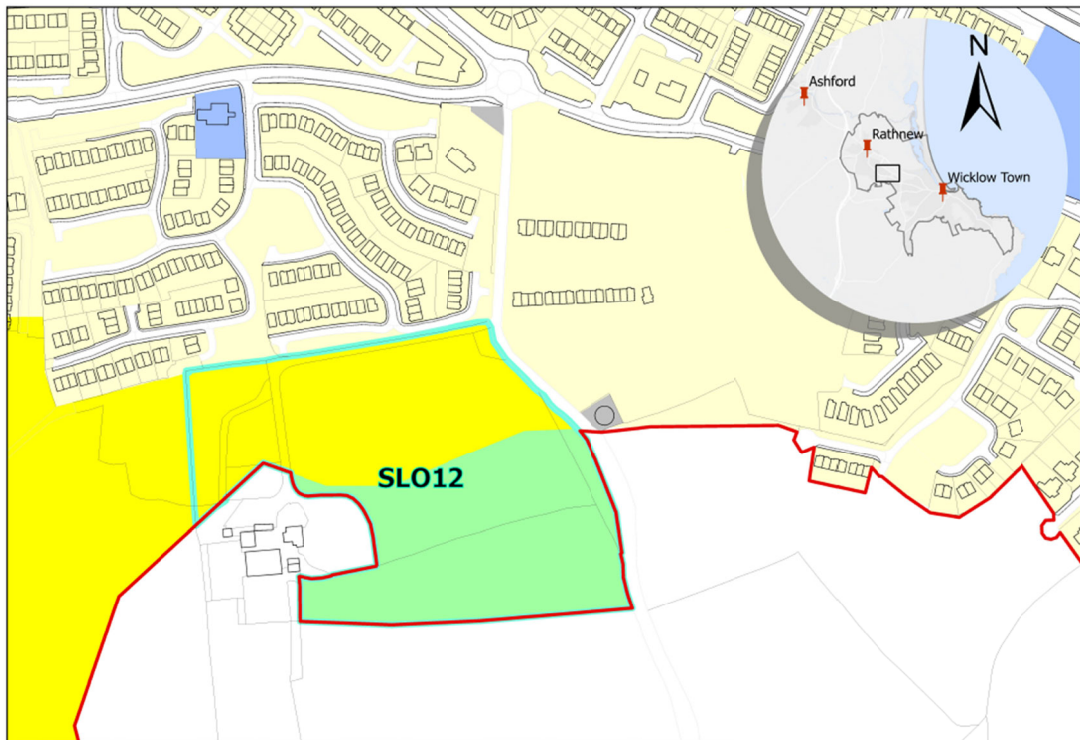


Map SLO 11

This SLO is located in the townland of Broomhall and measures c. 14.1ha. The SLO comprises lands zoned 'Existing Residential' (RE), 'New Residential' (RN1 – Priority 1), 'Community / Education' (CE), 'Natural Areas' (OS2) and 'Active Open Space' (AOS).

Any development proposal shall comply with the County Development Plan, this Local Area Plan and the following:

- Any residential development proposals for the RN1 lands shall be accompanied by proposals for the concurrent development of playing pitches on lands zoned AOS measuring not less than 1.7ha;
- No dwelling units that may be permitted on foot of the RN1 zoning may be occupied until these AOS lands are fully developed suitable for sports use (including appropriate layout, drainage, lighting, access, and car parking) and are available for community use;
- Any development on these lands shall make provision for possible future pedestrian / cycling connectivity between Friarshill and Rocky Road;
- Lands identified as OS2 shall be retained and maintained in a natural condition; no development proposed on foot of this plan shall interfere with river / stream beds, banks and channels and shall maintain a core riparian buffer zone of at least 25m; the only development that will be considered across this area is that which provides access to the AOS area. No piping of watercourses will be permitted – crossing shall be clear span, and designed and built in accordance with Inland Fisheries Ireland guidance.

