



DRAFT WICKLOW COUNTY DEVELOPMENT PLAN 2021-2027

VOLUME 2, PART 2 SMALL TOWN PLANS (TYPE 1)

**ASHFORD
AUGHRIM
CARNEW
DUNLAVIN
TINAHELY**

LEVEL 5 PLANS

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LEVEL 5 SMALL TOWN (TYPE 1) PLANS

Ashford, Aughrim, Carnew, Dunlavin, Tinahely

This volume of the Wicklow County Development Plan 2021-2027 comprises land use plans for Level 5 small towns in the County.

The purpose of these plans is to put in place a structure that will guide the future sustainable development of each settlement. These plans, in conjunction with the County Development Plan, will inform and manage the future development of the town.

The aim of these plans is to establish a framework for the planned, co-ordinated and sustainable development of each settlement, and to enhance and facilitate the balancing of economic, social and environmental infrastructure in order to maintain and develop a high quality of life without compromising the protection of the environment and the needs of future generations.

Level 5 settlements in County Wicklow are the smaller towns of the County that provide important economic and social services to their populations and immediate hinterland. Such towns normally have a good range of infrastructural services and are suited to accommodating urban generated housing demand.

In the past, Local Area Plans would have been adopted for Level 5 type towns. However, changes to the Planning Act in 2010 allow the Planning Authority to incorporate development plans for towns with a population of less 5,000 into the County Development Plan. This County Development Plan, therefore, includes the development plans for **Ashford, Aughrim, Carnew, Dunlavin and Tinahely**.

All efforts shall be made to minimise repetition of County Development Plan objectives in Town Plans, unless it is considered necessary to emphasise assets or restate objectives that have particular relevance and importance to that town. Development standards, retail strategies etc that are included in the County Development Plan shall not be repeated. Any specific policies/objectives or development standards required for a particular town will be stated as precisely that, and in all cases will be consistent with the County Development Plan. Thus development standards will 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, Town Plans shall only include objectives that are settlement specific and achievable, and avoid those that are aspirational or are best dealt within the annual budget, road works programme, etc. The role of land use plan is to put in place 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.

Therefore this volume shall take the following format:

Section 1: Sets out the high level strategies and objectives that are common to all Level 5 towns

Section 2: Sets out the common zoning objectives for all Level 5 towns

Section 3: Sets out detailed plans for Level 5 settlements (including a land use map, a heritage map and any other maps considered necessary for that town).

PART 1.1

1.1.1 Core Strategy

Level 5 plans exist in a hierarchy of plans flowing from national level (NPF) to regional level (RSES) 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 County Development Plan 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 up to 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 retail development.

Table 1 below sets out the key elements of the Wicklow County Development Plan 'Core Strategy', as it applies to Level 5 settlements.

Table 1 Core Strategy for Level 5 Towns

Core Strategy of the CDP	Application to Level 5 Settlements
Settlement, Population & Housing Strategies	Level 5 settlements are designated 'Small Towns (Type 1)'. These towns range in size (as per the last Census of population 2016) from c. 800 to 1,450 persons. Population growth in Level 5 towns overall is targeted to be in the 15% – 25% range between 2016 and 2031.
Economic Development Strategy	The economic function of 'Small Towns (Type 1)' is to be attractors for local investment and to target investment in the form of product and some 'people' intensive industries.
Retail Strategy	Level 5 settlements are identified as 'Level 4' in the County retail hierarchy. Level 4 retail centres are defined as 'local centres / small towns' where the retail needs would be expected to include one supermarket / two medium sized convenience stores (up to 1,000sqm aggregate) and c. 10-20 smaller shops.
Community Development Strategy	In accordance with the County community facilities hierarchy, Level 5 settlements generally fall into the 2,000-7,000 population range and ideally should be serviced by the following community infrastructure: community/parish hall, multi purpose community space and / or meeting rooms, local town park and open spaces/nature areas, outdoor multi-use games areas, playgrounds, playing pitches and a library. Although these settlements all have a current population below 2,000, they generally serve a wide rural catchment of between 2,000 and 7,000 persons.
Infrastructure Strategy	In accordance with the County Development Plan: <ul style="list-style-type: none"> - Measures will be required to facilitate a modal shift to more sustainable transport options including promotion of development patterns and development of infrastructure to facilitate walking, cycling and increased use of public transport; - Only locations that are already served, or have committed investment to enhance water and wastewater infrastructure shall be identified for new development.
Environmental Strategy	To ensure the objectives of the plan are consistent with the conservation and protection of the environment.

1.1.2 Population and Housing

The aggregate 2031 population and housing targets for Level 5 towns are provided in the Core Strategy of the County Development Plan.

Table 2 Level 5 Population Target 2031

Level	Settlement	Population 2016	Population 2031
5	Ashford	5,710	7,210
	Aughrim		
	Carnew		
	Dunlavin		
	Tinahely		

Table 3 Level 5 Housing Unit Target 2031

Level	Settlement	Housing Stock 2016	Housing Stock Growth Target 2016-2031 ¹	Housing Units completed post 2016	Further Housing Unit Growth Target up to 2031
5	Ashford	2,390	515	255	260
	Aughrim				
	Carnew				
	Dunlavin				
	Tinahely				

Population and Housing Objectives

- To adhere to the objectives of the Wicklow County Development Plan with regard to population and housing as are applicable to Level 5 towns and ensure that the provisions of each plan create a framework that allows for housing targets to be fulfilled.
- In the first instance, 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.
- 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 plan 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 can be delivered, land may be zoned for new residential development outside of the existing built up envelope, subject to the amount of zoned land not exceeding 70% of the total housing target for that settlement.
- To require that new residential development represents an efficient use of land and achieves the highest density possible, having regard minimum densities as set out in Table 6.1 (of Chapter 6 of the County Development Plan) subject to the reasonable protection of existing residential amenities and the established character of existing settlements.
- Housing occupancy controls: As 'Small Towns Type 1', these settlements should provide for the housing demands generated from people from across the County and region subject to the provisions of Objective CPO 6.2 of Chapter 6 of the County Development Plan.

¹ As per the population growth targets set out in Table 3.8 of the Core Strategy; aggregate growth rate of 22%.

1.1.3 Economic Development & Employment

Depending on their degree of accessibility and their economic function, Level 5 towns have varying roles to play in acting as attractors for foreign and local investment. Level 5 and 6 settlements generally perform a lesser function in terms of attracting investment than Level 1-4 settlements, however, these settlements perform an important role in attracting local investment and should aim to target investment in the form of local services, 'product intensive' industries, particularly those linked to rural resources, such as food processing, agricultural services and tourist facilities/accommodation.

The factors that make a town economically viable and attractive to investors and visitors are numerous and often hard to predict and influence, but for the purpose of this land-use plan, the strategy for economic development will be based around:

- a) providing a land-use framework for each town, which makes the Council's requirements and expectations with respect to the location and type of new development abundantly clear;
- b) supporting and facilitating, to the highest degree possible (subject to environmental and other relevant planning considerations) all forms of employment generation appropriate to such small towns;
- c) a focus on 'placemaking' to create attractive and sustainable communities, with high quality services and public realm, to create attractive places to live, work, visit and invest;
- d) protecting and enhancing the heritage and environment of the town, including historic street pattern and buildings, features of heritage and environmental value; and
- e) encouraging a varied mix of uses in the town centre.

Economic Development & Employment Objectives

- Increase the quality and range of employment opportunities by facilitating developments that involve local investment in a variety of forms, including 'people' and 'product' intensive industries. The Council will particularly support the development of 'people' intensive employment generating developments that provide for the local convenience and social service needs of the area and that provide for the needs of tourists and visitors. The Council will support the development of smaller scale 'product' intensive industries, and will particularly support developments based on the use of a local rural resource.
- To encourage the redevelopment of town centres and brownfield sites for enterprise and employment creation throughout the settlements 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.
- Support a shift towards low carbon and climate change resilient economic and enterprise activity, reducing energy dependence, promoting the sustainable use of resources and leading in the Smart Green Economy.
- To encourage and facilitate remote working hubs and enterprise / innovation hubs in town centres and on lands that are appropriately zoned for economic development and employment.
- Promote tourist developments at suitable locations that are of an appropriate scale and design, particularly developments that are associated with the tourism products or themes associated with that settlement and maximise each town's location as a destination and gateway between the tourism assets.
- To ensure sufficient zoned land is available in appropriate locations capable of facilitating the development of appropriate employment opportunities in accordance with the provisions of the County Development Plan.
- To facilitate home-working and innovative forms of working which reduce the need to travel but are subordinate to the main residential use of the dwelling and do not result in a disamenity in an area.

1.1.4 Town Centre & Retail

Level 5 towns perform a variety of roles for their residents and the surrounding rural hinterland. Their vitality and vibrancy is dependent on the provision of a mix of residential, business, retail, social, leisure, entertainment and cultural uses. The priority shall be for the regeneration of under-utilised or derelict sites in the town cores, followed by the development of new streets and squares, visually and functionally linked to the historic centre.

The retail function of the Level 5 settlement is as set out in the County Retail Strategy (which is set out in Section 1.1 above). Retail is a key function of these towns, most of which provide retail and retail services to a wide rural hinterland, and a thriving retail sector is essential to main vitality and vibrancy in the core areas of these towns and to maintain the town as the focal point for the wider rural area in which it is located. The retail provision in these small towns would be expected to include one supermarket / two medium-sized convenience stores (up to 1,000sqm aggregate) and perhaps 10-20 smaller shops.

However it is recognised that the role and dominance of retail is changing, and cannot be relied on wholly to anchor the economic well being of a town centre. Towns and villages are continually evolving - this is essential for their survival. It is important that Wicklow's planning policy is flexible to allow town centres to change and diversify. The planning policy for Level 5 town centres will therefore be based on the following objectives:

Town Centre & Retail Objectives

- To support the continued enhancement of the existing Town Centres of Level 5 towns as the heart of the settlement;
- Ensure that the town centres are attractive places to live in, to work in and to visit, easy to get to, easy to walk and cycle within and are competitive places to conduct business;
- Facilitating a diverse mix of uses and particularly to encourage residential usage at appropriate town centre densities and the concept of 'living over the shop';
- Embrace the historic character and heritage attributes of each town centre and strengthen the strong sense of place;
- Support and enhance the potential of the towns as focal points for the local community, for tourism and culture;
- Create compact towns by reusing existing buildings and maximising the potential of infill and brownfield sites;
- Encourage the redevelopment and regeneration of vacant, underutilised and derelict sites;
- Use public realm improvements to stimulate investment and economic confidence;
- To encourage higher residential densities in the town centres;
- To allow a relaxation in certain development standards in the town centres in the interest of achieving the best development possible, both visually and functionally;
- Provide for an expansion in the variety of retail and retail services facilities so that the town includes a range of retail outlets that provide for the day to day needs of the local population and the needs of other businesses and tourists, in accordance with the provisions of the "Retail Planning Guidelines for Planning Authorities" (DOEHLG 2012), and any subsequent Ministerial Guidelines or directives and the Wicklow County Retail Strategy;
- The redevelopment of lands within the town core areas, particularly those sites with frontage onto the main streets and squares of the town, shall provide for a street fronting building of a high-quality design or for a high-quality urban space, including hard and soft landscaping, and appropriate street fixtures and furniture, in order to enhance and create a more attractive streetscape.

1.1.5 Social & 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 towns and their catchment areas 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.

Community Infrastructure & Open Space Objectives

- To facilitate the development of a range of high-quality community and recreational facilities that meet the needs of the local population, and in particular to require that new community and recreational facilities are developed in tandem with new housing, through the implementation of the objectives of Chapter 7 of Volume 1 of this County Development Plan.
- To manage the pace of new housing developments commensurate with existing / planned community facilities.
- To support and facilitate existing clubs and sporting organisations in providing continued sports activities for those living in the settlement and the wider area, such facilities should where possible be served by adequate pedestrian and cyclist facilities;
- To support the creation of functional and healthy public spaces and pedestrian routes within the settlements and to other nearby settlements, in order to maximise opportunities for outdoor activity.
- To support the creation of Green Infrastructure and facilitate areas for enhanced biodiversity.
- Where projects for new recreation projects (such as riverine parks, greenways, walking routes, trails etc) identified in these plans are not already provided for by existing plans / programmes or are not already permitted, then the feasibility of progressing these projects shall be examined, taking into account planning need, environmental sensitivities as identified in the SEA Environmental Report and the objectives of the overall plan relating to sustainable development.

1.1.6 Service Infrastructure

The provision of transport and services infrastructure is essential to the development of any town, providing ease of movement within towns, connecting towns to surrounding areas and providing sufficient services 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 Irish Water and the National Transport Authority, provides detailed strategies and objectives for a whole range of service infrastructure. As these provisions apply directly to towns in Level 5 it is not considered necessary to restate all of these objectives; however, each plan will address specific local infrastructural issues where deficiencies are identified.

Service Infrastructure Objectives

- Promote a development pattern and the development of enhanced infrastructure to facilitate walking, cycling and increased use of public transport; in particular:
 - to support and facilitate the implementation of measures to improve walking / cycling opportunities within the towns and between the towns and other centres of population and activity in the wider area.
 - to support and encourage actions to address through traffic on the main streets and squares, in particular the provision of mechanisms to slow traffic through the centres and give priority to pedestrians, cyclists and public transport; where possible the development of alternative routes through the towns, particularly from existing or planned new residential areas that avoid the need

- to use the main streets and squares to access essential services and to enter / exit the towns; the development of alternative car parking arrangements around the town cores;
 - to promote the delivery of improved bus services in the towns by facilitating the needs of existing or new bus providers with regard to bus stops and garaging facilities (unnecessary duplication of bus stops on the same routes / roads will not be permitted); the development of park and ride facilities, facilitating the provision of bus priority where a requirement for such is identified; requiring the developers of large-scale new employment and residential developments in the town to fund / provide high quality pedestrian and cycling facilities to public transport routes / nodes;
 - to support design solutions and innovative approaches in order to reduce car dependency;
 - to cooperate with NTA and other relevant transport planning bodies in the delivery of a high quality, public transport systems.
- 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. In particular:
 - to support and facilitate the improvement and increased resilience of the water distribution, supply and storage systems;
 - to support and facilitate any necessary upgrades to the wastewater collection and pumping systems (where required);
 - ensure the separation of foul and surface water discharges in new developments through the provision of separate networks. Ensure the implementation of Sustainable Urban Drainage Systems (SUDS) and in particular, to ensure that all surface water generated in a new development is disposed of on-site or is attenuated and treated prior to discharge to an approved surface water system;
 - to promote energy efficiency and the development of renewable energy projects.
 - To ensure that only appropriate land uses are provided on lands identified as being at risk of flooding.
 - Where projects for new infrastructure identified in these plans are not already provided for by existing plans / programmes or are not already permitted, then the feasibility of progressing these projects shall be examined, taking into account planning need, environmental sensitivities as identified in the SEA Environmental Report and the objectives of the plan relating to sustainable development. A Corridor and Route Selection Process will be undertaken where appropriate, for relevant new road infrastructure in two stages: Stage 1 – Route Corridor Identification, Evaluation and Selection, and Stage 2 – Route Identification, Evaluation and Selection.

1.1.7 Built Heritage & Natural Environment

The protection and enhancement of heritage and environmental assets through these plans will help to safeguard the local character and distinctiveness of each town and its surroundings, providing local economic, social and environmental benefits. Each settlement is provided with a heritage map in this volume to indicate the key natural and built heritage features.

Heritage Objectives

- To protect natural, architectural and archaeological heritage, in accordance with the objectives set out in the County Development Plan, as are applicable to each town.
- To enhance the quality of the natural and built environment, to enhance the unique character of the town and environs as a place to live, visit and work;
- To promote greater appreciation of, and access to, local heritage assets;

- To ensure the protection and enhancement of natural habitats, cultural heritage, ecological resources and biodiversity and in particular, to safeguard the integrity of the watercourses and rivers in Level 5 towns.

1.1.8 Strategic Environmental Assessment

Each plan, in conjunction with the overall County Development Plan, has been subject to a Strategic Environmental Assessment. The 'Environmental Report' accompanying the overall County Development Plan sets out the environmental consequences of making the plan, including the town plans and provides measures to address any potential adverse impacts.

1.1.9 Appropriate Assessment

These plans, as part of overall County Development Plan, have been subject to Stage 2 'Appropriate Assessment' under the Habitats Directive. The findings of this assessment are provided in the Appropriate Assessment Natura Impact Report that accompanies the County Development Plan.

