

## CHAPTER 3

### CORE STRATEGY

#### 3.0 Introduction

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

In particular the Core Strategy shall address:

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

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

### 3.1 Population

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

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

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

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

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

Source: NPF, NPF Roadmap, RSES, WCC

## 3.2 Housing

The methodology for translating population targets into housing targets is set out in Ministerial Guidelines 'Housing Supply Target Methodology for Development Planning' (DHLGH December 2020).

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

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

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

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

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

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

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

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

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

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

**+MASP**

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

<sup>3</sup> Using the same ratio of population:housing units as provided for in the guidelines

### 3.3 Settlement Hierarchy

#### National Planning Framework

The NPF sets out a national settlement hierarchy as follows:

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



#### Regional Spatial and Economic Strategy

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

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

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



## Asset Based Assessment of Wicklow Towns

In accordance with the methodology and criteria set out in the RSES, all Wicklow settlements over 1,500 population (Census 2016)<sup>4</sup>, have been evaluated in order to determine their appropriate categorisation in the new settlement hierarchy. A hierarchy of 10 tiers has been determined, which is consistent with the RSES but provides for sub-categories so as to provide a better fit for Wicklow, in particular better grouping of settlement types. In addition, this allows for the least amount of change from the previous development plan, which will generally aid in understating and implementation.

**Table 3.5 Wicklow Settlement Hierarchy**

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

<sup>4</sup> Other than Bray and Wicklow Town which have already been assessment via the RSES and deemed to be 'Key Towns' suitable for significant growth

### 3.4 Population & Housing Allocations

This development plan is for the period 2022-2028, and in order to ensure that it provides a robust and responsive long term framework, the population and housing targets up to 2031 for each settlement / tier in the settlement hierarchy are herewith identified. Local plans for each settlement<sup>5</sup> as well as the application of the objectives of this plan, will provide for a flexible development framework, including phasing, to ensure that the 2026 and 2028 targets can be fulfilled.

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

#### National Policy Objective 9

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

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

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

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

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

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

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



**Table 3.6 Wicklow Settlement / Aggregate Settlement Population Targets 2016-2031**

Level	Settlement	Population 2016	Population target 2031	% of total County growth to 2031 by tier	
1	Bray	29,646	40,425	KEY TOWNS	52%
2	Wicklow - Rathnew	14,114	19,470		
3	Arklow	13,226	16,440	SELF SUSTAINING GROWTH TOWNS	25%
	Greystones - Delgany	18,021	21,630		
	Blessington	5,234	6,035		
4	Baltinglass	2,251	2,725	SELF SUSTAINING TOWNS	10%
	Enniskerry	1,877	1,920		
	Kilcoole	4,244	4,315		
	Newtownmountkennedy	3,552	5,220		
	Rathdrum	1,716	2,480		
5	Ashford	5,710	7,210	SMALL TOWNS TYPE 1	5%
	Aughrim				
	Carnew				
	Dunlavin				
	Tinahely				
6	Avoca	3,835	4,345	SMALL TOWNS TYPE 2	2%
	Donard				
	Kilmacanogue				
	Newcastle				
	Roundwood				
	Shillelagh				
7-9	Villages / clusters	5,672	6,010	VILLAGES	1%
10	Open countryside	33,327	35,280	OPEN COUNTRYSIDE	6%
	<b>Total</b>	<b>142,425</b>	<b>173,505</b>		<b>100.0%</b>



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

Level	Settlement	Housing Stock 2016	Housing Stock Growth Target 2016-2031 <sup>6</sup>	Housing Units completed post 2016	Further Housing Unit Growth Target up to 2031
1	Bray	11,232	5,062	165	4,897
2	Wicklow - Rathnew	5,456	2,392	650	1,742
3	Arklow	5,406	1,221	165	1,056
	Greystones - Delgany	6,766	1,953	875	1,078
	Blessington	1,914	519	5	514
4	Baltinglass	903	195	46	149
	Enniskerry	648	125	34	91
	Kilcoole	1,451	287	97	190
	Newtownmountkennedy	1,222	882	250	632
	Rathdrum	669	331	132	199
5	Ashford	2,390	515	255	260
	Aughrim				
	Carnew				
	Dunlavin				
	Tinahely				
6	Avoca	1,534	218	46	172
	Donard				
	Kilmacanogue				
	Newcastle				
	Roundwood				
	Shillelagh				
7-10	Villages / clusters Open countryside	15,395	1,249	510	739
	<b>Total</b>	<b>54,986</b>	<b>14,949</b>	<b>3,230</b>	<b>11,719</b>

<sup>6</sup> As per the population growth targets set out in Table 3.7

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

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

In order to ensure that adequate services are delivered in tandem with new housing, service delivery agencies shall have regard to both the future housing growth targets set out in Table 3.8 above, and the housing delivery already completed and underway in the County since 2016, as well as permitted further housing development as yet to commence, as shown on Table 3.9 to follow.