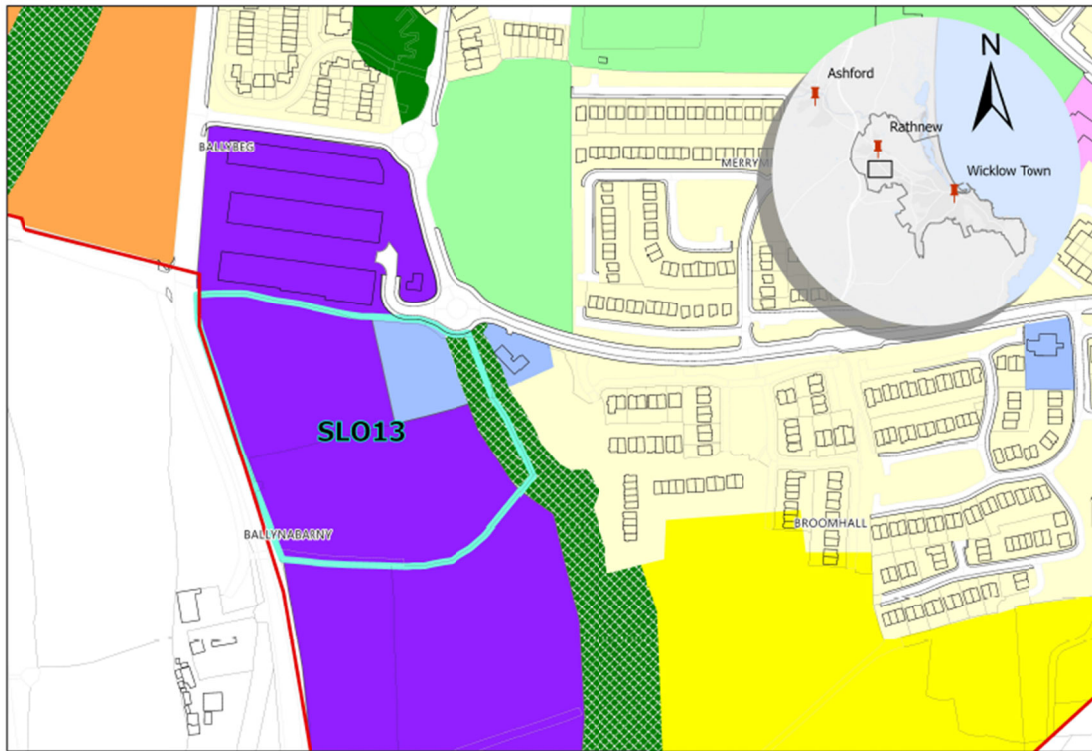
SLO 12 - South of Kirvin Hill and Hawks Bay**Map SLO 12**

This SLO is located in the townland of Broomhall, south of the Kirvin Hill and Hawks Bay developments and measures c. 5.5ha. The SLO comprises lands zoned 'New Residential' (RN1 – Priority 1) and 'Active Open Space' (AOS).

Any development proposal shall comply with the County Development Plan, this Local Area Plan and the following:

- Any residential development proposals for the RN1 lands shall be accompanied by proposals for the concurrent development of playing pitches on lands zoned AOS measuring not less than 2.8ha;
- No dwelling units that may be permitted on foot of the RN1 zoning may be occupied until these AOS lands are fully developed suitable for sports use (including appropriate layout, drainage, lighting, access, and car parking) and are available for community use;
- Any development on these lands shall make provision for possible future pedestrian / cycling connectivity between Friarshill and Rocky Road.

SLO 13 - Ballynabarny



Map SLO 13

This SLO is located in the townland of Ballynabarny and measures c. 3.9ha. The SLO comprises lands zoned 'Employment' (E), 'Community / Education' (CE) and 'Natural Areas' (OS2).

Any development proposal shall comply with the County Development Plan, this Local Area Plan and the following:

- Any employment development proposals for the E lands shall be accompanied by proposals for the concurrent development of an indoor community / sport facility on lands zoned CE measuring not less than 0.4ha;
- No more than 50% of the employment units that may be permitted on foot of the E zoning may be occupied until this indoor community / sport facility is fully developed suitable for sports use (including appropriate structures, access and car parking) and are available for community use;
- Lands identified as OS2 shall be retained and maintained in a natural condition; no development proposed on foot of this plan shall interfere with river / stream beds, banks and channels and shall maintain a core riparian buffer zone of at least 25m.