1.1.10 Flood Risk Assessment

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

PART 1.2 ZONING & LAND USE

Each plan map indicates the boundary of the town plan. All lands located outside the settlement boundary are considered to be within the rural area. Within these areas planning applications shall be assessed having regard to the objectives and standards for the rural area, as set out in Volume 1 of this Wicklow County Development Plan.

The purpose of land use zoning objectives is to indicate the Council's vision for land uses in the town.

1.2.1 Zoning Objectives

With respect to **Level 5** plans, 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.
RN: New residential	To provide for new residential development and supporting facilities.	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 residential and commercial developments ensuring a mix of residential, commercial, recreational, civic, cultural and leisure uses while delivering a quality urban environment, with emphasise 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.
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.
MU: Mixed-Use	To provide for mixed-use development.	The nature of the mixed-use development envisaged for any particular site will be set out in each individual town plan.

ZONING	OBJECTIVE	DESCRIPTION
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.
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.
AOS: Active Open Space	To protect and enhance existing and provide for new active open space.	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 areas.
OS1: Open Space	To protect and enhance existing and provide for recreational open space	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: Passive Open Space	To protect and enhance existing open, undeveloped lands	To protect, enhance and manage existing open, undeveloped lands that comprise flood plains, buffer zones along rivers and EU protected sites, green and ecological 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 wastewater treatment plants, large ESB substations, gasworks etc
SLB: Strategic Land Bank	To provide a land bank for future development of the settlement after the lifetime of this plan, if and when the need arises.	These are lands that are identified as being potentially suitable for new residential development having regard to proximity and accessibility to infrastructure. However, these lands are not necessary for development during the lifetime of this plan and may only be considered for detailed zoning and development after 2027. Any development proposals within the lifetime of the plan will be considered under the County Development Plan rural objectives.

A zoning use table is not included in these plans. 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** zoned areas include houses, apartments, residential open space, education, community facilities, retirement homes, nursing homes, childcare, 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 CDP.

Uses generally appropriate for **town centres** include residential development, retail, retail services, health, restaurants, public house, public buildings, hotels, guest houses, nursing/care homes, parking, commercial, 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.

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

Uses generally appropriate for **community and educational** zoned land include community, 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.

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

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

Uses appropriate for **open space (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** zoned land are for the provision of necessary infrastructure and services such as water and wastewater treatment plants, large ESB sub-stations, gasworks.

Uses generally appropriate for **tourism** 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.

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 the relevant town 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.

1.2.2 Phasing

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 centres with undeveloped land closest to the centres and public transport routes (if available) being given preference, i.e. 'leapfrogging' to peripheral areas shall 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.

1.2.3 Action Areas & Specific Local Objectives

'Action Areas' have been identified in each plan where necessary. Action Areas are to be the subject of comprehensive (not piecemeal) integrated schemes of development that allow for the sustainable, phased and managed development of the Action Area during the plan period. Separate applications for sections of each Action Area will not be considered until an overall Action Area Plan has been agreed in writing with the Planning Authority unless it can be shown that any application will not undermine the achievement of the overall objectives for that Action Area. The position, location and size of the land use zonings shown on plan maps are indicative only and may be altered in light of eventual road and service layouts, detailed design and topography, subject to compliance with the criteria set out for the Action Areas.

Plans may also include 'Specific Local Objectives' (SLO) - the purpose of the 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, in a manner similar to Action Areas, but with the exception that no masterplan will be required to be agreed prior to the submission of a planning application.

By time-related conditions, agreements or otherwise, the Council will regulate the building programme to ensure that the needs of the population do not exceed the provision of essential support systems and the Council will use its powers under the Planning & Development Acts to effect this control.

1.2.4 Strategic Land Bank

Having regard to the housing targets set out in this County Development Plan, the amount of land designated and zoned for the development of new housing has been reviewed and updated as set out in each plan. In order to be consistent with the provisions of the County Development Plan 'Core Strategy' and Ministerial guidelines with regard to the zoning of land, the plans herewith provided shall provide for sufficient zoned land to ensure growth targets as set out in the 'Core Strategy' can be achieved.

These revisions may entail a reduction in the amount of residentially zoned 'greenfield' lands outside of the existing built up envelope of each town. In accordance with the 'Core Strategy' guidelines issued by the Department of the Environment, Community and Local Government, where a surplus of zoned housing land is identified, it will be necessary to select the most appropriate land to zone in the plan and then implement one of the following options:

1. Designate the surplus land as a 'strategic land reserve' for the future that will not be allowed to develop within the plan period, or
2. Change the zoning of the surplus residential land to some other land use that is required during the lifetime of the plan, or
3. Remove the zoning from the surplus land.

Strategic Land Bank Objective

These are lands that are identified as being within the potentially suitable for new residential development having regard to proximity and accessibility to infrastructure. However these lands are not necessary for development during the lifetime of this plan and may only be considered for detailed zoning and development after 2028, if the need arises. Any development proposals within the lifetime of the plan will be considered under the Wicklow County Development Plan rural objectives.

1.2.5 European Sites

There are a number of 'European Sites' (SACs / SPAs) located in or in close proximity to the settlements in Level 5. 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 boundary of a Level 5 settlement, are shown on 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 itself². The extent of any such 'buffer zone' has been determined through both desktop and field assessment by the plan team and a professional ecologist, as well as consultation with the National Parks and Wildlife Service.

The approach to zoning at / in European Sites and any associated 'buffer zone' has been as follows:

1. No lands within the actual European Site have been zoned;

² 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

2. Where the 'buffer zone' coincides with 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 the 'buffer zone' coincides with existing undeveloped lands, the lands will 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 the 'buffer zone' coincides with 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' – **passive open space**. The only developments that will be considered in such area are those which contribute to the objective of the Passive Open Space 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.

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 plan³.

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 as it sees fit.

³ 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.

PART 2 Ashford Specific Objectives

2.1 Context

Ashford is situated on the eastern side of County Wicklow, approximately 21km south of the Wicklow – Dublin border, c. 6km northwest of Wicklow town, the county town and c. 4km inland of the coast. The regional road R772 passes north-south through the centre of the town, this road formerly being the N11, the national primary route from Dublin to Rosslare. This road now connects the town, via interchanges to the north and south of the town, to the new M11, which now by-passes the town (opened in 2004), and to Wicklow town via Rathnew to the southeast.

The town is also connected by regional roads R763 and R764 to Roundwood and Annamoe to the west and by local roads to the surrounding rural areas and the village of Glenealy to the southwest. Due to these links, the town has strong connections to Wicklow, Rathnew and Glenealy in terms of shared services, parish affiliations and schools.

The River Vartry passes through the town from west to east, which drains to the Murrough, a, EU protected wetlands site running along much of the northern coastline of County Wicklow. The river forms a valley through the centre of the town, with higher lands surrounding the valley to the southwest, northwest, and northeast. The flow in the river is constrained further upstream by the Vartry Dam and rarely experiences serious flood events.

Historically the settlement developed in two poles around Ballinalea and Nun's cross, avoiding the central valley along the river. During the 20th century, the town grew in three main areas – along the main road (N11), at Ballinalea (such that these two areas effectively combined), and around Nun's Cross. A GAA pitch was developed in the centre of the town on the west side of the main road, just south of the bridge. Commercial and retail development was focussed on the N11 – Roundwood Road junction (route out towards Nun's Cross) and along both sides of the main street. Due to the location on the N11, a number of petrol stations were developed. The town was by-passed to the east in 2004, with Inchanappa House, Mount Usher and Rosanna House now located to the west of the motorway. The old N11 was redesignated a regional road, which carries significantly reduced traffic volumes.

On the steeper lands around the town, development has generally been limited to lower density housing while the denser housing areas are now found around Ballinalea on the southern side of the settlement and In Ballinahinch on the northern side.

The town core of Ashford has developed in a disjointed manner overtime with a lack of a consistent and continuous streetscape and sense of place due mainly to the presence of petrol stations, large car parks and the gap created by the GAA pitch in the middle of the town.

In recognition of the above, this plan has aimed to consolidate the existing built pattern in Ashford by maximising the potential of large sites within the town core in order to create a distinct streetscape capable of meeting Ashford's function as a town serving its immediate and wider hinterland population. The designation of specific lands for residential development has been provided in a manner that facilitates greater connectivity between the village core and the existing developed lands within the plan area. Sufficient lands have been zoned in order to meet the projected population targets as set out in the Wicklow County Development Plan 2021 – 2027.

2.2 Overall Vision & Development Strategy

A key aim of a Town Plan is to set out the vision and development strategy for the future development of a settlement 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 Ashford.

The vision for Ashford is:

- To ensure a high-quality living environment for existing and future residents.
- To provide a framework for the moderate growth of the town, in order to provide housing for current and future generations, to revitalise the economy of the town, and to allow improvements of social and community facilities.
- Sustain a revitalised town centre with commercial, residential, and community developments forming a new streetscape along the R772.
- Create increased connectivity between a revitalised town core and the existing and proposed residential areas within the town.
- Facilitate and encourage the integration of the River Vartry as a key feature in the redevelopment of the town centre, maximising its potential as a local amenity.
- Promote and foster economic development and linkages to surrounding larger settlements within and outside the County.
- Develop the tourism potential of the area as a visitor/ tourist destination in itself and in its role as a 'gateway' linking the east and southeast of the County and the Wicklow Mountains.
- Protect the built and natural heritage of the area.
- Facilitate a transition to a low carbon settlement.

In recognition of the historical pattern of development, the profile of the settlement, the demands of higher-order strategies and the vision for the town set out above, the development strategy is as follows:

- To reinforce and improve the visual appearance of the central area of the town and encourage development that will enhance the town's vitality and vibrancy.
- To identify key sites suitable for development in the town centre and set out design criteria capable of meeting the overall vision for the town core area.
- To plan for and encourage the provision of high-quality housing, concentrated principally around Ashford town centre and lands within 500m of the town centre.
- To plan for and encourage the development of new employment opportunities, in the form of both new mixed-use developments in the town centre and office/light industrial/warehousing development on greenfield lands to the north of the town centre.
- To facilitate and support the film industry.
- To identify and address deficits in social, community, and recreational services; to require developers to provide such facilities in tandem with new housing development where appropriate and to require the payment of development levies for the provision of such facilities by the local authority.
- To ensure that only appropriate land uses are provided on lands identified as being at risk of flooding.
- To create functional public spaces and pedestrian routes linked to new development that maximise the natural features of the area.
- To ensure the protection and enhancement of natural habitats, cultural heritage, ecological resources, and biodiversity. In particular, to safeguard the integrity of streams and watercourses which are hydrologically linked to The Murrough European site downstream.
- To facilitate and support climate action initiatives

2.3 Residential Development

Having regard to the aggregate population target for the Level 5 plans, land is zoned for residential development to meet housing targets. All of the lands that are suitably zoned to cater for residential development are within the built up envelope of the town and therefore considered 'compact growth'.

Residential Development Objectives

ASH1 New residential development shall comply with the principles, objectives and standards set out in the Wicklow County Development Plan.

2.4 Economic Development & Employment

The strategy of this plan is to take advantage of the existing economic assets in order to stimulate employment within the area. The key assets the town has to offer are:

- proximity to the N11/M11 and the higher order town of Wicklow - Rathnew;
- the established film industry adjoining the plan area and the potential spin off tourism benefits;
- the availability of Local Authority lands earmarked for employment and enterprise;
- a large hinterland population offering a wide variety of skills;
- a strong agricultural sector; and
- sufficient water and wastewater infrastructure.

Given the town's location, situated in close proximity to the higher order settlement of Wicklow town, it is unlikely that the town can act as an attractor for a large scale employer to locate over the lifetime of the plan. Therefore it is considered likely that most new employment creation will be generated by smaller and medium sized local enterprises/service providers. Opportunities particularly exist to develop 'product-based'¹ intensive industries given the town's proximity to the national primary route, while the town's proximity to Wicklow Town offers further opportunities to foster employment linkages and spin off industries from this large employment centre. With the operation of a state of the art film studio in north Ashford, which has permission for large scale expansion, the potential to develop related and spin off enterprises arises.

With respect to tourism, the proximity of Ashford to the eastern ends of both the Sally Gap and Wicklow Gap roads mean that Ashford could provide a tourism 'gateway' role between the Wicklow Mountains and visitors coming from Dublin, east Wicklow, and the southeast of Ireland. The scenic village of Ashford is also home to the famous Mount Usher gardens which act as an attractor for tourists, giving rise to the potential for spin-off businesses, such as shops, public houses, restaurants, and guesthouses/B&Bs.

This plan will therefore make provision for the development of both local service employment in the form of light industry / small start up units and larger scale industry / employment development alongside the provision of a number of specific tourism objectives aimed at maximising the potential of this sector in Ashford.

This plan provides c. 13ha of greenfield zoned 'employment' land that would be suitable for various types of industries and start up businesses requiring purpose-built premises.

¹ The development of this type of industry by reason of the product based nature of the traded commodity, is dependent on ease of access to the main transportation networks.

Economic Development & Employment Objectives

- ASH2** To facilitate and support the development of Ashford Town Centre in accordance with the provisions of this plan and to encourage the development of new employment, including but not limited to retail / retail services, business support services (such as solicitors, accountants, architects, etc), start-ups etc within the TC zone.
- ASH3** To facilitate and support the development of the tourism industry in Ashford and maximise the town's location as a gateway between the tourism assets within Co. Wicklow and the east coast of Ireland.
- ASH4** To facilitate spin-off film related industries on appropriately zoned lands within the plan area that complement the existing and proposed expanded film studios to the north of the plan area.
- ASH5** To promote the development of employment lands within Ashford in accordance with the provisions of Action Area 1 as set out in Section 1.9 of this plan.
- ASH6** To improve, as funding allows, the principal access routes and junctions linking Ashford town centre to surrounding tourist attractions and strategic transport corridors.
- ASH7** To support and facilitate in co-operation with relevant bodies and landowners, the provision of tourism amenity routes around the town.

2.5 Town Centre & Retail

The commercial core of Ashford extends from a cluster of shops, cafes, and other businesses at the old N11 – Roundwood Road junction, down along the main street over the Vartry Bridge, as far south as the junction up to Ballinalea. The pattern of development within the town core is quite disjointed with large sites remaining undeveloped or underutilised. This has led to the town lacking a distinct street frontage and core for urban activity where residential, commercial and community functions can take place side by side.

The existing retailing services within the town currently fall below what is envisaged by the County Plan for an area of Ashford's size with only a small number of buildings within the town core area actively being used for retail purposes. The plan must therefore address this shortfall and be capable of facilitating the future retailing needs of the projected population. Accordingly, this plan identifies two opportunity sites, which alongside the objectives for the town centres as set out in Part 1 of this Volume and in the County Plan, shall facilitate the overall strategy for the development of Ashford town centre.

Opportunity Sites

OP 1: The Mart Site

This site measures 0.98ha and provides an opportunity to develop a large area of back lands within the town centre of Ashford, while maintaining / providing a new street fronting building.



Objectives

- To provide for a mix of uses capable of accommodating retail/commercial/residential development. The development of the northern half of the site should provide for an active retail street frontage with ancillary retail units to the rear centred around a hard and soft landscaped public square/civic space.
- The overall development proposal for the site shall include a detailed landscaping plan. The proposed landscaping plan shall place a specific emphasis on the eastern and southern boundaries of the site in order to screen the proposed development site from Mount Usher Gardens.

OP 2: Lands at Inchanappa adjoining the former Garda Station

This site measures c. 0.22ha and adjoins the former Garda Station building and provides an opportunity to further enhance the street frontage opposite Ashford House.

**Objectives**

- The subject lands shall be developed as an extension to the main street and provide for an active street frontage, designed in a manner that is in keeping with the surrounding developments in this area;
- The development of these lands shall include the provision of a pedestrian/cycle crossing, and the overall layout and design shall be laid in a manner that facilitates a passively supervised pedestrian/cycle route to the adjoining zoned open space lands to the immediate north.

2.6 Social & Community Development

The Council seeks to create an environment in which everyone can develop to their full potential to enable them to participate in and contribute to all aspects of social, economic and cultural life. While the town of Ashford has a good range of community facilities, including sports grounds, parks, indoor community and recreational facilities and primary schools, enhanced facilities are needed to accommodate the recent and planned future growth in population, particular with respect to sports grounds and education capacity.