**Table 3.9 Housing development completed, underway and permitted in Co. Wicklow**

<b>Level</b>	<b>Settlement</b>	<b>Housing Units completed post 2016</b>	<b>Units under construction<sup>7</sup></b>	<b>Extant permission<sup>8</sup></b>
<b>1</b>	<b>Bray</b>	165	409	876
<b>2</b>	<b>Wicklow - Rathnew</b>	650	376	481
<b>3</b>	<b>Arklow</b>	165	181	109
	<b>Greystones - Delgany</b>	875	1050	688
	<b>Blessington</b>	5	45	307
<b>4</b>	<b>Baltinglass</b>	46	50	69
	<b>Enniskerry</b>	34	69	88
	<b>Kilcoole</b>	97	23	17
	<b>Newtownmountkennedy</b>	250	587	11
	<b>Rathdrum</b>	132	137	173
<b>5</b>	<b>Ashford</b>	255	101	225
	<b>Aughrim</b>			
	<b>Carnew</b>			
	<b>Dunlavin</b>			
	<b>Tinahely</b>			
<b>6</b>	<b>Avoca</b>	46	30	109
	<b>Donard</b>			
	<b>Kilmacanogue</b>			
	<b>Newcastle</b>			
	<b>Roundwood</b>			
	<b>Shillelagh</b>			

<sup>7</sup> As of 31 March 2021

<sup>8</sup> As of 31 March 2021, granted but uncommenced

### 3.5 Zoning

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

#### Local Area Plans (LAPs)

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

Bray Municipal District (including Enniskerry and Kilmacanogue)  
 Wicklow Town – Rathnew  
 Greystones - Delgany - Kilcoole  
 Arklow and Environs  
 Blessington

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

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

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

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

#### Small Town Plans (STPs)

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

Table 3.7 to follow shows the zoning requirements for towns in this category that have a population greater than 1,500 persons, up to the year 2031.

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

#### Zoning Principles

##### Principle 1: Compact Growth

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

### Levels 1-4 of Settlement Hierarchy

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

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

### Level 5-9 of Settlement Hierarchy

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

**Table 3.9 Compact Growth Housing Targets 2022-2031**

Level	Settlement	Further Housing Unit Growth Target up to 2031	Minimum target for compact growth <sup>9</sup>	Maximum allowance outside built up envelope
1	Bray	4896	1469	3427
2	Wicklow - Rathnew	1742	523	1219
3	Arklow	1056	317	739
	Greystones - Delgany	1078	323	755
	Blessington	514	154	360
4	Baltinglass	149	45	104
	Enniskerry	91	27	64
	Kilcoole	190	57	133
	Newtownmountkennedy	632	190	442
	Rathdrum	199	60	139
5	Ashford	260	260	0
	Aughrim			
	Carnew			
	Dunlavin			
	Tinahely			
6	Avoca	172	172	0
	Donard			
	Kilmacanogue			
	Newcastle			
	Roundwood			
	Shillelagh			

<sup>9</sup> Defined as development within the existing built up envelope of the settlement

## Principle 2: Delivery of Population and Housing Targets

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

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

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

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

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

Future Plan Type	Settlement	Core Strategy Housing Unit Target maximum permissible outside compact growth boundary	Housing Yield of existing undeveloped zoned land outside compact growth boundary <sup>10</sup>	Shortfall/surplus (UNITS)	Method of addressing shortfall / surplus
LAP	Bray	3427	4,126	+699	To be addressed in new LAP.
LAP	Wicklow – Rathnew	1219	1,959	+740	To be addressed in new LAP.
LAP	Arklow	739	2,890	+2151	To be addressed in new LAP.
LAP	Greystones – Delgany	755	823	+68	To be addressed in new LAP.
LAP	Blessington	360	870	+510	To be addressed in new LAP.
LAP	Kilcoole	104	328	+224	To be addressed in new LAP.
LAP	Enniskerry <sup>11</sup>	64	198	+134	To be addressed in new LAP.
STP	Baltinglass	133	90	-43	Requirement exceeded
STP	Newtownmountkennedy	442	590	+148	Requirement not met - legacy planning permissions under construction
STP	Rathdrum	139	0	-139	Requirement exceeded