Wicklow Town – Rathnew Local Area Plan 2025 HERITAGE SCHEDULES

HERITAGE SCHEDULES

Maps No. 2a and 2b of the Local Area Plan present the Built and Natural Heritage assets within the plan area.

Details on how to view the Heritage Schedules for the plan area:

Record of Protected Structures

Click [HERE](#) to view the list of Protected Structures
Appendix 4 of the Wicklow County Development Plan 2022 - 2028

Natural Heritage Schedules

Click [HERE](#) to view the schedules of natural heritage
Chapter 17 of the Wicklow County Development Plan 2022 - 2028

Built Heritage Schedules

Click [HERE](#) to view the schedules of built heritage
Chapter 8 of the Wicklow County Development Plan 2022 – 2028

For additional information and data sources made available by the National Monuments Service and Department of Housing, Local Government and Heritage, please visit archaeology.ie

Link - [Wicklow County Development Plan](#)

QR Code -



Wicklow Town – Rathnew Local Area Plan 2025

HERITAGE SCHEDULES

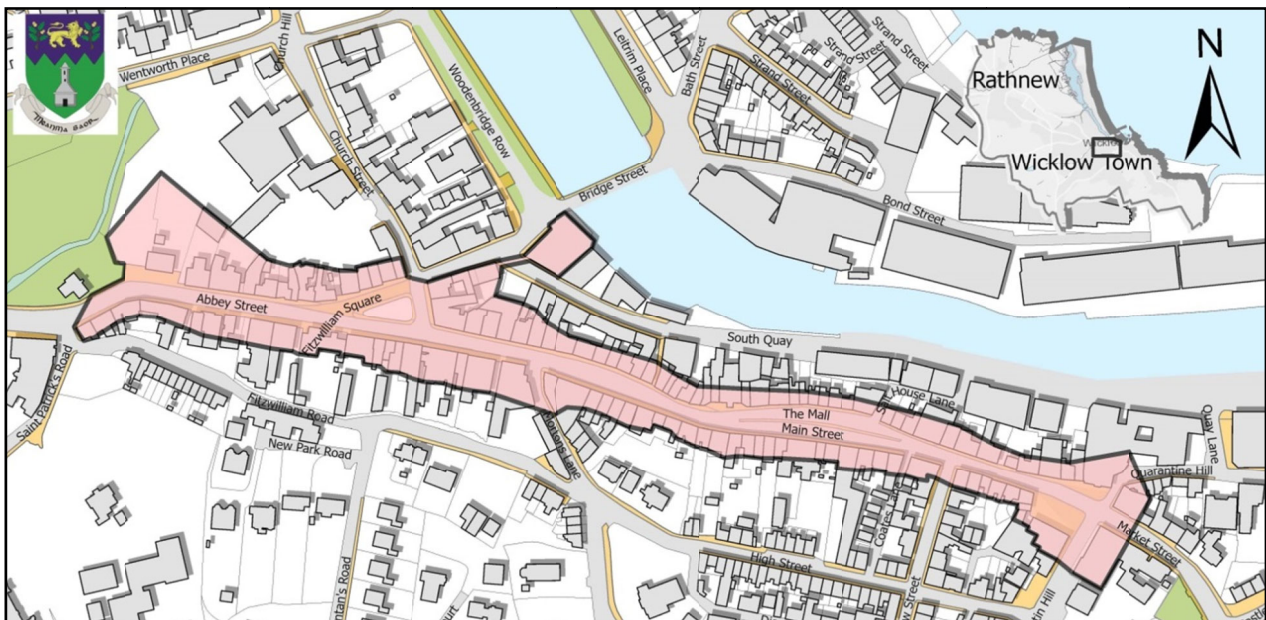
ARCHITECTURAL CONSERVATION AREAS

Architectural Conservation Area 1: Town Centre

Location

This ACA extends along the Main Street of Wicklow Town from the AIB on Abbey Street / Junction with St. Patrick's Road to 'Wardrobe' on Fitzwilliam Square, the Bridge Tavern on Bridge Street and to 'Tá Sé's' / Former Courthouse building on Market Square. This is the town centre of Wicklow and is also the main thoroughfare through the town. The tight clustering of buildings within the town lends a distinct and strong town character. Fitzwilliam Square and Market Square are the two significant public open spaces in the ACA.