Within the plan area, the following lands are zoned for social and community use:

Use Group	Specific Use	Zoning	Location	Area (ha)
Education/Community	Primary Education	CE	Lands at Nun's Cross	1.15
	Primary Education	CE	Lands at Inchanappa South	2
	Community Use			
	Community Use	CE	Former Garda Station	0.08
Open space	Active Open Space	AOS	Ashford GAA existing playing field	3.1
		AOS	Ashford Rovers existing playing field	1.4
		AOS	Lands at Ballinalea	3.8
		AOS	Action Area 1	2.1
	Equipped Play Spaces	OS	Ashford Community Park	0.05
	Casual Play Space	OS	Informal Park/Walk Inchanappa	4.2

2.7 Service Infrastructure

To ensure that Ashford can fulfill its role within the Wicklow Core Strategy, the adequate provision of services infrastructure is essential in order for the town to develop.

Water Services

Wastewater: Ashford is served by the Wicklow Sewerage Scheme. This wastewater treatment system has a capacity of 34,000pe (population equivalent) and is operating at 18,570pe loading as of 2019. Therefore there is adequate capacity to meet the needs of the plan area alongside the projected populations for Wicklow and Rathnew up to 2031.

Water Supply: Ashford is served by the Wicklow Water Supply Scheme from Cronroe Reservoir. The water at Cronroe is a combination of water from the Dublin Regional Scheme at the Vartry Reservoir and groundwater abstracted and treated at the Cronroe Water Treatment Plant. Ashford Town will have sufficient water supply to meet the needs of projected population growth. Notwithstanding the availability of water supply, improvements may be required in the watermain distribution system within Ashford to serve all zoned lands.

Transportation and Movement

Public transport: Public transport to/from Ashford is provided by Bus Eireann, which provides three routes Dublin – Rosslare, Dublin – Waterford, and Dublin – Wicklow Town, with stops located along the R772. The proximity of the town to Wicklow Train Station (c. 6km) also offers opportunities to avail this rail service linking the area to Dublin and Wexford.

Walking and cycling: While the majority of the main routes in the town have footpaths, these are in need of enhancement to width and overall quality. A number of peripheral locations do not have complete footpath routes to the town centre. The vast majority of the town's roads are dedicated to the needs of motorists, in terms of width dedicated to the road carriageway and car parking. Therefore there is scope to carry out footpath widening and to provide cycleways in some locations. It is also imperative to protect the integrity of the existing pedestrian infrastructure that exists within the town and to put measures in place to reduce the instances where pathways and cycleways may become obstructed from parked vehicle.

Vehicular movement: The main street in Ashford is generally of good quality and reasonably wide, with no bottlenecks; however this plan includes an objective for a new road in Ballinahinch which could provide for alternative routes for traffic circulation in and out of the town from the R763 (Annamoe Road) and R764 (Roundwood Road), thereby reducing traffic at the existing junction and allowing for the development of proposals to improve this junction.

Service Infrastructure Objectives

ASH8 To provide for a new through road linking the R764 to the R772 (old N11) through and serving employment lands designated as Action Area 1.

ASH9 To improve/provide new footpaths, cycleways, and traffic calming on existing roads where required and to require the provision of new link roads, footpaths, and cycleways as specified in this plan in 'Action Areas' and 'Specific Local Objective' areas.

ASH10 To reserve lands zoned PU 'Public Utility' at Rosanna Upper for the development of a park-and-ride facility.

2.8 Built & Natural Heritage

There are limited buildings and items in Ashford town centre recorded for heritage value – there is only one building on the Record of Protected Structures or the National Inventory of Architectural Heritage (the same building – the former Garda Station). However, surrounding the centre, are a number of important demesne houses, their grounds and their associated ancillary buildings (such as gate lodges) and architecturally and socially important historical features such as old schools houses, churches, thatched cottages, and bridges.

There are few identified archaeological sites (national monuments) in the plan area; in the main, any features that have been identified are on the grounds of the demesne houses, other than on lands just north of the national school.

In terms of natural heritage, the key feature in the settlement is the Vartry River, which is an EU protected salmonid river. This river flows to The Murrough, a protected wetland on the coast. There are no designated European or NHA sites in the settlement or very close by.

The landscape within and around Ashford is highly attractive, particularly due to its valley topography and numerous mature trees. More in-depth development is nestled well into the topography, and in more elevated areas, densities have tended to be very low which allows for excellent integration of development into the landscape.

The landscape around Ashford is designated a 'corridor area' in the Wicklow County landscape assessment, which is considered to be of 'low vulnerability'.

In formulating policies for the protection of natural heritage in the Ashford plan area, the Council will be required to give consideration to the potential impacts of development on all such sites, and the plan is accompanied by the required environmental assessments as separate documents.

The protection and enhancement of heritage assets through the plan will help to safeguard the local character and distinctiveness of Ashford and its surroundings, providing local economic, social, and environmental benefits.

Heritage Objectives

ASH11 To maintain and protect the demesne settings of Inchanappa House, Mount Usher House and Rosanna House, and to require all development proposals within or directly adjoining these demesnes to fully evaluate and address any impacts of the setting and character of these demesnes.

ASH12 To safeguard the integrity of streams and rivers in the plan area, in particular all watercourses that are hydrologically linked to The Murrough European site, including the use of adequate buffer zones between watercourses and proposed developments.

2.9 Action Area Plans & Specific Local Objectives

Action Area 1

This Action Area is located on lands at Inchanappa South, west of the existing Glanbia premises and north of Ashford national school. The overall action area measures c. 16.5ha, as shown below. This action area shall be delivered as an employment and community open space zone in accordance with the following criteria:

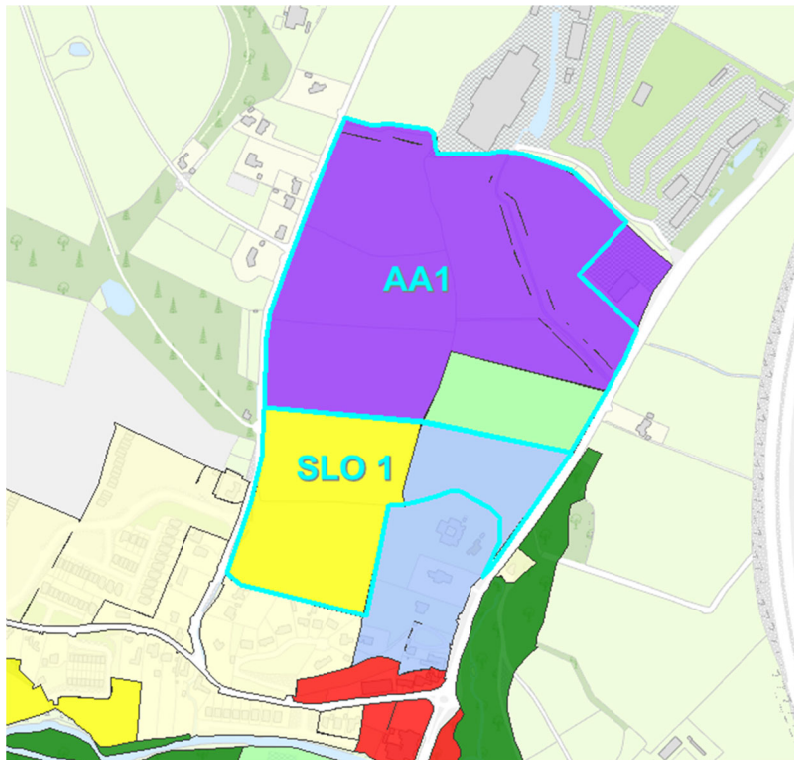
- Development of these lands shall provide a new public road linking the R764 to the R772, which will service the development of the employment zoned lands.
- Any buildings proposed along the eastern boundary of this action area shall address the R772 and be of a high-quality design and finish providing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

Specific Local Objectives

SLO 1 Inchanappa South

SLO 1 lands measure c. 7ha located to the north and west of the school as shown below and are zoned for residential (5ha) and community / education use (2ha). It is the objective of this SLO to ensure that community / education development is delivered in tandem with any residential development; in this regard however it is noted that permission was granted (via SHD process) for a residential development on these lands in 2020 not tied to the delivery of enhanced community / education development on the lands zoned for such use in the SLO. However, for the duration of this plan, no new permission or significant amendment to the existing

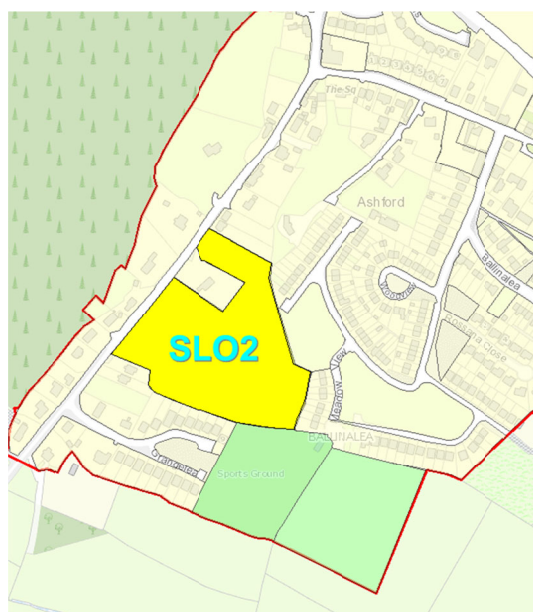
consent, or consent for extension of duration of permission, will be considered for the residential lands until the community / education lands have been developed or devoted to a community or educational user.



Action Area 1 & SLO 1

SLO 2 Ballinalea

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



SLO 2












Ashford Town Plan

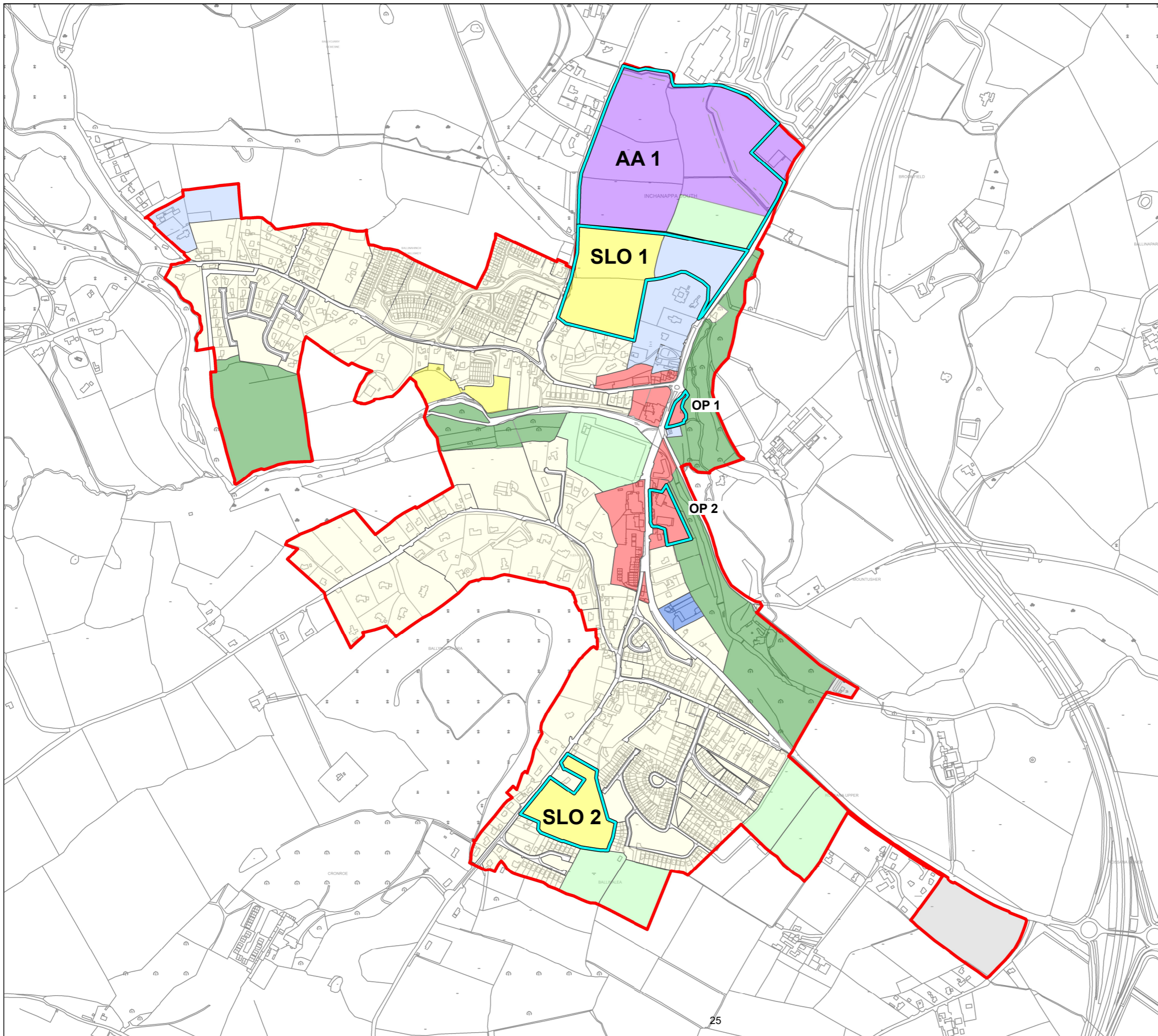
Map No. 1

Land Use Zoning Objectives



Legend

-  Settlement Boundary
-  RN-New Residential
-  RE-Existing Residential
-  TC- Town Centre
-  CE-Community & Education
-  E-Employment
-  PU-Public Utility
-  T-Tourism
-  AOS-Active Open Space
-  OS1-Open Space
-  AA-Action Area & OP-Opportunity Sites



DRAFT WICKLOW COUNTY DEVELOPMENT PLAN 2021-2027

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Planning Department

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Ashford Town Plan

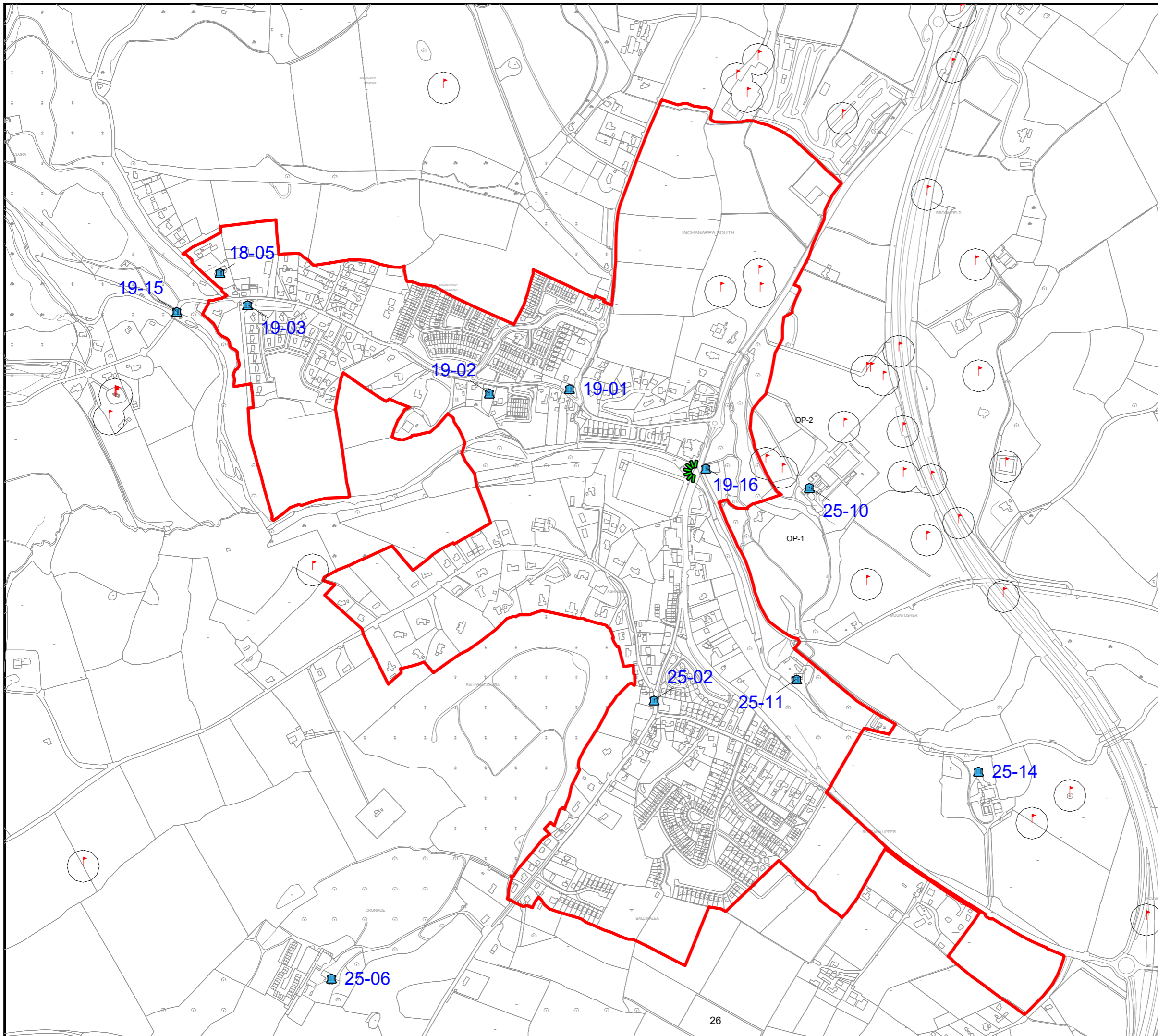
Map No. 2

Heritage Objectives



Legend

- Settlement Boundary
- Protected Structures
- National Monuments
- View



DRAFT WICKLOW COUNTY DEVELOPMENT PLAN 2021-2027

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Planning Department

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Ashford Town Plan


Map No. 3

Indicative Flood Zones




Legend

 Settlement Boundary

 Flood Zone A: High probability of flooding

Where the probability of flooding from rivers and the sea is highest (greater than 1% or 1 in 100 for river flooding or 0.5% or 1 in 200 for coastal flooding)

 Flood Zone B: Moderate probability of flooding

Where the probability of flooding from rivers and the sea is moderate (between 0.1% or 1 in 1000 and 1% or 1 in 100 for river flooding and between 0.1% or 1 in 1000 year and 0.5% or 1 in 200 for coastal flooding)

Disclaimer

These Indicative Flood Zones were based on information available at the time of drafting and amending this plan. Any new data and analysis carried out after this date has not been integrated into this map but should be used in conjunction with this map for development proposals. All information may be substantially altered in light of future data and analysis.