<sup>10</sup> For LAP towns, estimated in accordance with current local plan zoning provisions; zoned housing lands or lands zoned for a mix of housing and other uses, excluding lands already developed for housing (by November 2020) or where new housing development is currently underway (as of November 2020); disregarding extant permissions as yet to commence. For Small Towns, based on zoning provisions / development objectives set out in this plan.

<sup>11</sup> as part of Bray MD LAP

**Principle 3: Higher Densities**

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

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

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

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

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

**Principle 4: Sequential approach**

The priority locations for new residential development will be:

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

**Tier 1: Serviced Zoned Land**

- This zoning comprises lands that are able to connect to existing development services, i.e. road and footpath access including public lighting, foul sewer drainage, surface water drainage and water supply, for which there is service capacity available, and can therefore accommodate new development.
- These lands will generally be positioned within the existing built-up footprint of a settlement or contiguous to existing developed lands. The location and geographical extent of such lands shall be determined by the



planning authority at a settlement scale as an integral part of the plan-making process and shall include assessment of available development services.

- Inclusion in Tier 1 will generally require the lands to be within the footprint of or spatially sequential within the identified settlement.

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

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

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

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

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

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

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

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

### 3.6 Transport and Accessibility

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

<b>Inter-Urban Roads</b>	<ul style="list-style-type: none"> <li>▪ Maintaining the strategic capacity and safety of the national roads network including planning for future capacity enhancements;</li> <li>▪ Improving average journey times targeting an average inter-urban speed of 90kph;</li> <li>▪ Enabling more effective traffic management within and around cities and re-allocation of inner city road-space in favour of bus-based public transport services and walking/cycling facilities</li> </ul>
<b>Public Transport</b>	<ul style="list-style-type: none"> <li>▪ To strengthen public transport connectivity between cities and large growth towns in Ireland and Northern Ireland with improved services and reliable journey times.</li> <li>▪ Expand attractive public transport alternatives to car transport to reduce congestion and emissions and enable the transport sector to cater for the demands associated with longer term population and employment growth in a sustainable manner through the following measures;</li> <li>▪ Deliver the key public transport objectives of the Transport Strategy for the Greater Dublin Area 2016-2035 by investing in projects such as New Metro Link, DART Expansion Programme, BusConnects in Dublin and key bus-based projects in the other cities and towns;</li> <li>▪ Provide public transport infrastructure and services to meet the needs of smaller towns, villages and rural areas; and</li> <li>▪ Develop a comprehensive network of safe cycling routes in metropolitan areas to address travel needs and to provide similar facilities in towns and villages where appropriate.</li> </ul>
<b>Rural Development</b>	<ul style="list-style-type: none"> <li>▪ Provide a quality nationwide community based public transport system in rural Ireland which responds to local needs under the Rural Transport Network and similar initiatives;</li> <li>▪ Invest in maintaining regional and local roads and strategic road improvement projects in rural areas to ensure access to critical services such as education, healthcare and employment.</li> </ul>