Map ACA1 ACA Town Centre



Character

The character of Wicklow Town is of historical interest containing many historical buildings and features. The town is also of considerable social and cultural interest within the County of Wicklow as a distinctive and attractive place. The Main Street of Wicklow sits on the slopes down to the Leirtrim River with the eastern side of the Main Street obviously built on different levels with the presence of 'The Mall' retaining wall in the centre of the road and the southern row of buildings built at a significant height to the northern side of the road. The memorials commemorating two noted Wicklow men, Billy Byrne, hero of the 1798 Rebellion, and Captain Robert Halpin (1836-1894), responsible for laying an estimated 41,800 km of underwater telegraph cable, are of artistic and historical interest and are representative of local civic pride. The Town Centre ACA has been designated based upon its architectural, historical and cultural importance. It has been designated based upon the following characteristics:

- Uniform building line
- Building height range of between two, three and four storeys
- Buildings constructed in the period 1750 to 1900
- Its role as the historic commercial and civic core of the town
- Plot widths dating from the medieval period in the range 5 to 7.5 metres

Wicklow Town – Rathnew Local Area Plan 2025
HERITAGE SCHEDULES

- Existence of design features that contribute to a harmonious visual environment including: traditional shopfronts; timber sash windows; smooth render building finishes; vertical emphasis fenestration; wood/timber doors
- Fitzwilliam Square and Market Square public open spaces with associated memorials.

The preservation of the character of the Town Centre ACA is essential to safeguarding the identity of the town and maintaining continuity with its development history. The collection of buildings and spaces within the ACA represent a unique aspect of Wicklow Town's built heritage and contribute to its attractiveness.

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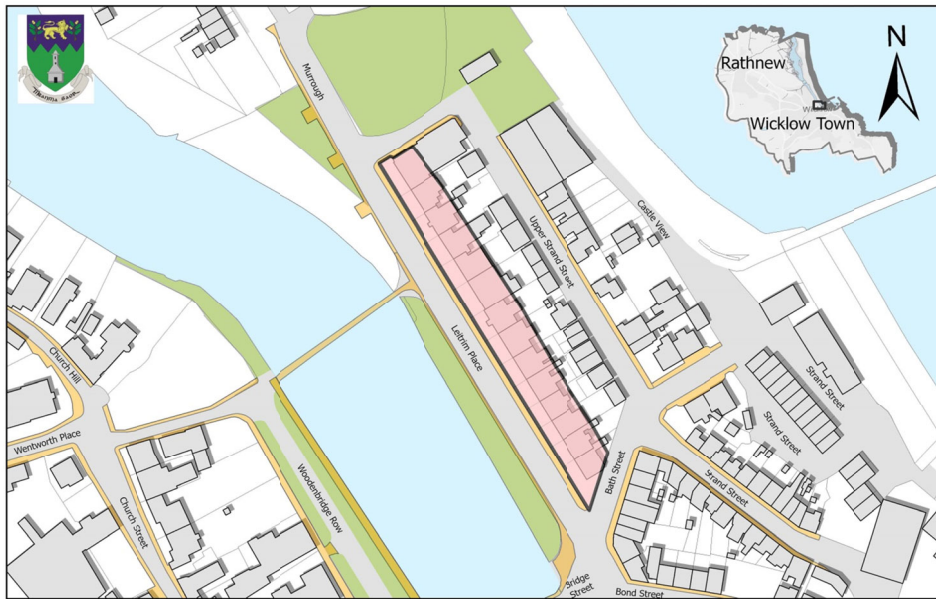
HERITAGE SCHEDULES

Architectural Conservation Area 2: Leirim Place

Location

This ACA extends along Leirim Place which is along the eastern bank of the Leirim River. It comprises of 14 terraced dwellings with the last dwelling to the north a public house - the Brass Fox. Leirim Place is directly across the river from Bachelor's Walk.