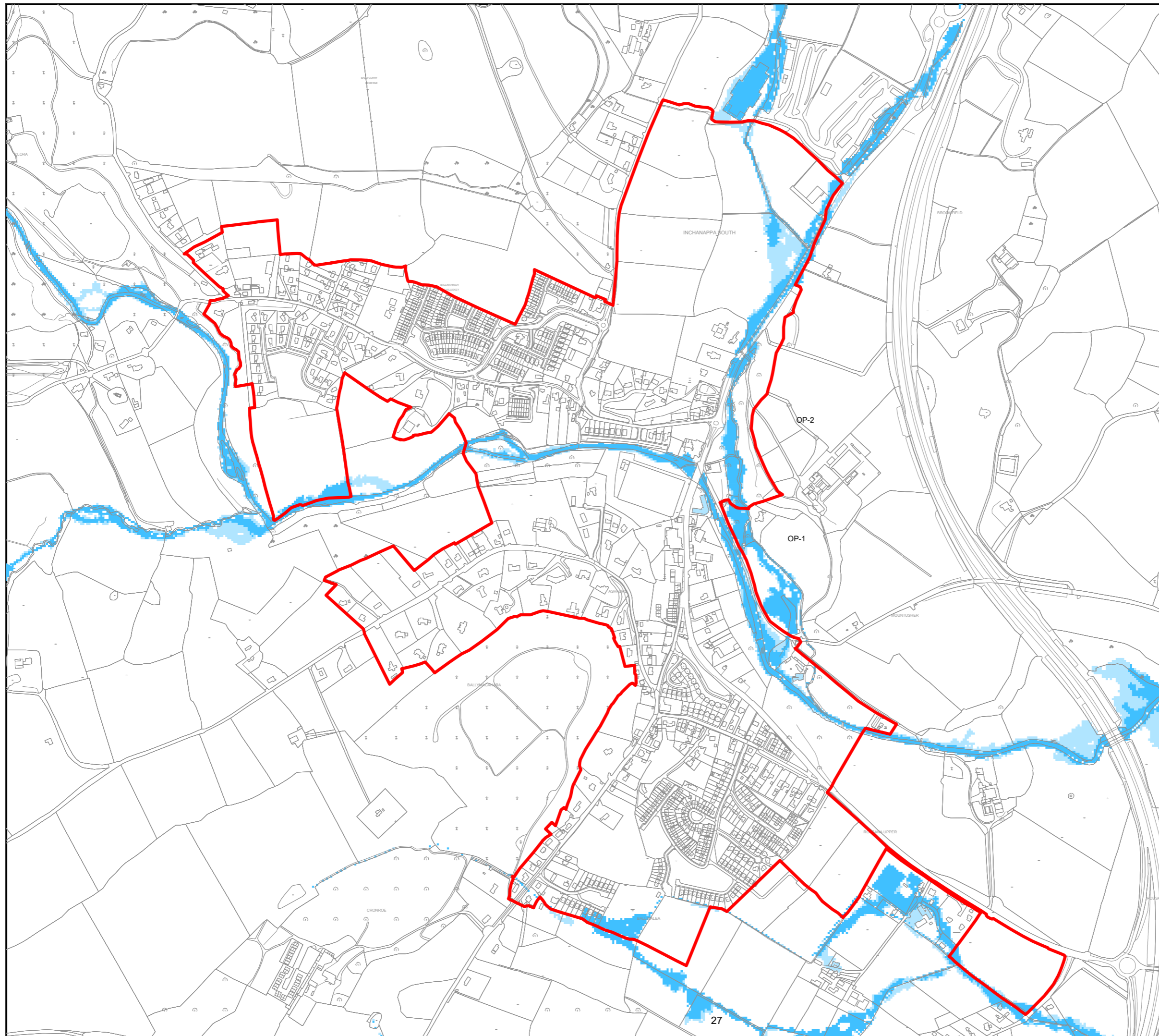
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




Ashford Town Plan

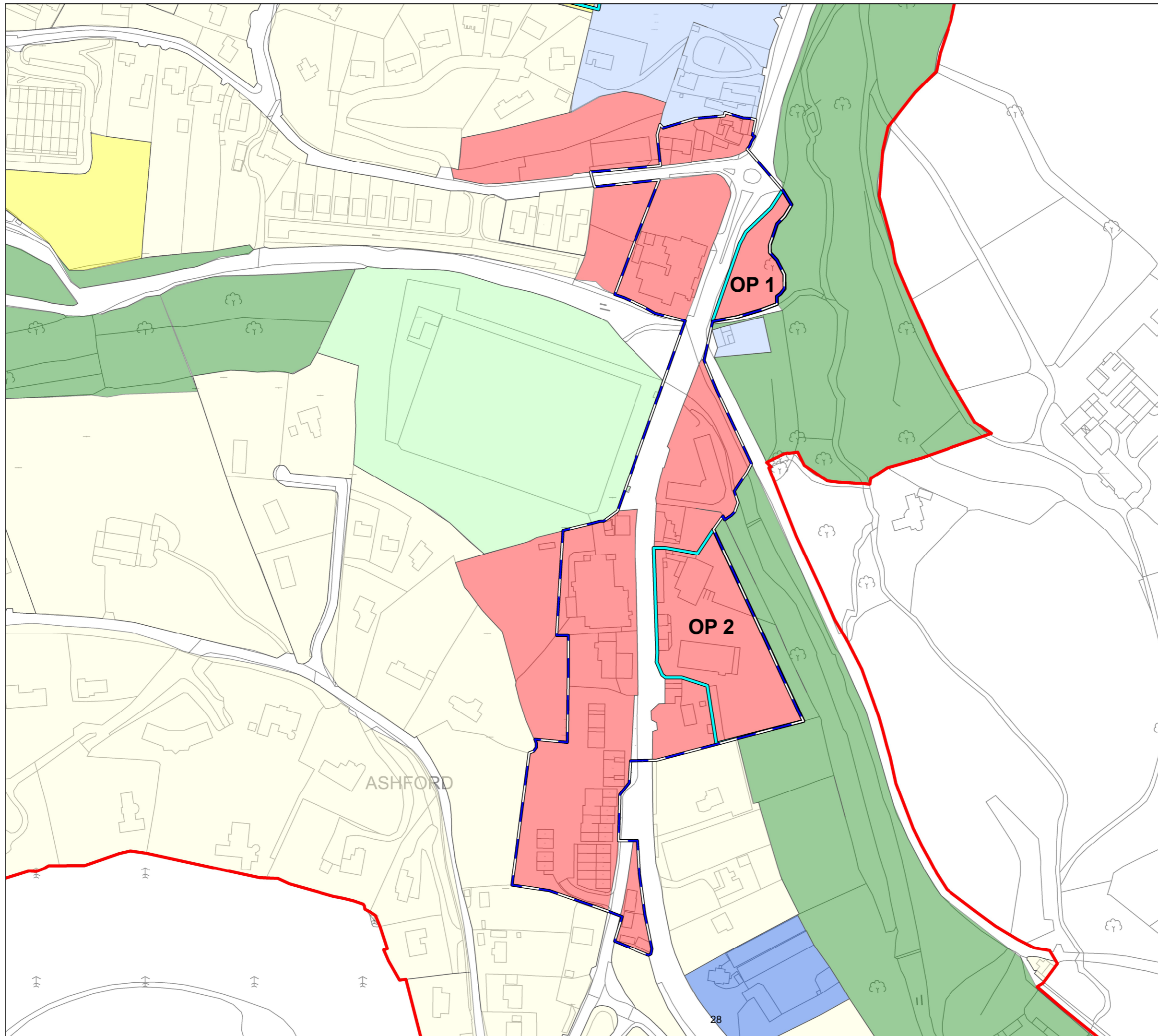
Map No. 4

Regeneration & Renewal Area



Legend

-  Settlement Boundary
-  Regeneration Boundary
-  RN-New Residential
-  RE-Existing Residential
-  TC- Town Centre
-  CE-Community & Education
-  E-Employment
-  PU-Public Utility
-  T-Tourism
-  AOS-Active Open Space
-  OS1-Open Space
-  AA-Action Area & OP-Opportunity Sites



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PART 3 Aughrim Specific Objectives

3.1 Context

Aughrim is a small attractive town in south County Wicklow. It lies in a scenic valley where the Ow and Derry rivers meet to form the Aughrim River. The town is on the R747 regional road between Arklow and Baltinglass and is located some 32km from Wicklow town and 14km from Arklow. The town is located at the access point to the southern flank of the Wicklow Mountains and Aughavannagh.

Aughrim was laid out in the early years of the 19th century, by the Earl of Meath, at a bridge over the Aughrim River. Historically, the town is largely built along the northern bank of the river. Today, the expansion of the town to the south is restricted by the R747 regional road which provides an important link between the east and west of the county.

Aughrim was once known as the 'Granite City' and this material is widely used throughout the town, giving it a distinctive and coherent architecture. This includes individual houses, terraced houses and single-storey cottages, which were given brick surrounds to the door and window openings, dormer windows, as well as high pitched decorated roof gables and chimneys. Notable public buildings and structures include Lawless' Hotel, the former forge, former market house, Aughrim Bridge and churches. Landscape and open spaces play a significant part in the character of the town. This includes Rednagh Park, the county GAA grounds, a large angling facility and a number of small landscaped public open spaces. The private gardens of the town's houses with their use of stone and planting complete the landscape character of the town. The town has a milling tradition dating back several centuries, as evidenced by the millrace and large mill building located at the eastern approach to the town.

The town includes a number of popular recreational walkways. The Sean Linehan Walk starts by Tinakilly Bridge on the east side of the village, while to the west, the Ciaran Shannon Walk can be accessed via Rednagh Road or by parking at Annacurragh village. Both walks offer a mix of woodland and riverside, along well-maintained forestry trails and walkways.

The town is attractive and is well kept. This has been recognised in the achievement of many awards, including the Irish Tidy Towns award for the tidiest village in County Wicklow from 1996 – 2007, and the overall winner of the Irish Tidy Towns Competition in 2007. In more recent years Aughrim was awarded the National Tidy Town Category C Silver Medal (2017 and 2018) and National Tidy Town Category C Gold Medal (2016).

Aughrim's accessibility to Dublin and larger towns in the county, in combination with its charm, beautiful setting and small size, has put it under development pressure over the last 15 years, which must be managed into the future.

3.2 Overall Vision & Development Strategy

A key aim of a Town Plan is to set out the vision and development strategy for the future development of a settlement 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 Aughrim.

The vision for Aughrim is:

- To ensure a high-quality living environment for existing and future residents.
- To provide a framework for the moderate growth of the town, in order to provide housing for current and future generations, to support the economy of the town and to allow improvements of social and community facilities.
- To ensure the effective management of future development in order to maintain the distinct rural character and setting of the area.
- Sustain a revitalised town centre with residential, commercial and community developments including the expansion of the existing town centre core area.
- Create increased connectivity between a revitalised town core and the existing and proposed residential areas within the plan area.
- Facilitate and encourage the integration of the Aughrim River as a key feature in the future development of the town, maximising its potential as a local amenity.
- Promote and foster economic development and linkages to surrounding larger settlements within and outside the County.
- Expand the tourism potential of the area as a visitor/ tourist destination.
- Protect the built and natural heritage of the area.
- Facilitate a transition to a low carbon settlement.

In recognition of the historical pattern of development, the profile of the settlement, the demands of higher-order strategies and the vision for the town set out above, the development strategy is as follows:

- To reinforce and improve the visual appearance of the central area of the town and encourage development that will enhance the town's vitality and vibrancy.
- To identify key site(s) suitable for development on zoned town centre lands and set out design criteria capable of meeting the overall vision for the town core area.
- To plan for and encourage the provision of high-quality design housing in keeping with the character of the area.
- To plan for and encourage the development of new employment/tourism opportunities, in the form of both new mixed-use development on lands within and adjoining the town core area and development on lands zoned for tourism and employment.
- To ensure that only appropriate land uses are provided on lands identified as being at risk of flooding.
- To maintain existing and create new functional public spaces and pedestrian routes and in particular to reserve lands along the former railway line where possible for the future development of an Arklow – Shillelagh greenway.
- To ensure the protection and enhancement of natural habitats, cultural heritage, ecological resources and biodiversity.

3.3 Residential Development

Having regard to the aggregate population target for the Level 5 plans, sufficient land is zoned for residential development to meet housing targets.

Residential Development Objectives

AUG1 New residential development shall comply with the principles, objectives and standards set out in the Wicklow County Development Plan.

AUG2 To require that the design and layout of new residential development reflects Aughrim's special character and identity and makes a positive contribution to the town's built environment.

AUG3 On land zoned R-Special at Killacoran (1.1ha) to provide for residential development for a maximum of 4 units.

AUG4 On land zoned R-Special at Killacoran (1,7ha) to provide for residential development for a maximum of 4 units.

3.4 Economic Development & Employment

The introduction to Level 5 towns sets out the broad strategy and strategic objectives for the promotion and management of economic development and employment. The strategy of this plan is to take advantage of the existing economic assets in order to stimulate employment within the area. The key assets the plan area has to offer are:

- a large hinterland population offering a wide variety of skills;
- a strong agricultural sector;
- the potential for the town to develop as a key tourist destination;
- location on a key cross County regional road from Arklow to the south and west of the County (R747) which may form part of a future 'Leinster Outer Orbital Route'.

While employment opportunities within Aughrim are relatively limited, most jobs that are provided are in the commercial and professional services industry. Employment based on the rural resources of the area is provided in the local timber processing, horticultural and fish-farm industries. However, these sectors employ a relatively small amount of the local labour force. The town is on the fringes of the Dublin commuter belt and many residents commute to local larger towns and to the Dublin area for work.

There are opportunities for the further expansion of the local economy through an expanded tourism offer. The presence of existing natural amenities and visitor facilities, alongside spillover revenue associated with destinations in the area such as the Brooklodge Hotel, provide a base from which the tourism industry potential of the area can be developed. In addition to this, there are a number of significant opportunities for the area to generate tourist revenue in its own right by tapping into the tourist walking and cycling industry. Potential sources of investment and job creation include projects such as the Arklow – Shillelagh greenway and the 'Old Mill Site' which could be developed as a mixed-use / tourist development located on the edge of the town core.