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

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

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

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

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

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

<b>Corridor F – Arklow – Wicklow – Greystones – Bray – Cherrywood – Dundrum – Dun Laoghaire – Dublin City Centre.</b>	<ul style="list-style-type: none"> <li>▪ Corridor F stretches from the south east business districts to Wicklow, based around the N/M11 route and containing both the DART and Luas Green Line. The Strategic Development Zone of Cherrywood is in this corridor.</li> <li>▪ During the preparation of the Strategy, the NTA prepared a report on the South East corridor. This study primarily aimed to identify public transport options that could effectively meet the growth in travel demand to year 2035, between the South East Study Area and Dublin City Centre. A number of options to cater for transport growth were examined. This included the upgrading of the Green line to Metro standard all the way to a point in Bray. Other options included focusing on the DART and a combination of BRT and bus priority to service growth, including a BRT network linking to the upgraded Metro at Bride's Glen or Sandyford.</li> <li>▪ Given the need to accommodate expected growth in demand between segments along Corridor F, as well as from these segments to the city centre, a number of schemes are proposed. The capacity of the South Eastern rail line will be increased through enhancements to the existing rail line, incorporating city centre signalling and extra rolling stock. DART Underground will also enable increases in capacity along this corridor. This will facilitate faster and more frequent intercity, regional and DART services to be provided on this line.</li> <li>▪ While these schemes focus on the coastal areas, the western parts of the corridor, including Cherrywood and other potential development areas, will require high capacity public transport. It is, therefore, proposed to upgrade the Luas Green Line to Metro standard from the city centre, where it will link into the new Metro North, as far as its current terminus at Bride's Glen. From this point to Bray, a new Luas line is proposed. This will provide a new north-south inland rail axis from Swords to Bray. These rail services will be supplemented by the proposed BRT on the N11 from UCD to Blanchardstown, and the core radial bus corridors on the N11, south of UCD, and on the Rock Road.</li> <li>▪ To provide for growth in vehicular trip demand and improve road safety, the N11 and M50 between Newtownmountkennedy and Sandyford (including the M11/M50 junction) will be upgraded. Additionally, Loughlinstown roundabout will be improved, while a distributor road network will be developed to service development lands at Kiltiernan / Glenamuck.</li> </ul>
<b>Corridor E – N81 Settlements – South Tallaght –</b>	<ul style="list-style-type: none"> <li>▪ Corridor E is made up of generally suburban residential development and is not defined on the basis of a major transport route, road or public transport service. It presents a challenge in that respect as it is more difficult to serve with high capacity public transport than other corridors,</li> </ul>

**Rathfarnham – to Dublin City Centre**

which are defined by multi-lane roads and / or dual carriageways, and contain existing or proposed rail lines.

- As limited growth in radial trips along Corridor E outside of the Metropolitan Area is anticipated, it is not proposed to implement significant public transport infrastructure improvements. Bus capacity will be increased to meet demand along the N81.
- For the Metropolitan parts of this corridor, the performance of the Rathfarnham Quality Bus Corridor is poor relative to others and requires enhancement. As such, a number of options, including Light Rail, have been examined. However, due to the land use constraints in the corridor and owing to the pressure on the existing road network, a Luas line was not deemed feasible. Instead, the emerging solution comprises a Bus Rapid Transit (BRT) to Tallaght via Rathfarnham and Terenure. This will result in a significant increase in capacity and reliability compared to existing public transport services and will balance public transport requirements with those of the private car. The BRT will be supplemented by a core radial bus corridor between Rathfarnham, Rathmines and the City Centre.
- Two new roads are to be built within this corridor, a South Tallaght link road from Oldcourt Road to Kiltipper Road, and a public transport bridge over the Dodder to the east of Tallaght from Firhouse Road to the N81 to address localised access and congestion issues.

**Strategic Roads**

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

**Public Transport**

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

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

### 3.7 Retail

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

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

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

**Table 2.7 EMRA and County Wicklow Retail Hierarchy**

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

Source: EMRA RSES

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

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

### 3.9 Compliance with Specific Planning Policy Requirements

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

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

<b>Sustainable Urban Housing: Design Standards for new Apartments, Guidelines for Planning Authorities 2018</b>	
<p><b>SPPR 1</b></p> <p>Apartment developments may include up to 50% one-bedroom or studio type units (with no more than 20-25% of the total proposed development as studios) and there shall be no minimum requirement for apartments with three or more bedrooms. Statutory development plans may specify a mix for apartment and other housing developments, but only further to an evidence based Housing Need and Demand Assessment (HNDA), that has been agreed on an area, county, city or metropolitan area basis and incorporated into the relevant development plan(s).</p>	<p>The provisions of this County Development Plan, including the Housing Objectives and Development &amp; Design Standards are consistent with this SPPR.</p>
<p><b>SPPR 2</b></p> <p>For all building refurbishment schemes on sites of any size, or urban infill schemes on sites of up to 0.25ha:</p> <ul style="list-style-type: none"> <li>• Where up to 9 residential units are proposed, notwithstanding SPPR 1, there shall be no restriction on dwelling mix, provided no more than 50% of the</li> </ul>	<p>The provisions of this County Development Plan, including the Housing Objectives and Development &amp; Design Standards are consistent with this SPPR.</p>