Map ACA2 ACA Leirim Place



Character

The terrace is made up of 14 dwellings, comprising thirteen three-bay two-storey houses, built c.1840, some having extensions to rear. Some of the architectural features on these structures are - pitched slate roofs with rendered chimneys; lined-and-ruled rendered walls, with some painted; square-headed window openings, having timber sliding sash windows with two-over-two panes to two houses to south-east end; round-headed stair window to centre rear elevations; elliptical-headed door openings and petal fanlight to house to south-east end, and having sidelights and plain overlights to other houses. Front gardens generally have wrought-iron pedestrian gates and railings on rendered plinth walls with cut granite coping stones. This terrace of dwellings may have been used as army officer accommodation in the past, with Leirim House being used as a school at one time. While this terrace has undergone alterations and lost some of its original fabric, it retains its form, scale and character.

Leirim House, a terraced five-bay two-storey over basement pedimented house with attic, built c.1835, is an unusual and striking mid-terrace building, with a pediment and portico more commonly associated with civic architecture than domestic buildings and the rest of the terrace and it forms an important architectural set piece in the town, with its position facing the river making it a highly visible feature.

There is also a painted cast iron wall mounted post box erected c. 1905 with cipher of King Edward VII on Leirim Place that adds to the character of the terrace.

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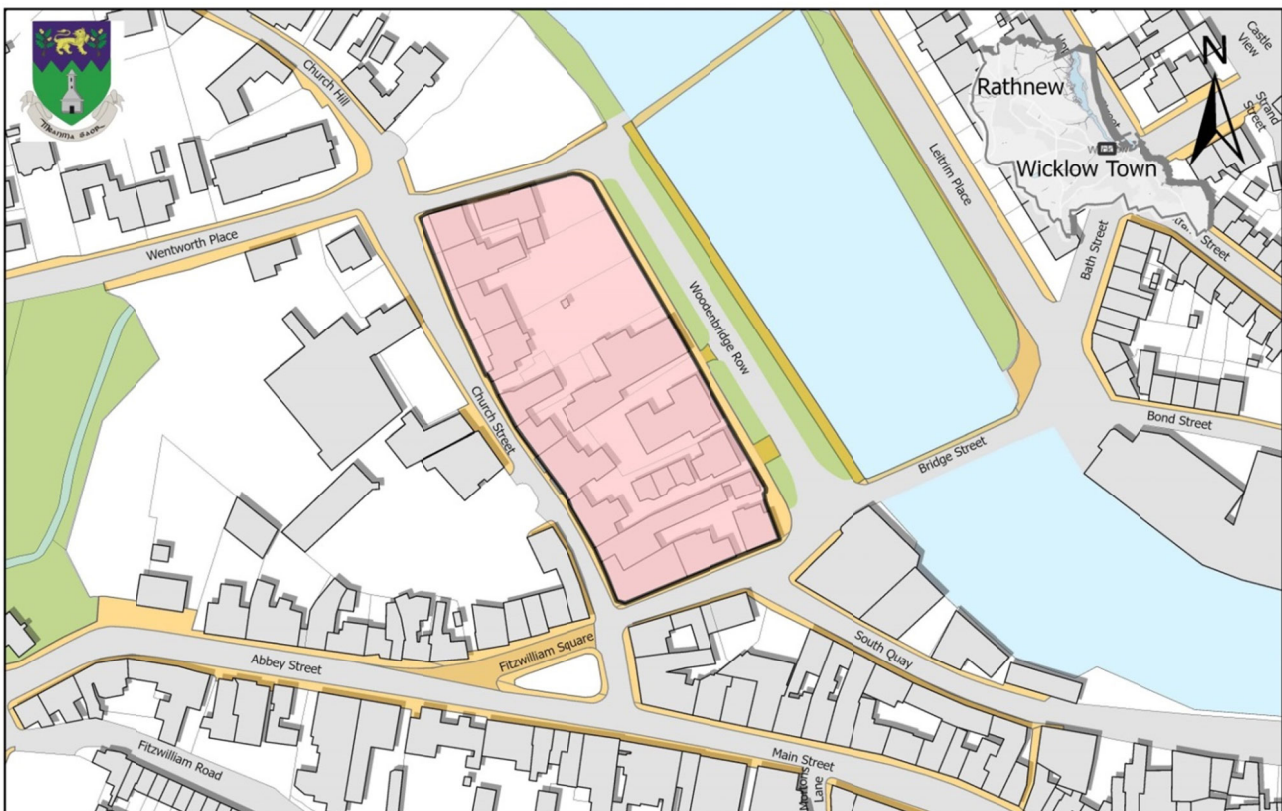
HERITAGE SCHEDULES