This plan zones land for 'employment' use which would be suitable for various types of industries and start-up businesses. Some 'brownfield' lands on the regional road are zoned for employment uses, and any such development in this area shall have regard to the possible location of a future Arklow – Shillelagh greenway

adjacent. In addition, the town centre and community zoned lands can deliver jobs in services and administration.

Economic Development & Employment Objectives

AUG5 To facilitate and support economic growth and job creation through facilitating the delivery of appropriate developments including those that may relate to the following:

- Industries based on the use or manufacture of local natural resources relating to timber processing, fish/aquaculture, horticulture, agriculture etc;
- Tourism, hospitality and recreation uses that support the needs of visitors who undertake tourist activities such as walking and outdoor recreational activities, having regard to Aughrim's location on the foot of the Wicklow mountains and near local walking trails;
- Capitalise on opportunities associated with Aughrim's location on the Aughrim River and links to milling tradition – e.g. angling, opportunities to redevelop the Old Mill and millrace; and
- Retailing, service and administrative industries which provide services and facilities for the local population and visitors.

AUG6 To facilitate the redevelopment of the 'Old Mill' site adjacent to the village core in accordance with the development criteria set out in SLO1 within Section 2.9.

3.5 Town Centre & Retail

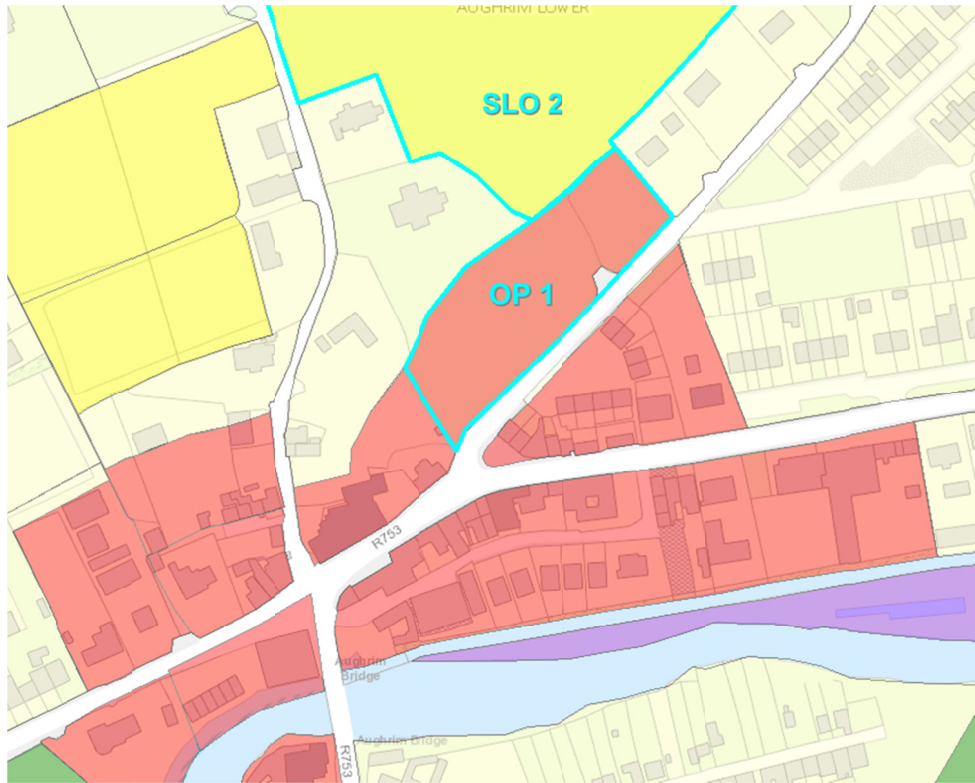
The commercial core of Aughrim is centred along the R753 and to a lesser extent to part of the L2137. The pattern of development within the area, alongside the natural restriction imposed by the proximity of this area to the Aughrim River, has left limited opportunities for further expansion or re-development of any significant new or infill sites within the core area. A knock on effect of this has been that there is no dedicated car parking within the plan area, with only a limited level of on-street parking to serve the existing retail and commercial units within this area.

The town is well served by a range of shops and retail services to a level that is akin with its status as a Retail Level 4 Small Town, including a number of small local shops and 2 medium sized foodstores – Londis and Daybreak convenience stores.

This plan identifies one key opportunity site, which alongside the objectives for the Level 5 town centres (and as set out in Part 1 of this Volume and in the County Plan) and the objectives for the redevelopment of the Old Mill Site, can facilitate the overall strategy for the development and expansion of Aughrim's commercial and retail offer.

OP1 Town Centre - Macreddin Road

This site is zoned 'town centre' and provides an opportunity to develop a significant area of land in close proximity to the existing retail and commercial activities in the town. The development of this site has the potential to provide a new gateway / street leading into residential zoned lands to the north, while also providing the potential for additional car parking.



Opportunity Site 1

Objectives for OP 1

- To create a new streetscape along local road L2140 (Aughrim town centre – Macreddin) for a distance of c.90m from the monument.
- A landscaped public parking area capable of accommodating a minimum of 15 car parking spaces.
- The design and layout of the proposed retail / commercial element of the opportunity site shall reflect the character of the existing town centre in Aughrim.
- To provide a link between the town centre and residential zoned land to the north (SLO 2).

3.6 Social & Community Development

In order to meet the needs of the existing and future residents of Aughrim and its hinterland, there is a need to enhance community facilities in the town. While the town is served by existing schools, sports / recreational facilities and indoor community space, there are opportunities to further enhance the social and community infrastructure in the area. In particular, the town would benefit from the development of a MUGA (multi-use games area).

Within the plan area, the following lands are zoned for social and community infrastructure:

Table 2.2 Provision of Community and Recreation Infrastructure

Use Group	Specific use	Zoning	Location	Area (ha)
Community/ education	Sacred Heart National School (existing)	CE	Main Street	1.2
Open Space	GAA grounds (existing)	AOS	Rednagh Road	5.8
	Aughrim community hall and sports grounds (existing)	AOS	Rednagh Road	3
	Local Authority land – no user specified	AOS	Rednagh Road	0.65
	Rednagh Park Pavilion (existing)	OS	Rednagh Road	3.4

3.7 Service Infrastructure

To ensure that Aughrim can fulfil its role within the Wicklow Core Strategy, the adequate provision of services infrastructure is essential in order for the town to develop.

Flooding

Parts of Aughrim are at flood risk. Lands at a high and moderate risk of flooding are identified on the attached flood risk maps.

Water Services

Wastewater: Aughrim is served by an aeration wastewater treatment plant located between the river and the R747 on the south-east side of the town. The plant has a design capacity of 1,500pe and has a current loading of 1,805 pe¹. Improvements to this plant are required, and funding has been sought for same under Irish Water's Small Town and Villages Growth programme, part of IW's investment programme 2020-2024. No new development shall be permitted unless there is adequate capacity in the wastewater collection and treatment system.

Water Supply: The current public water supply in Aughrim and Annacurragh is abstracted from the Tinakilly River at Threewells to the north-east of the town. It is intended during 2021-2022 to replace this supply by connecting Aughrim to the Arklow water supply scheme with a connection to the water treatment plant at Ballyduff, and this new supply will have adequate capacity to accommodate the growth level targets for Aughrim in this plan up to 2031 and beyond.

¹ 2020 Settlements with Waste Water Discharge Authorisations - Wastewater Treatment Capacity, Irish Water

Transportation and Movement

Public Transport: There are no public transport facilities within the town with the exception of the rural transport scheme provided by local link. The closest Bus Eireann services run from Avoca or Rathdrum. Aughrim is relatively close to Rathdrum where mainline train services to Wicklow, Dublin and Arklow are provided and opportunities to provide public transport links from Aughrim to this train station will be supported and facilitated.

Walking and cycling: The local authority will aim to improve pedestrian, cyclist and traffic safety and accessibility throughout the town and to provide safe and high quality links between residential areas and the town centre, community/sports facilities and the school. In addition, the Local Authority will continue to work with the local community to maintain and provide new amenity walking routes in and around the town, in particular the Arklow – Shillelagh greenway.

Vehicular movement: The town centre would benefit from the introduction of additional off-street public parking. The south side of the settlement is served directly by the R747, which carries high volumes of regional and heavy traffic and no pedestrian crossing to the town centre. Having regard to the current road arrangements, no significant further development on the south side of the road can be supported.

Service Infrastructure Objectives²

AUG7 To facilitate the delivery of works to improve pedestrian, cyclist and traffic safety and accessibility throughout the town, including (but not limited to) the following:

- Additional off-street public parking;
- Footpath enhancements particularly at Aughrim Bridge, Main Street and Chapel Lane;
- Pedestrian crossings – Main Street and Aughrim Bridge;
- Additional on-street disabled parking; and
- Installation of a pedestrian footbridge over the River Ow on Rednagh Road.

AUG8 To support and facilitate the development of the Arklow – Shillelagh greenway and to reserve lands free from development along the old railway line where possible. Where the old railbed is no longer in situ, or the route has been built over, to support the development of alternative alignments through the town.

AUG9 To resist significant new development on the south side of the R747.

AUG10 To ensure that only 'water-compatible' uses are permitted on the employment zoned lands that are at flood risk and which are identified for such use on the land use zoning objectives map (refer Table 3.1: Classification of the vulnerability of different types of development, Flood Risk Management Guidelines, DoEHLG/OPW, 2009).

² The Planning Authority may require the delivery of all or some of these objectives as part of a development proposal

3.8 Built & Natural Heritage

The protection and enhancement of heritage assets throughout the area will help to safeguard the local character and distinctiveness of Aughrim and its surroundings, providing local economic, social and environmental benefits.

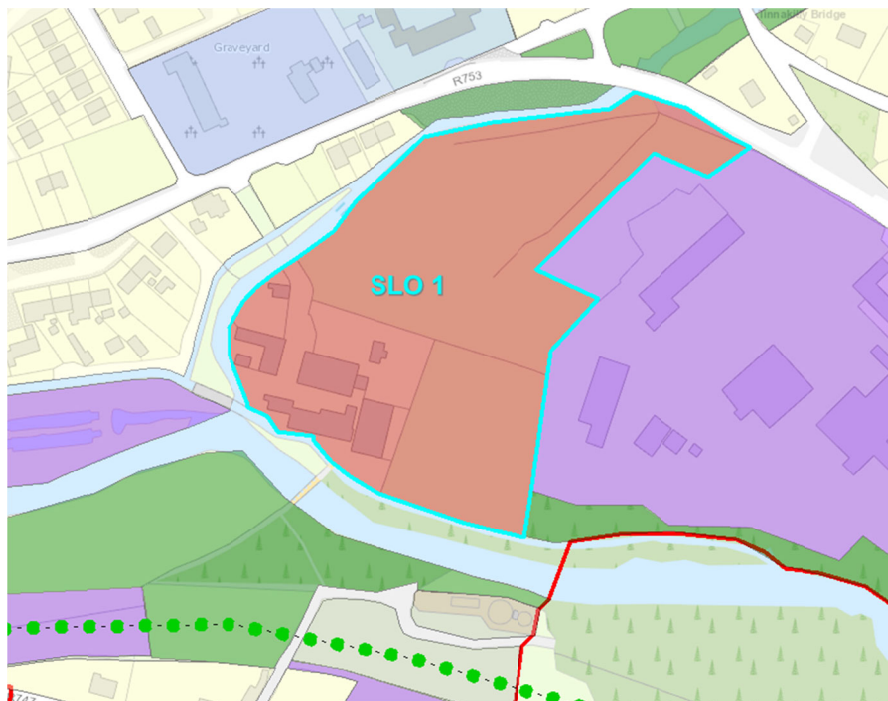
With respect to natural heritage, there are no areas of European or national importance within or adjoining the plan area; however, the Aughrim River, which flows from the confluence of the Derry Water and River Ow, south forms a significant natural feature south of the town centre area.

The protection of such heritage features shall be ensured through the implementation of the heritage objectives of the County Development Plan.

3.9 Specific Local Objectives

SLO1 To promote the redevelopment and regeneration of Aughrim Mill (as shown below) for a mixed-use development including, for example, commercial/residential/employment/tourism uses, in accordance with the following objectives:

- Any development proposals shall include the restoration of the Mill and associated structures/items of heritage value.
- Any retail use proposed shall be directed at the tourism sector and shall comply with the plan objectives for tourist retail. No retail use shall be allowed that would undermine the core retail function for the existing town centre.
- The overall development of these lands shall facilitate pedestrian movements between the redeveloped Mill and the town centre and Arklow – Shillelagh greenway.

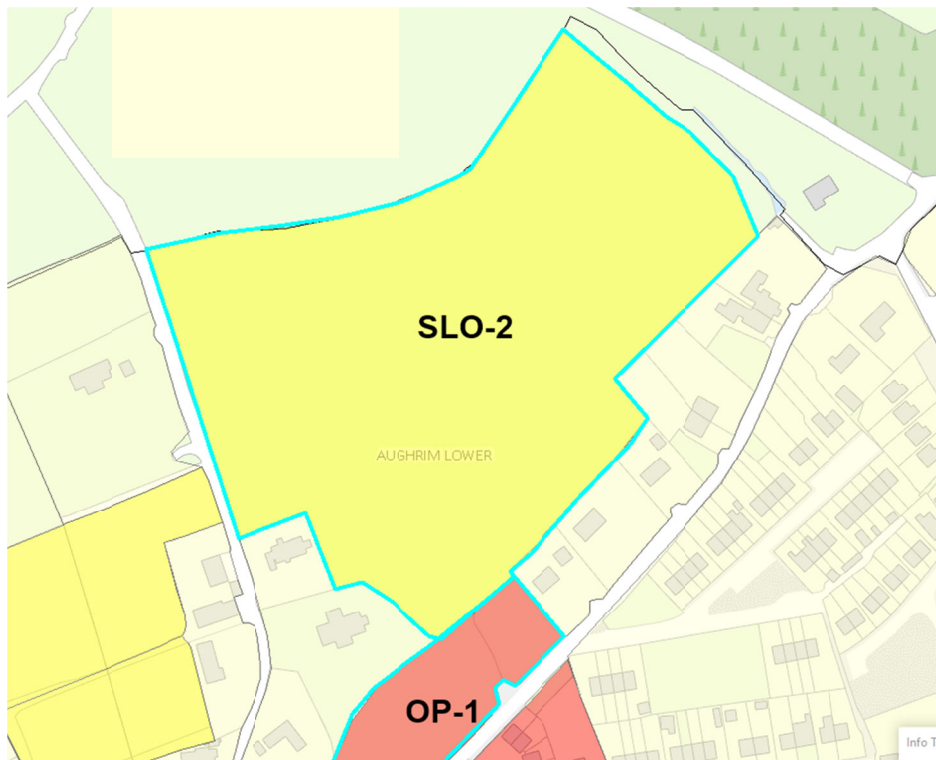


SLO1 Aughrim Mill

SLO2 This SLO is located on lands to the north of Opportunity Site 1 as identified in Section 2.5 and is currently in agricultural use. The overall SLO measures c. 4.5ha, as shown below

The development of these lands shall be in the form of residential development in accordance with the following criteria:
















- Design and layout shall have regard to the objectives for Opportunity Site 1. Links shall be provided through Opportunity Site 1 to the town centre.
- Links to be provided to the north of Chapel Lane.
- The design and layout of development shall be appropriate to the elevated nature of the site and the existing character of Aughrim.