<p>development (i.e. up to 4 units) comprises studio-type units;</p> <ul style="list-style-type: none"> <li>• Where between 10 to 49 residential units are proposed, the flexible dwelling mix provision for the first 9 units may be carried forward and the parameters set out in SPPR 1, shall apply from the 10th residential unit to the 49th;</li> <li>• For schemes of 50 or more units, SPPR 1 shall apply to the entire development.</li> </ul>	
<p><b>SPPR 3</b></p> <p>Minimum Apartment Floor Areas:</p> <ul style="list-style-type: none"> <li>• Studio apartment (1 person) 37 sq.m</li> <li>• 1-bedroom apartment (2 persons) 45 sq.m</li> <li>• 2-bedroom apartment (4 persons) 73 sq.m</li> <li>• 3-bedroom apartment (5 persons) 90 sq.m</li> </ul>	<p>The provisions of this County Development Plan, including the Housing Objectives and Development &amp; Design Standards are consistent with this SPPR.</p>
<p><b>SPPR 4</b></p> <p>In relation to the minimum number of dual aspect apartments that may be provided in any single apartment scheme, the following shall apply:</p> <ul style="list-style-type: none"> <li>(i) A minimum of 33% of dual aspect units will be required in more central and accessible urban locations, where it is necessary to achieve a quality design in response to the subject site characteristics and ensure good street frontage where appropriate.</li> <li>(ii) In suburban or intermediate locations it is an objective that there shall generally be a minimum of 50% dual aspect apartments in a single scheme.</li> <li>(iii) For building refurbishment schemes on sites of any size or urban infill schemes on sites of up to 0.25ha, planning authorities may exercise further discretion to consider dual aspect unit provision at a level lower than the 33% minimum outlined above on a case-by-case basis, but subject to the achievement of overall high design quality in other aspects.</li> </ul>	<p>The provisions of this County Development Plan, including the Housing Objectives and Development &amp; Design Standards are consistent with this SPPR.</p>
<p><b>SPPR 5</b></p> <p>Ground level apartment floor to ceiling heights shall be a minimum of 2.7m and shall be increased in certain circumstances, particularly where necessary to facilitate a future change of use to a commercial use. For building refurbishment schemes on sites of any size or urban infill schemes on sites of up to 0.25ha, planning authorities may exercise discretion on a case-by-case basis, subject to overall design quality.</p>	<p>The provisions of this County Development Plan, including the Housing Objectives and Development &amp; Design Standards are consistent with this SPPR.</p>
<p><b>SPPR 6</b></p> <p>A maximum of 12 apartments per floor per core may be provided in apartment schemes. This maximum provision may be increased for building refurbishment schemes on sites of any size or urban infill schemes on sites of up to 0.25ha, subject to overall design quality and compliance with building regulations.</p>	<p>The provisions of this County Development Plan, including the Housing Objectives and Development &amp; Design Standards are consistent with this SPPR.</p>
<p><b>SPPR 7</b></p> <p>BTR development must be:</p> <ul style="list-style-type: none"> <li>(a) Described in the public notices associated with a planning</li> </ul>	<p>The provisions of this County Development Plan, including the Housing Objectives and Development</p>