Architectural Conservation Area 3: Bachelor's Walk and Church Street

Location

The ACA extends along the southern bank of the Leirrim River to Bridge Street, turning westerly to Church Street and back around to Wentworth Place and the Leirrim River. The ACA includes all of the buildings within the block. Church Street and Bridge Street have a number of different town centre uses in mainly 2 and 3 storey high terraces. There is a mixture of building uses on Bachelor's Walk. Wentworth Place has residential units with the side boundaries of the structures on Church Street and Bachelors Walk. This ACA includes Bridge Street Books, the Garda Station, the Assembly Hall and Flannery's funeral home, Halpin's Café, Kilmantin Arts, Pet Shop, Offices, etc.

Map ACA3 ACA Bachelor's Walk and Church Street



Character

This area is a natural extension of the town centre and has its own unique cultural, social and architectural character:

- The 2 and 3 storey terraces structures on Church Street and Bridge Street have facades with entrance doors and windows of a high architectural quality.
- Bachelor's Walk has a high quality public realm with the tree lined street and each unit here having its own architectural features, like the old stone wall of Flannery's funeral home, the external walls and façade of the Assembly Hall, the front façade and front wall and rails of Halpin's Bunkhouse Hostel.

Wicklow Town – Rathnew Local Area Plan 2025

HERITAGE SCHEDULES

Architectural Conservation Area 4: Bay View Road

Location

The ACA is located at the rear of the Town Centre and includes nine sites which are on both sides of the road. This area is mainly residential and includes the Methodist Church and Hall. These structures are all large dwellings on relatively large plots and in close proximity to the Town Centre.

Map ACA4 ACA Bay View Road



Character

Bay View Road is an area of Wicklow town that reflects the social and architectural history of the settlement. There are several large well designed and executed late nineteenth-century houses here which indicate the prosperity of Wicklow town at the time. Buildings of note include:

- 'Hillside House', is a detached five-bay two-storey house, built c.1860 and was a former nursing home. This is an impressive suburban villa with the breakfront and broad porch adding interest to the front elevation. The retention of early casement windows is to be noted with the margin sashes adding decorative interest.
- The 'Society of Friends' meeting house, which was built in the latter part of the nineteenth century, this building is an interesting reminder of the religious diversity of the town of Wicklow.
- The freestanding gable-fronted Methodist chapel, built 1866, having corner buttresses and four-bay side elevation with gabled projecting door. Designed by architect William Fogerty (1833-78), it was described at the time of its completion as a 'very neat little church'. The yellow Dublin brick is contrasted by the jambs and bands of Belfast and Enniscorthy red brick. Dalkey granite is used for the stone dressings and Bath stone in the rose window. Its corner site makes it a prominent feature in the area. It too is a reminder of the religious diversity of Wicklow town since the nineteenth century. In recent years the church hall was built to the west with rendered entrance piers with chamfered corners with pointed caps and plinths, cast-iron double-leaf gates, and rendered boundary walls with vertical coping stones.
- The original Manse (Rectors dwelling) alongside the Methodist Church, now in use as a dwelling, which is of simple form is enhanced by decorative details such as the chimney cornices, modillions, and most noticeably, the unusual small-pane sash windows.
- Bay View House, Villanita House (former manse and school) and the 2 semi-detached three-bay two-storey houses