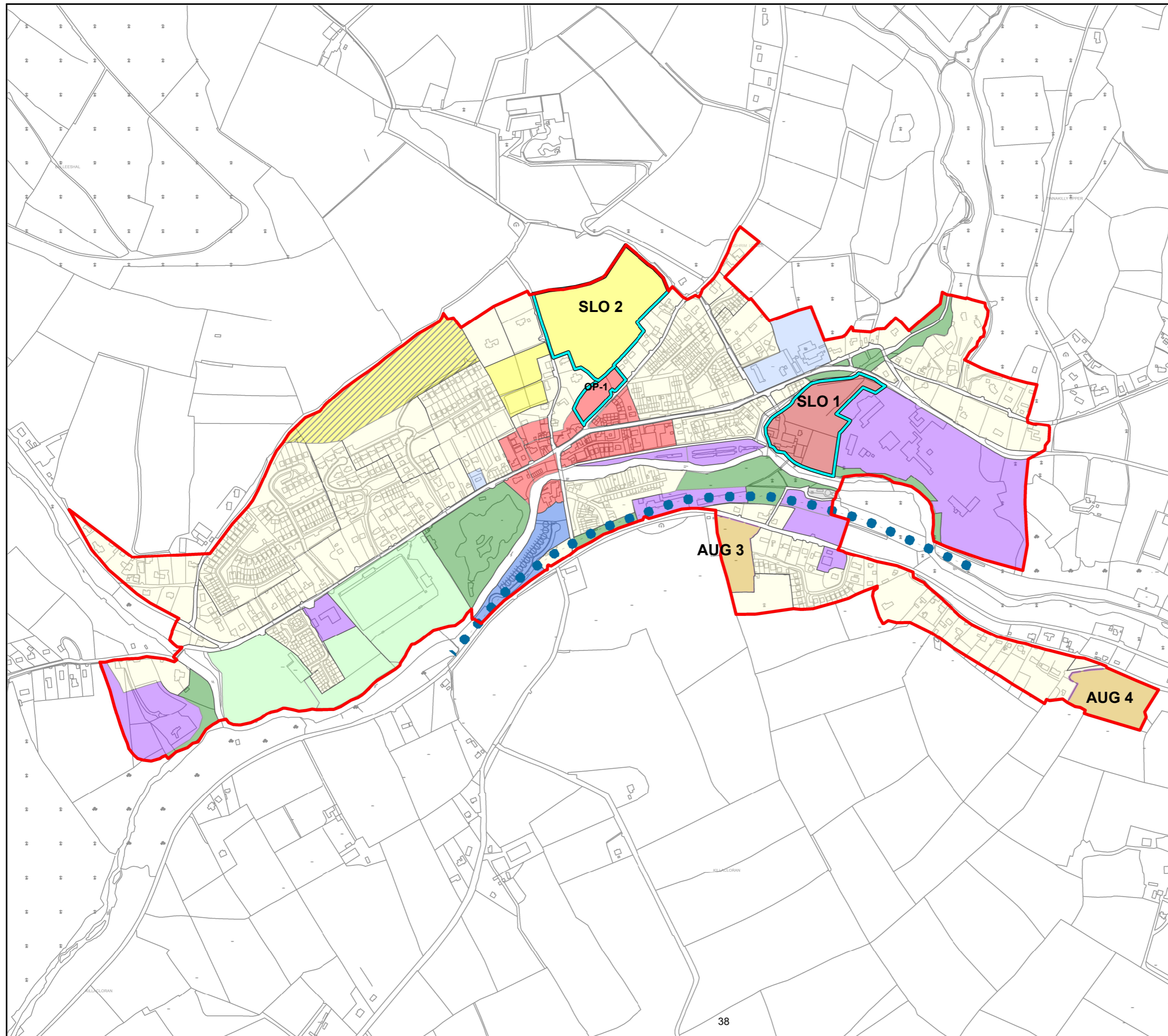


SLO2 Aughrim Lower



Legend

-  Settlement Boundary
-  RN-New Residential
-  RE-Existing Residential
-  R Special - Special Residential
-  R2.5 - New Residential (Low Density)
-  TC-Town Centre
-  CE-Community & Education
-  E-Employment
-  MU-Mixed Use
-  PU-Public Utility
-  T-Tourism
-  AOS-Active Open Space
-  OS1-Open Space
-  Route of old railway line - Possible greenway route
-  OP-Opportunity Sites & SLO-Strategic Local Objectives



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Aughrim Town Plan

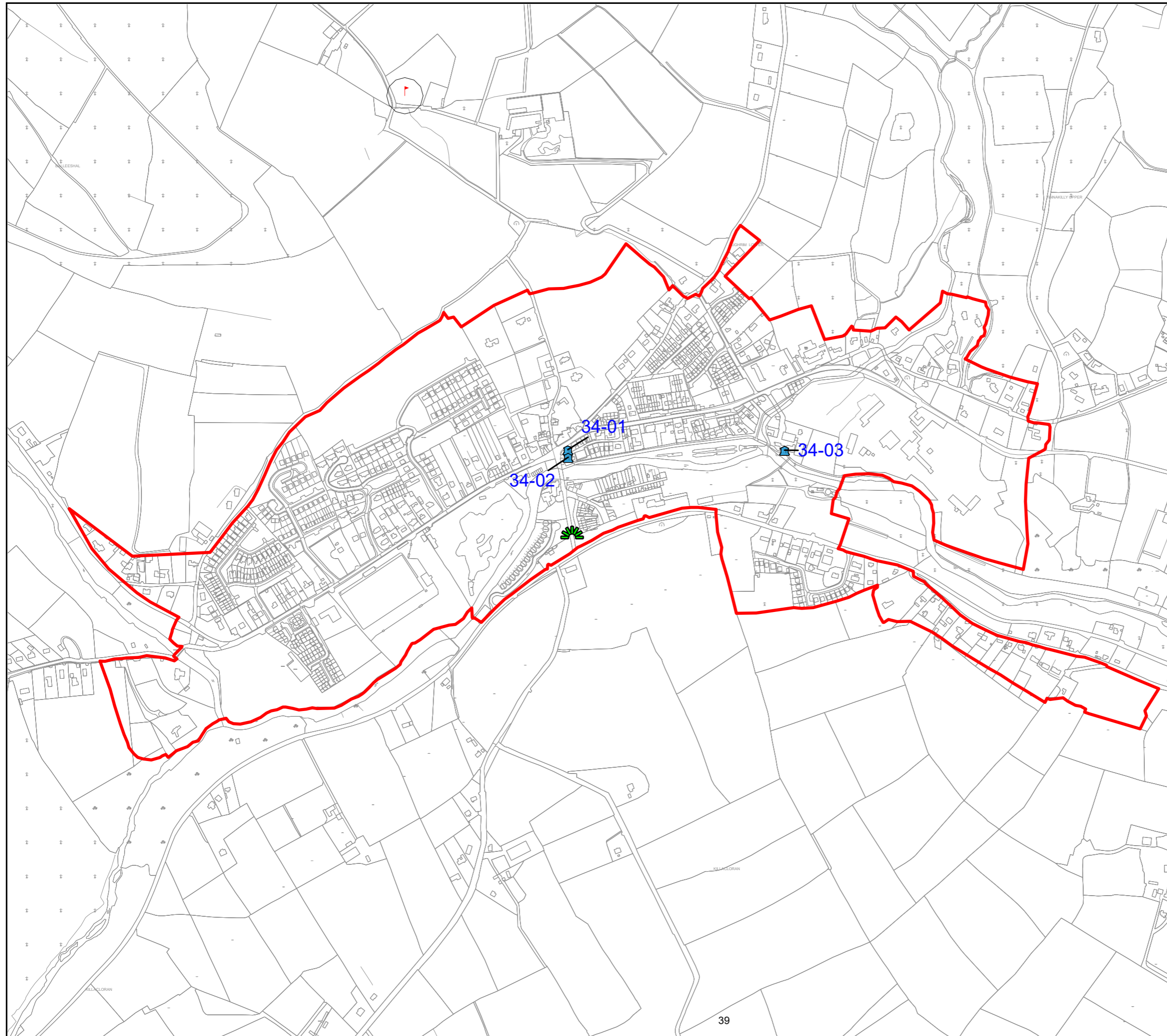
Map No. 2

Heritage Objectives



Legend

- Settlement Boundary
- Protected Structures
- National Monuments
- View



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Aughrim Town Plan


Map No. 3

Indicative Flood Zones




Legend

 Settlement Boundary

 Flood Zone A: High probability of flooding

Where the probability of flooding from rivers and the sea is highest (greater than 1% or 1 in 100 for river flooding or 0.5% or 1 in 200 for coastal flooding)

 Flood Zone B: Moderate probability of flooding

Where the probability of flooding from rivers and the sea is moderate (between 0.1% or 1 in 1000 and 1% or 1 in 100 for river flooding and between 0.1% or 1 in 1000 year and 0.5% or 1 in 200 for coastal flooding)

Disclaimer

These Indicative Flood Zones were based on information available at the time of drafting and amending this plan. Any new data and analysis carried out after this date has not been integrated into this map but should be used in conjunction with this map for development proposals. All information may be substantially altered in light of future data and analysis.

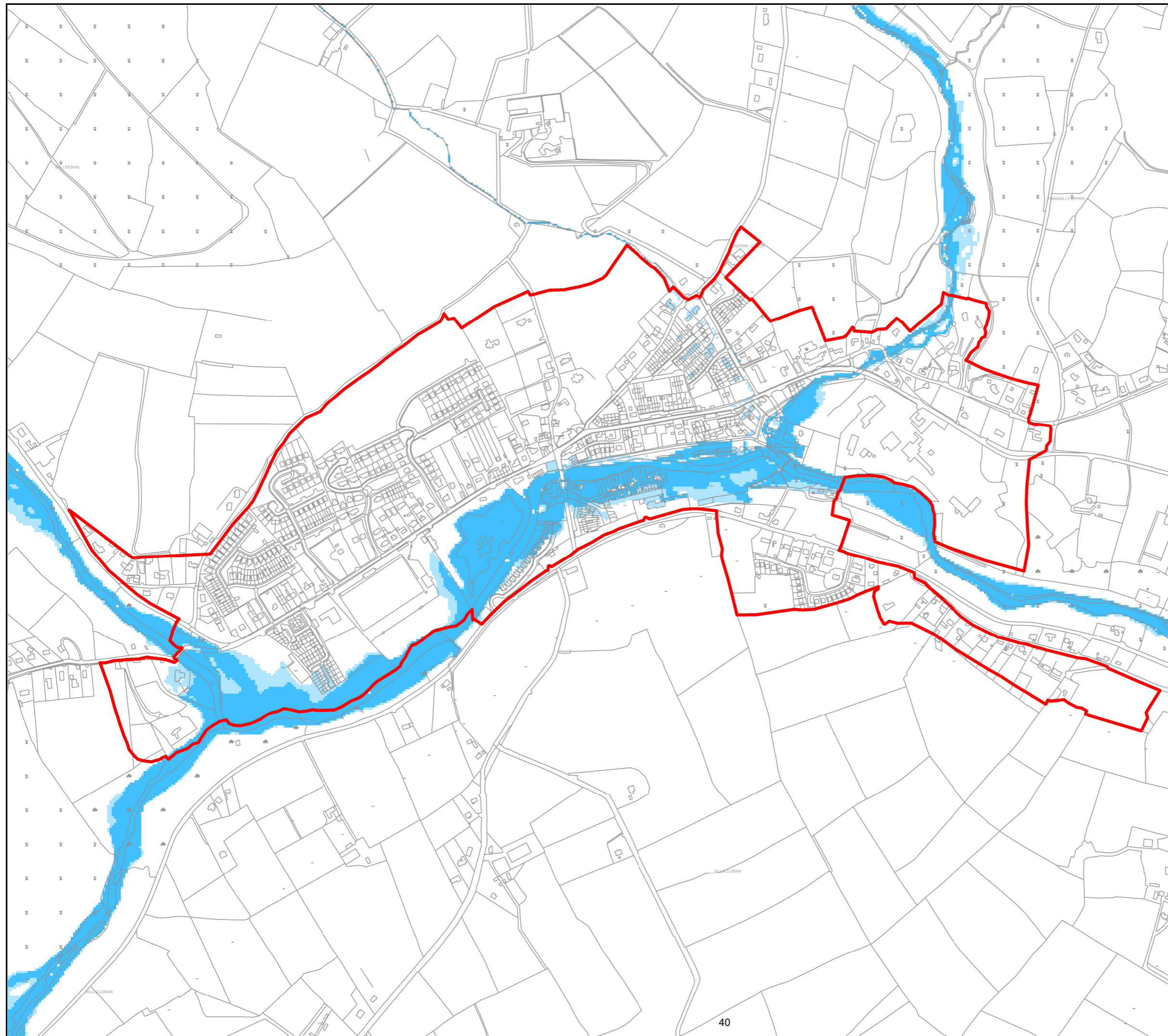
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










Aughrim Town Plan

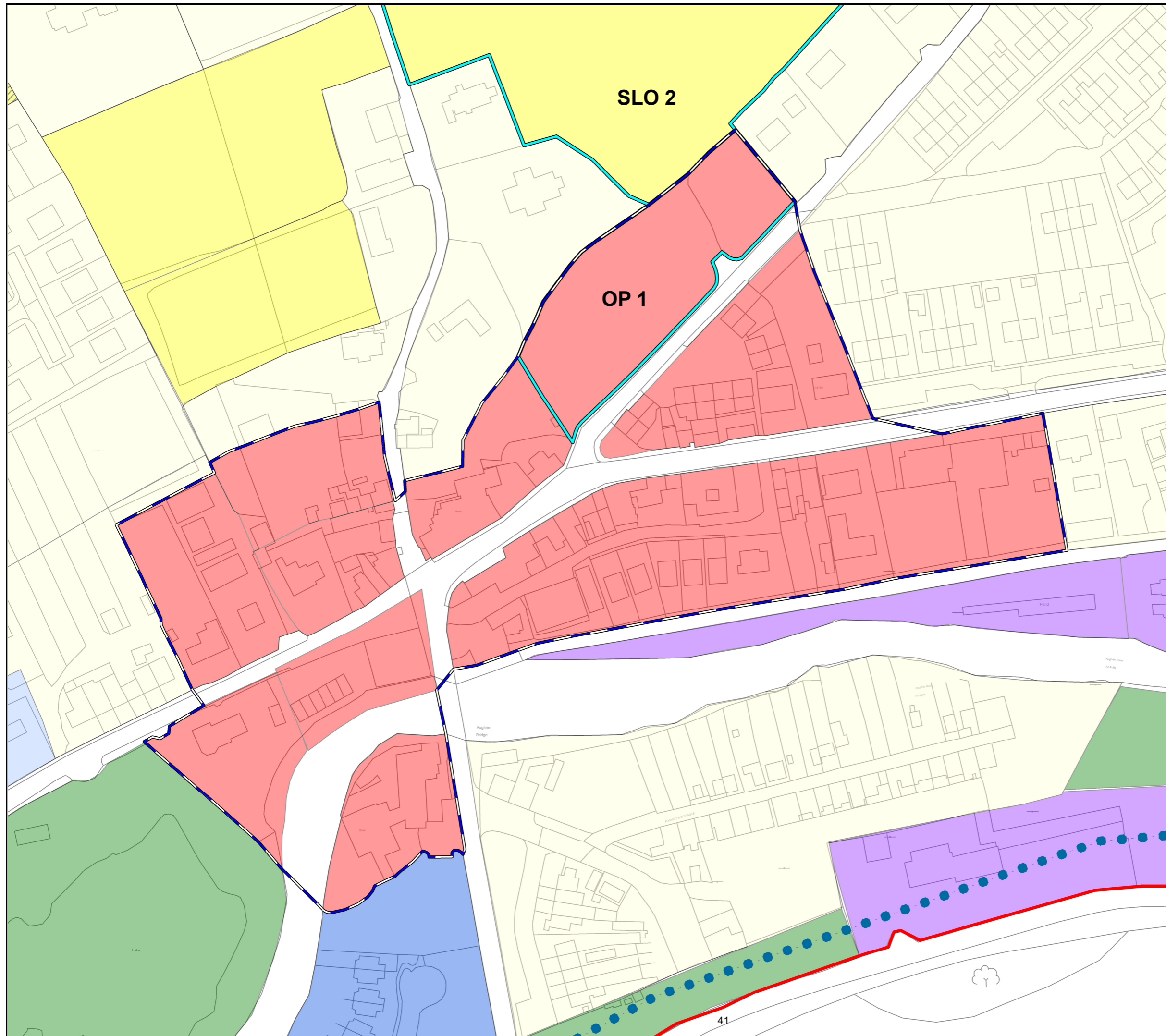
Map No. 4

Regeneration & Renewal Area



Legend

-  Settlement Boundary
-  Regeneration Boundary
-  RN-New Residential
-  RE-New Residential
-  TC-Town Centre
-  CE-Community & Education
-  E-Employment
-  MU-Mixed Use
-  PU-Public Utility
-  T-Tourism
-  AOS-Active Open Space
-  OS1-Open Space
-  Route of old railway line - Possible greenway route
-  OP-Opportunity Sites & SLO-Specific Local Objectives



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PART 4 Carnew Specific Objectives

4.1 Context

The settlement of Carnew is located in the south-western 'finger' of County Wicklow that protrudes between the adjoining counties of Carlow to the west and Wexford to the east. The county border with Wexford is only 1.2km from the eastern edge of Carnew, while the Carlow border is approximately 9km to the west of the town.