<p>application specifically as a 'Build-To-Rent' housing development that unambiguously categorises the project (or part of thereof) as a long-term rental housing scheme, to be accompanied by a proposed covenant or legal agreement further to which appropriate planning conditions may be attached to any grant of permission to ensure that the development remains as such. Such conditions include a requirement that the development remains owned and operated by an institutional entity and that this status will continue to apply for a minimum period of not less than 15 years and that similarly no individual residential units are sold or rented separately for that period;</p> <p>(b) Accompanied by detailed proposals for supporting communal and recreational amenities to be provided as part of the BTR development. These facilities to be categorised as:</p> <p>(i) Resident Support Facilities - comprising of facilities related to the operation of the development for residents such as laundry facilities, concierge and management facilities, maintenance/repair services, waste management facilities, etc.</p> <p>(ii) Resident Services and Amenities – comprising of facilities for communal recreational and other activities by residents including sports facilities, shared TV/lounge areas, work/study spaces, function rooms for use as private dining and kitchen facilities, etc.</p>	<p>&amp; Design Standards are consistent with this SPPR.</p>
<p><b>SPPR 8</b></p> <p>For proposals that qualify as specific BTR development in accordance with SPPR 7:</p> <p>(i) No restrictions on dwelling mix and all other requirements of these Guidelines shall apply, unless specified otherwise;</p> <p>(ii) Flexibility shall apply in relation to the provision of a proportion of the storage and private amenity space associated with individual units as set out in Appendix 1 and in relation to the provision of all of the communal amenity space as set out in Appendix 1, on the basis of the provision of alternative, compensatory communal support facilities and amenities within the development. This shall be at the discretion of the planning authority. In all cases the obligation will be on the project proposer to demonstrate the overall quality of the facilities provided and that residents will enjoy an enhanced overall standard of amenity;</p> <p>(iii) There shall be a default of minimal or significantly reduced car parking provision on the basis of BTR development being more suitable for central locations and/or proximity to public transport services. The requirement for a BTR scheme to have a strong central management regime is intended to contribute to the capacity to establish and operate shared mobility measures;</p> <p>(iv) The requirement that the majority of all apartments in a</p>	<p>The provisions of this County Development Plan, including the Housing Objectives and Development &amp; Design Standards are consistent with this SPPR.</p>

<p>proposed scheme exceed the minimum floor area standards by a minimum of 10% shall not apply to BTR schemes;</p> <p>(v) The requirement for a maximum of 12 apartments per floor per core shall not apply to BTR schemes, subject to overall design quality and compliance with building regulations.</p>	
<p><b>SPPR 9</b></p> <p>Shared Accommodation may be provided and shall be subject to the requirements of SPPRs 7 (as per BTR). In addition,</p> <ul style="list-style-type: none"> <li>(i) No restrictions on dwelling mix shall apply;</li> <li>(ii) The overall unit, floor area and bedroom floorspace requirements of Appendix 1 of these Guidelines shall not apply and are replaced by Tables 5a and 5b;</li> <li>(iii) Flexibility shall be applied in relation to the provision of all storage and amenity space as set out in Appendix 1, on the basis of the provision of alternative, compensatory communal support facilities and amenities. The obligation will be on the project proposer to demonstrate the overall quality of the facilities provided and that residents will enjoy an enhanced overall standard of amenity;</li> <li>(iv) A default policy of minimal car parking provision shall apply on the basis of shared accommodation development being more suitable for central locations and/or proximity to public transport services. The requirement for shared accommodation to have a strong central management regime is intended to contribute to the capacity to establish and operate shared mobility measures;</li> </ul>	<p>The provisions of this County Development Plan, including the Housing Objectives and Development &amp; Design Standards are consistent with this SPPR.</p>

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

<p><b>SPPR1</b></p> <p>It is a specific planning policy requirement under Section 28(1C) of the Act that, in making, reviewing, varying or amending a development plan, or a local area plan, with policies or objectives that relate to wind energy developments, the relevant planning authority shall carry out the following:</p> <ul style="list-style-type: none"> <li>(1) Ensure that overall national policy on renewable energy as contained in documents such as the Government's 'White Paper on Energy Policy - Ireland's Transition to a Low Carbon Future', as well as the 'National Renewable Energy Action Plan', the 'Strategy for Renewable Energy' and the 'National Mitigation Plan', is acknowledged and documented in the relevant development plan or local area plan;</li> <li>(2) Indicate how the implementation of the relevant development plan or local area plan over its effective period will contribute to realising overall national targets on renewable energy and climate change mitigation, and in particular wind energy production and the potential wind energy resource (in megawatts); and</li> </ul>	<p>The provisions of this County Development Plan, including the Wind Energy Strategy, are consistent with this SPPR.</p>
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<p>(3) Demonstrate detailed compliance with item number (2) above in any proposal by them to introduce or vary a mandatory setback distance or distances for wind turbines from specified land uses or classes of land use into their development plan or local area plan. Such a proposal shall be subject to environmental assessment requirements, for example under the SEA and Habitats Directives. It shall also be a material consideration in SEA, when taking into account likely significant effects on climatic factors, in addition to other factors such as landscape and air, if a mandatory setback or variation to a mandatory setback proposed by a planning authority in a development plan or local area plan would create a significant limitation or constraint on renewable energy projects, including wind turbines, within the administrative area of the plan.</p>	
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Map 3.1 Core Strategy Map