Wicklow Town – Rathnew Local Area Plan 2025

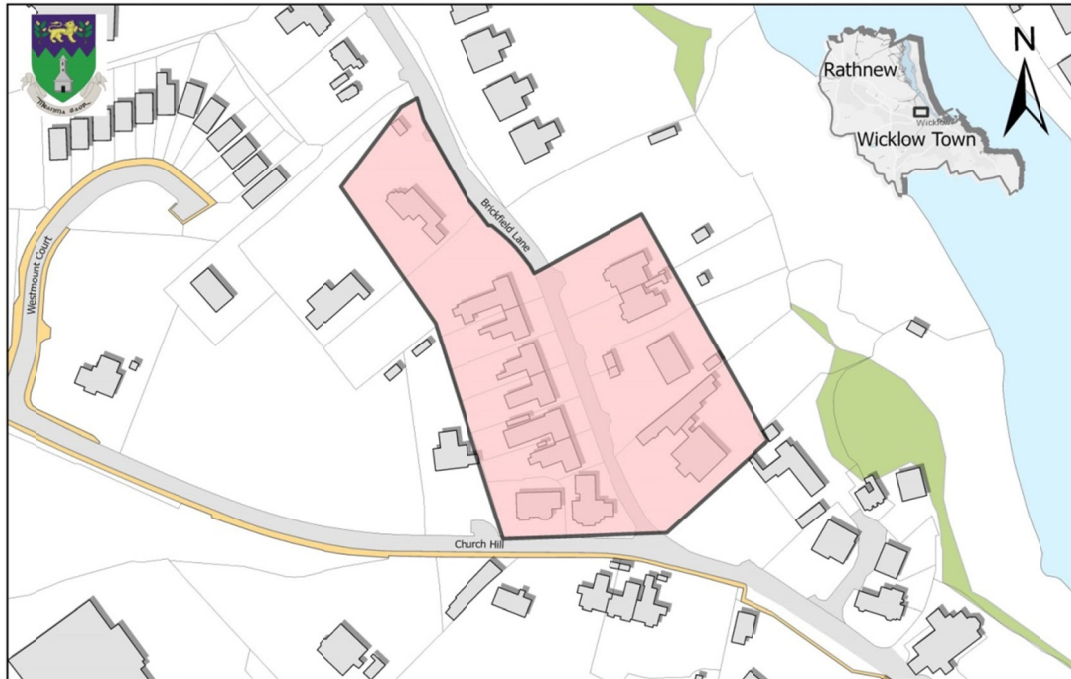
HERITAGE SCHEDULES

Architectural Conservation Area 5: Brickfield Lane

Location

The ACA is located down a cul-de-sac off Church Hill. There are 17 properties off the cul-de sac and buildings of note here are the terrace of Edwardian houses and the semi-detached Victorian houses.

Map ACAS ACA Brickfield Lane



Character

There is a quiet residential character on Brickfield Lane with dwellings on large sites. There are a number of more recently built dwellings; however of the original ones there are a number of buildings of noteworthiness, in particular:

- An interesting terrace of two-bay two-storey Edwardian house, built 1905 - 1907, with full-height box bay window to front (south) elevation with curved zinc fascia and other detailing typical of the era. Curiously sited, its principle south facing elevation turns away from the street, presumably to maximise its exposure to the sun. The retention of roof slates and ridge crestings add texture and interest, as does the different textured plasterwork.
- The semi-detached three-bay two-storey fine late-Victorian suburban house, built c.1895, with projecting gabled end bay to front (west) elevation and with decorative bargeboards. The retention of original fabric including chimney pots, rainwater goods, and timber windows creates an appropriate patina of age. The mass production of red brick in the nineteenth century made it a reliable and affordable building material, making it popular for decorative effects. Its use here enhances and adds definition to the form of the building.

There is also a painted cast-iron round-headed post box, c.1905, having raised lettering and Edward VII cipher, which is attached to painted cast-iron lamp post (lamp missing), having fluted post and foliate collars. Lamp boxes and post boxes with rounded tops designed to be affixed to lamp posts, are more vulnerable to removal than wall or pillar boxes, so the survival of this one and its continued use is notable. The cipher of Edward VII indicates its early twentieth-century origins, and the repainting of postboxes following the foundation of the state was a simple and practical method of reclaiming these artefacts of Ireland's colonial past. The decorative cast-iron lamp post, which has bars at the top which would have been used as a ladder rest by the lamplighter, also demonstrates a high standard of design and execution.