In topographical terms, the town of Carnew is at the fringe of the valley of the River Derry, which is a tributary of the River Slaney and flows in a north-south direction from Tinahely to Kildavin in Co. Carlow where it joins the Slaney. The R725 regional road that runs from Gorey in north-east Wexford to Carlow town is the main road through Carnew. The views from the Main Street westwards across the adjoining valley create the visual effect of 'a gateway' from north Wexford to south Wicklow and northeast Carlow. Due to the location of Carnew at a juncture of three counties, the town inevitably has strong socio-economic and cultural links with the adjoining counties of Wexford and Carlow.

The urban form of the town of Carnew provides for an expansive Main Street, with wide footpaths, laid out in a linear format. Coupled with the prominent position of the Church of Ireland, these features make up a conventional 'Landlord Town', built throughout Ireland during the 1800s. Two further built features in the town that reflect the 'landlord influence' in the spatial planning of the settlement over an extended period of time are two existing rows of old artisan dwellings that previously lay at the northern and western edges of Carnew, namely Coolattin Row and Brunswick Row respectively.

Over time, the townscape of Carnew has naturally expanded further out along the northern, western and eastern approach roads to the town. The modern urban structure of Carnew has a linear pattern with a limited level of consolidated or infill type development on lands located to the rear of Main Street and in between the roads that join the Main Street. A small industrial area has evolved on the eastern side of the Aughrim road but industrial type buildings are not confined to this part of the town as there are some more located throughout the town.

The boundaries of the town are well defined with development over the years being contained within the natural and built physical features in the area such as the Livestock Mart, the Graveyard and the bridge over Coves Brook on the Ferns Road, with the current speed limit signs defining the edge of the built up areas.

The population of the town has declined slightly from 1,145 (Census 2011) to 1,077 (Census 2016). Although employment can be sourced locally from activities pertaining to farming, industry and the service sector, a considerable proportion of people commute outside the area for employment. The town serves both the local and hinterland population, providing mainly local convenience based shopping and service opportunities. Local community and recreation facilities are provided in the form of two primary schools, a post-primary school, GAA and soccer pitches, Carnew training and development centre, a community care centre and ecclesiastical facilities.

4.2 Overall Vision & Development Strategy

A key aim of a Town Plan is to set out the vision and development strategy for the future development of a settlement 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 Carnew.

The vision for Carnew is:

- To ensure a high-quality living environment for existing and future residents.
- To provide a framework for the moderate growth of the town, in order to provide housing for current and future generations, to revitalise the economy of the town and to allow improvements of social and community facilities.
- Encourage and sustain a revitalised core town centre with residential, commercial and community developments being consolidated and promoted within this area.
- Create increased connectivity between a revitalised town core and the existing and proposed residential areas in the town.
- Promote and foster economic development and linkages to surrounding larger settlements within and outside the County.
- Protect the built and natural heritage of the area.
- Facilitate a transition to a low carbon settlement.

In recognition of the historical pattern of development, the profile of the settlement, the demands of higher-order strategies and the vision for the town set out above, the development strategy is as follows:

- To reinforce and improve the visual appearance of the central area of the town and encourage development that will enhance the town's vitality and vibrancy.
- To identify key sites suitable for development in the town centre and set out design criteria capable of meeting the overall vision for the town core area.
- To plan for and encourage the provision of high quality housing, concentrated principally in the town centre.
- To improve linkages between the core town centre/existing community infrastructure and existing / future areas in the north of the plan area.
- To plan for and encourage the development of new employment opportunities, in the form of both new mixed-use developments within the town centre and the development of employment lands to the east of the plan area along the Aughrim Road in the form of office / light industrial / warehousing development.
- To address deficits in social, community and recreational services; to require developers to provide such facilities in tandem with new housing development where appropriate and to require the payment of development levies for the provision of such facilities by the local authority.
- To create functional public spaces and pedestrian routes linked to new development that maximise the natural features of the area.
- To ensure the protection and enhancement of natural habitats, cultural heritage, ecological resources and biodiversity.

4.3 Residential Development

Having regard to the aggregate population target for the Level 5 plans, sufficient land is zoned for residential development to meet housing targets. All land that is suitably zoned to cater for residential development is within the built up envelope and therefore considered compact growth.

CAR1 New residential development shall comply with the principles, objectives and standards set out in the Wicklow County Development Plan.

4.4 Economic Development & Employment

The strategy of this plan is to take advantage of the existing economic assets in order to stimulate employment within the area. The key assets the plan area has to offer are:

- a large hinterland population offering a market for goods and services and a wide variety of skills;
- an attractive and accessible town centre, with numerous properties suitable for retail and commercial uses; and
- the established agriculture sector and agribusiness;

The location of Carnew in the extreme south-west of the County, distant from major centres of population and strategic transport corridors somewhat limits the potential for significant growth in terms of employment opportunities; however there are opportunities for the development of smaller and medium sized local enterprises/service providers serving mainly the local hinterland, and Carnew is also well positioned to become the key employment hub for the south-west of the County.

With respect to tourism, the proximity of the area to Carlow/Wexford and the growing tourism product on offer in Tinahely/Shillelagh through the development of walking routes offer opportunities to develop this sector in Carnew.

The plan will therefore make provision for lands to be reserved which will be capable of accommodating both local service employment in the form of light industry / small start up units and heavier industry types / a large stand alone employment development alongside the provision of a number of specific employment/tourism objectives aimed at maximising the potential of this industry in Carnew. Section 3.5 to follow addresses the development strategy for the town centre and retail.

Economic Development & Employment Objectives

- CAR2** To facilitate and support the growth of the Town Centre of Carnew in accordance with the provisions set out in Section 3.5 of this plan and to encourage the development of new employment, including but not limited to retail / retail services, business support services (such as solicitors, accountants, architects, etc), start-ups etc within the TC zone.
- CAR3** To facilitate and support the development of the tourism industry in Carnew and maximise the town's proximity to Wexford/Carlow and the growing walking tourist sector within the County.
- CAR4** To improve, as funding allows, the principal access routes and junctions linking Carnew town centre to surrounding tourist attractions and strategic transport corridors.
- CAR5** To support and facilitate in co-operation with relevant bodies and landowners, the provision of tourism amenity routes around the town.

4.5 Town Centre & Retail

The commercial core of Carnew is focused along the R752 which forms the main street, extending east of All Saints Church as far as the junction of the R752 and the Aughrim Road. The pattern of development within the town core follows the more traditional main street format providing for a relatively wide main street with building units fronting onto this area on both sides, a number of which have significant potential for increased commercial and community functions.

The existing retailing services within the town currently fall below what is envisaged by the County Plan for an area of Carnew's size with a number of vacant units within the identified town core and a number of buildings being used for purposes other than retail. The plan therefore puts in place a framework that allows this shortfall to be addressed and be capable of facilitating the future retailing needs of the projected population.

In accordance with the above, this plan identifies one key opportunity site within the existing core area, which alongside the identification of an Action Area site (See section 3.9 below) shall facilitate the overall strategy for the development and expansion of the retail offer within Carnew.

There is significant potential to revitalise the town centre and increase the range of uses which will address decline and increase vitality and vibrancy. Any new development should respect the traditional streetscape and be designed to provide a strong street edge.

Town Centre Objectives

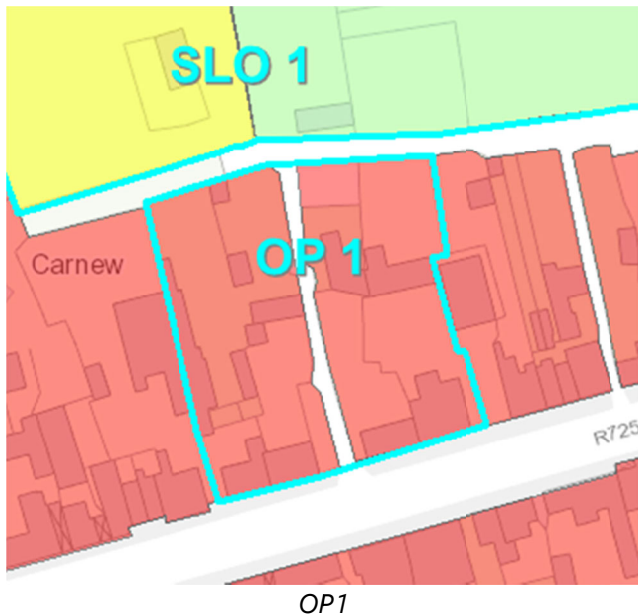
CAR6 The redevelopment of any lands within the town core area with frontage onto the Main Street of Carnew shall provide for strong frontage including a street fronting building of a high-quality design or for a high-quality urban space, including hard and soft landscaping, and appropriate street fixtures and furniture, in order to enhance, strengthen and create a more attractive streetscape.

CAR7 To work with the local community and other stakeholders to design, secure funding for and implement improvements to the overall appearance and accessibility of the town centre and its public realm including but not limited to:

- alterations to the layout of the road carriageway and on-street car parking to allow for the provision of new or improved pedestrian and cycling facilities and additional pedestrian crossing points;
- improved hard and soft landscaping and tree planting, lighting, seating and other street 'furniture';
- the improvement of safety and appearance of key junctions;
- the provision of improved facilities for public transport providers and users
- the provision of bicycle parking and electric car charging points.

Opportunity Sites

OP1 Main Street - Back Alley link site



This block measures c. 0.5ha located in a prime town-centre location and is under-utilised in terms of development potential. This area forms a key site for the opening of backlands of Main Street properties along Back Alley and linking existing and proposed housing and open space lands to the Main Street (see SLO 1).

The redevelopment of the block shall maintain an active street frontage onto Main Street with the exception of the proposed access road. New residential and / or commercial uses, which will create a new street frontage and passive supervision would ideally be located along the new street. The design and overall layout shall be of exceptional architectural quality with the primary emphasis on pedestrian movements between the existing Main Street and lands to the rear.

OP1 Objectives

- No development shall prejudice or impede the creation of a new street along the existing lane, capable to accommodating 2 way traffic flow;
- New structures shall address and provide passive supervision of the new street and of Back Alley;
- In order to achieve the best use of land, development standards with respect to car parking and open space may be relaxed subject to the highest quality of design and residential amenity being maintained.

4.6 Social & Community Development

The town of Carnew is currently serviced by a reasonable amount of community facilities, including a GAA pitch, a soccer pitch, a community centre, enterprise centre, a library and community care facilities including the Carnew Primary Care Centre. In order to meet the needs of the existing and future residents of Carnew and its hinterland, there is a need to enhance community facilities in the town.

Within the plan area, the following lands are zoned for social and community infrastructure:

Table 4.1 Community & Recreation Zones

Use Group	Specific use	Zoning	Location	Area (ha)
Education/Community	Primary Education	CE	Lands to the rear of Scoil Aodhan Naofa	0.65
	Secondary Education	CE	Lands to the rear of Colaiste Bhride	3.245
	Community Use	CE	Lands to the rear of the old rectory	4.3
	Community / Health Use	CE	Lands on Gorey Road	2.4
Open space	Active Open Space	AOS	Lands north of the existing community park at Parkmore	2.75
	Active Open Space	AOS	Lands at the sport pavilion	1
	Active Open Space	AOS	Coolattin Road	1

4.7 Service Infrastructure

To ensure that Carnew can fulfil its role within the Wicklow Core Strategy, the adequate provision of services infrastructure is essential in order for the town to grow.

Water Services

Wastewater: The Carnew Waste Water Treatment Plant (WWTP) is situated to the south west of the town and was constructed in the 1980s. This plant was designed for a load capacity of 2,300ppe and as of 2018 is working at a current load of 1,559pe well within operational limits.

Water Supply: Carnew's water supply is currently supplied by the Tinahely regional water supply scheme with water sourced from the Derry River north of Tinahely. This supply has significant spare capacity and no shortage problems have arisen in the scheme. There are currently no deficiencies in this supply or network, which would impact on the development of Carnew.

Transportation and Movement

Public transport: Given Carnew's small size and rural location, there are limited public transport facilities within the town. There is a rural community bus service which links Carnew to a number of small towns and onto Gorey with 3 departures daily, in the early morning/mid-afternoon and early evening.

Walking and cycling: While Carnew's main street is well served in terms of pedestrian movements a number of peripheral locations do not have complete footpath routes to the town centre. The vast majority of the town's roads are dedicated to the needs of motorists, in terms of width dedicated to the road carriageway and car parking. Therefore there is scope to carry out footpath widening and to provide cycleways in some locations. Alongside these measures increased connectivity between the northern half of the plan area and the Main Street is required.

Vehicular movement: The main street in Carnew is generally of good quality and reasonably wide. There is on-street car parking of both sides of the road which diminishes the quality of the public realm and pedestrian / cyclist experience. It is therefore considered that sufficient land should be zoned for the provision of an off-street car park, which is located in close proximity to the Main Street thereby relieving the current strains along the Main Street.

Service Infrastructure Objectives

CAR8 To require new development in Action Areas 1 and 2 to provide for new off-street car parking and set down areas serving existing shop units fronting onto the Main Street.

CAR9 To improve/provide new footpaths, cycleways and traffic calming on existing roads where required and to require the provision of new link roads, footpaths and cycleways as specified in this plan within identified 'Action Areas' and 'Specific Local Objective' sites.

(see also Objective CAR 7)

4.8 Built & Natural Heritage

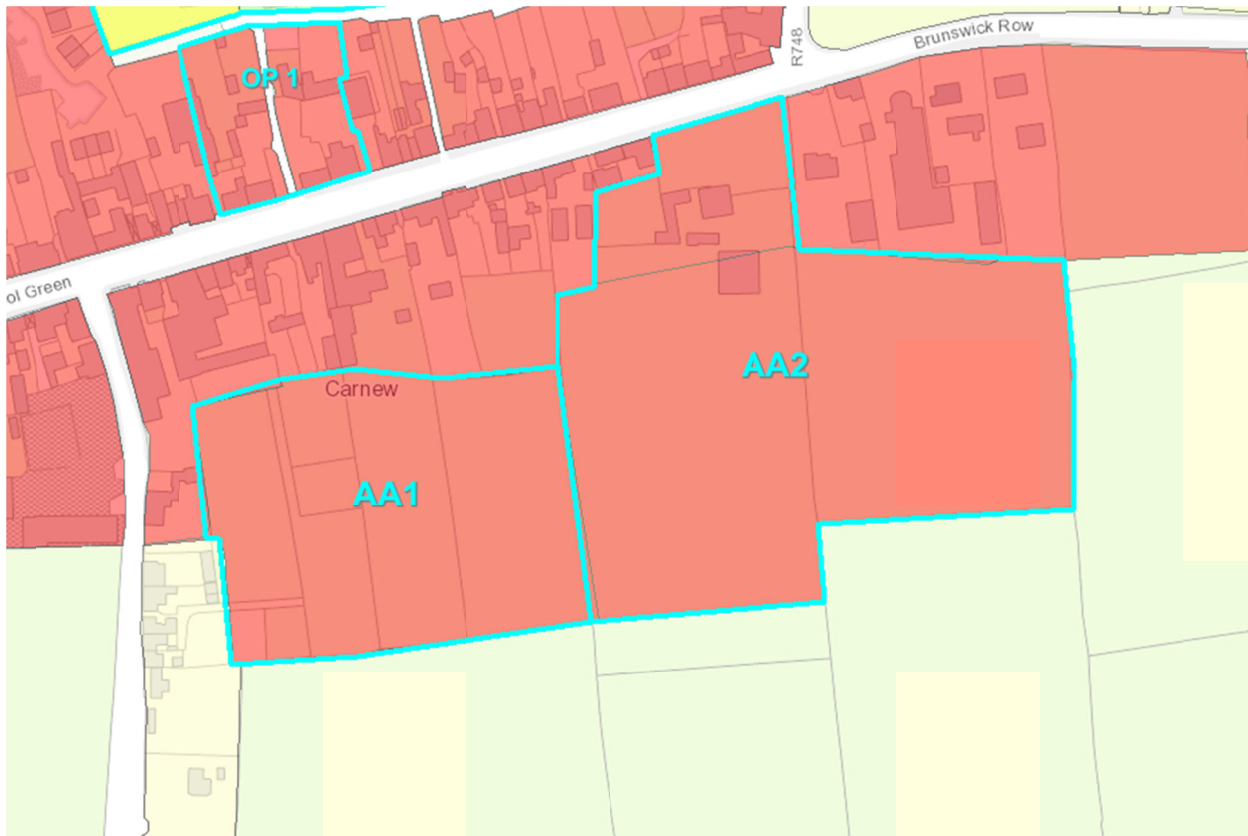
The protection and enhancement of heritage assets throughout the area will help to safeguard the local character and distinctiveness of Carnew and its surroundings, providing local economic, social and environmental benefits.

There are 12 structures located within the town of Carnew recorded for heritage value and listed on the Record of Protected Structures. Within and surrounding the plan area there are a number of recorded monuments including Carnew Castle/Tower House, Rock Art, and a Grave Slab within the grounds of 'All Saints Church'.

The landscape within and around Carnew is designated as a "Rolling Lowlands" comprising of mainly low lying lands.

The protection of such heritage features shall be ensured through the implementation of the heritage objectives of the County Development Plan.

4.9 Action Areas & Specific Local Objectives



Action Area 1

This Action Area is situated to the south of the Main Street measuring c. 2ha and comprises a number of landholding mostly consisting of backlands of Main Street properties. It is an objective of this plan that these lands be developed in a coordinated manner, to ensure the best use of the land can be made, that access arrangements be coordinated to ensure no land locking or multiplicity of roads / entrances and to ensure that benefits to the Main Street can be secured. Any development of these lands shall accord with the following objectives:

- Primary two-way vehicular access shall be provided from the Ferns Road, which shall be designed to serve both the rear of existing properties fronting onto Main Street and this town centre expansion zone. Linkages through to the Gorey Road via AA2 shall be provided if feasible. Secondary one-way vehicular access routes directly onto Main Street may be provided where feasible
- Pedestrian routes shall be provided directly onto Main Street, which shall be fully lit, landscaped and supervised by the proposed development.
- A public car park shall be provided commensurate to the level of development within this action area at a convenient location to both users of the new development and users of the existing town centre.
- The town centre expansion zone shall be developed as a series of new streets and squares, functionally and visually linked into the existing town centre. The design of this area shall be of the highest architectural quality, which respects the existing vernacular and form of the town centre.
- While the existing linear street frontage onto Main Street shall be maintained, the development shall provide opportunities for the redevelopment and refurbishment of existing properties and their backlands.

Action Area 2

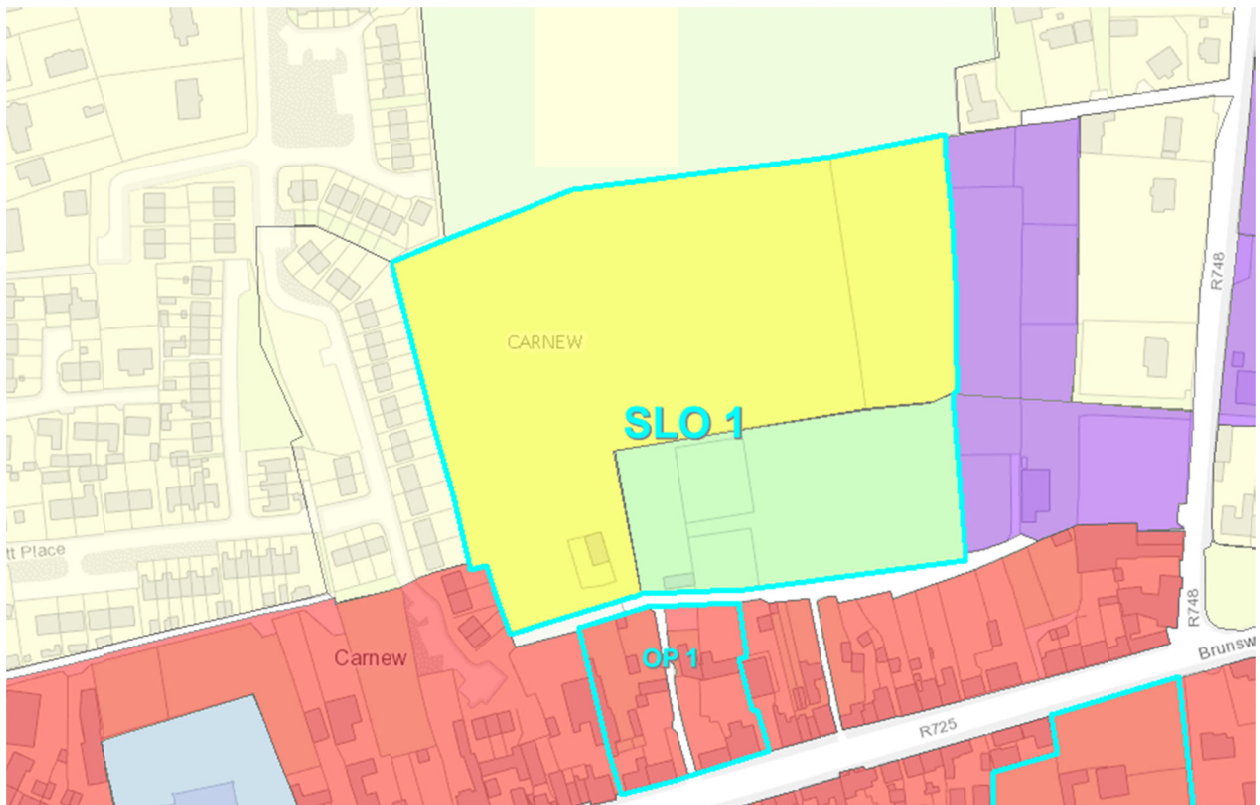
This Action Area is located on lands east of Action Area 1, measures c. 3.5ha, with 60m frontage onto Main Street and includes a number of buildings fronting onto the Main Street. Similar to AA1, it is an objective of this plan that these lands be developed in a coordinated manner, to ensure the best use of the land can be made, that access arrangements be coordinated to ensure no land locking or multiplicity of roads / entrances and to ensure that benefits to the Main Street can be secured. These lands comprise one folio and therefore have good potential for a coordinated master plan to be devised and implemented. Any development of these lands shall accord with the following objectives:

- Primary two-way vehicular access shall be provided from Main Street (Gorey Road) which shall be designed to serve both the rear of existing properties fronting onto Main Street to the east and this town centre expansion zone. Linkages through to the Ferns Road via AA1 shall be provided if feasible.
- Notwithstanding the need for the vehicular access route to be off Main Street, any development shall include proposed for a strong street frontage along the Main Street, and a new street of at least 60m perpendicular to the Main Street, mirroring the prevailing street patterns and building line on the Main Street.
- Pedestrian routes shall be provided directly onto Main Street, which shall be fully lit, landscaped and supervised by the proposed development.
- A public car park shall be provided commensurate to the level of development within this action area at a convenient location to both users of the new development and users of the existing town centre.
- The town centre expansion zone shall be developed as a series of new streets and squares, functionally and visually linked into the existing town centre. The design of this area shall be of the highest architectural quality, which respects the existing vernacular and form of the town centre.

Specific Local Objectives

SLO 1 This SLO is located on lands adjoining Opportunity Site 1 as detailed above. This SLO measures c. 4.4ha and shall be delivered as a residential/community/active open space development in accordance with the following criteria:

- Development in this SLO site shall be accessed via the through road provided/forming part of Opportunity Site 1 and the road network shall be so designed to provide access to the residential, AOS and town centre backlands adjacent.
- A maximum of 70% of the residential element of SLO1 shall be developed initially with the remaining units in this area only being allowed to commence once the upgrade of the existing playing fields and community infrastructure within the AOS zoning have been provided.
- The development of this SLO shall facilitate pedestrian connectivity from adjoining residential areas to the west to the Main Street.
- The AOS lands shall be upgraded and enhanced in accordance with the specification of the Community, Cultural and Social Development section of the Council.



SLO 1- Land at Back Alley











Carnew Town Plan

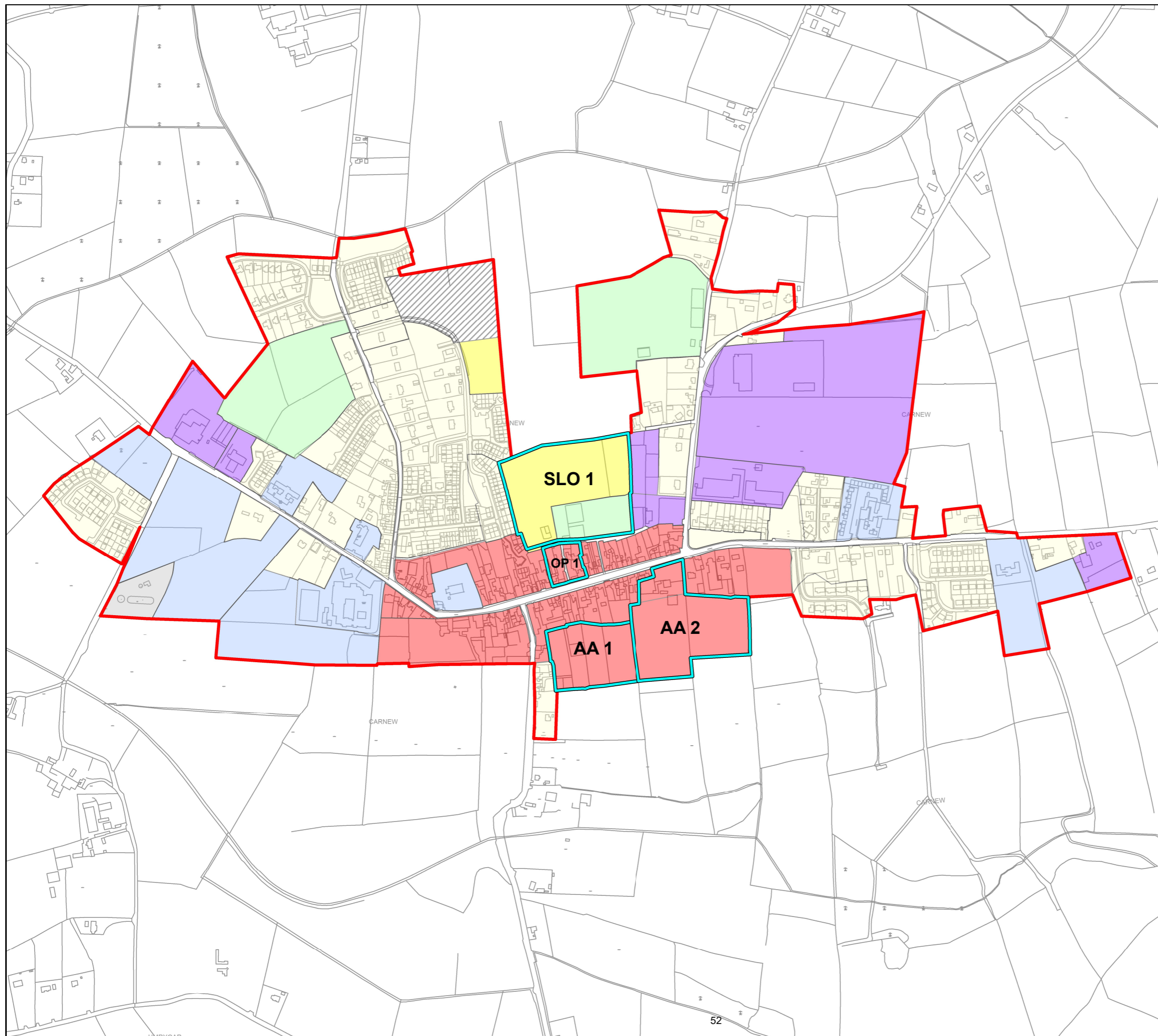
Map No. 1

Land Use Zoning Objectives



Legend

-  Settlement Boundary
-  RN-New Residential
-  RE-Existing Residential
-  TC-Town Centre
-  CE-Community & Education
-  E-Employment
-  PU-Public Utility
-  SLB-Strategic Land Bank
-  AOS-Active Open Space
-  AA-Action Area &
OP-Opportunity Sites &
SLO-Specific Local Objectives



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Carnew Town Plan

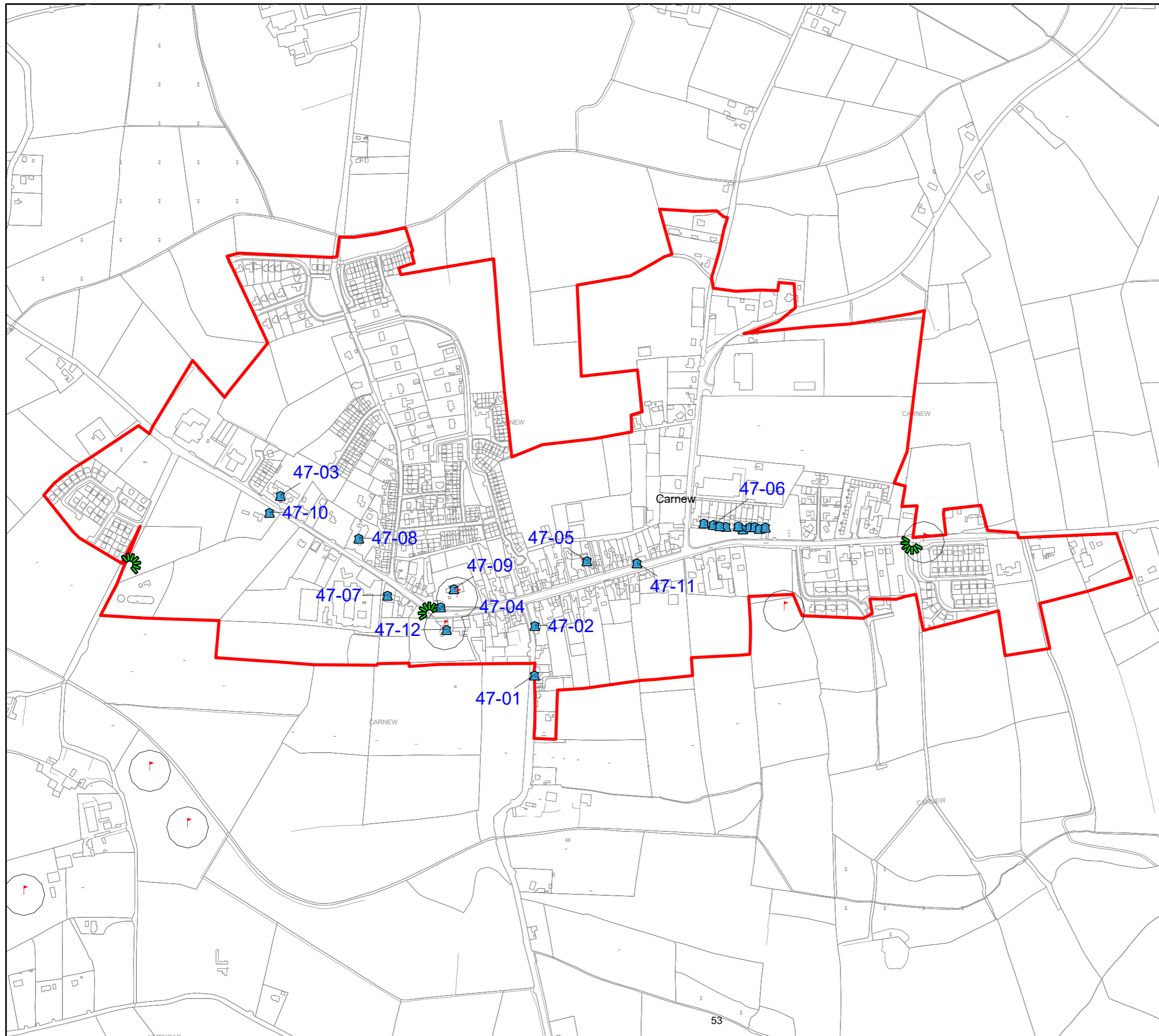
Map No. 2

Heritage Objectives



Legend

- Settlement Boundary
- Protected Structures
- National Monuments
- View



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Carnew Town Plan


Map No. 3

Indicative Flood Zones




Legend

 Settlement Boundary

 Flood Zone A: High probability of flooding

Where the probability of flooding from rivers and the sea is highest (greater than 1% or 1 in 100 for river flooding or 0.5% or 1 in 200 for coastal flooding)

 Flood Zone B: Moderate probability of flooding

Where the probability of flooding from rivers and the sea is moderate (between 0.1% or 1 in 1000 and 1% or 1 in 100 for river flooding and between 0.1% or 1 in 1000 year and 0.5% or 1 in 200 for coastal flooding)

Disclaimer

These Indicative Flood Zones were based on information available at the time of drafting and amending this plan. Any new data and analysis carried out after this date has not been integrated into this map but should be used in conjunction with this map for development proposals. All information may be substantially altered in light of future data and analysis.

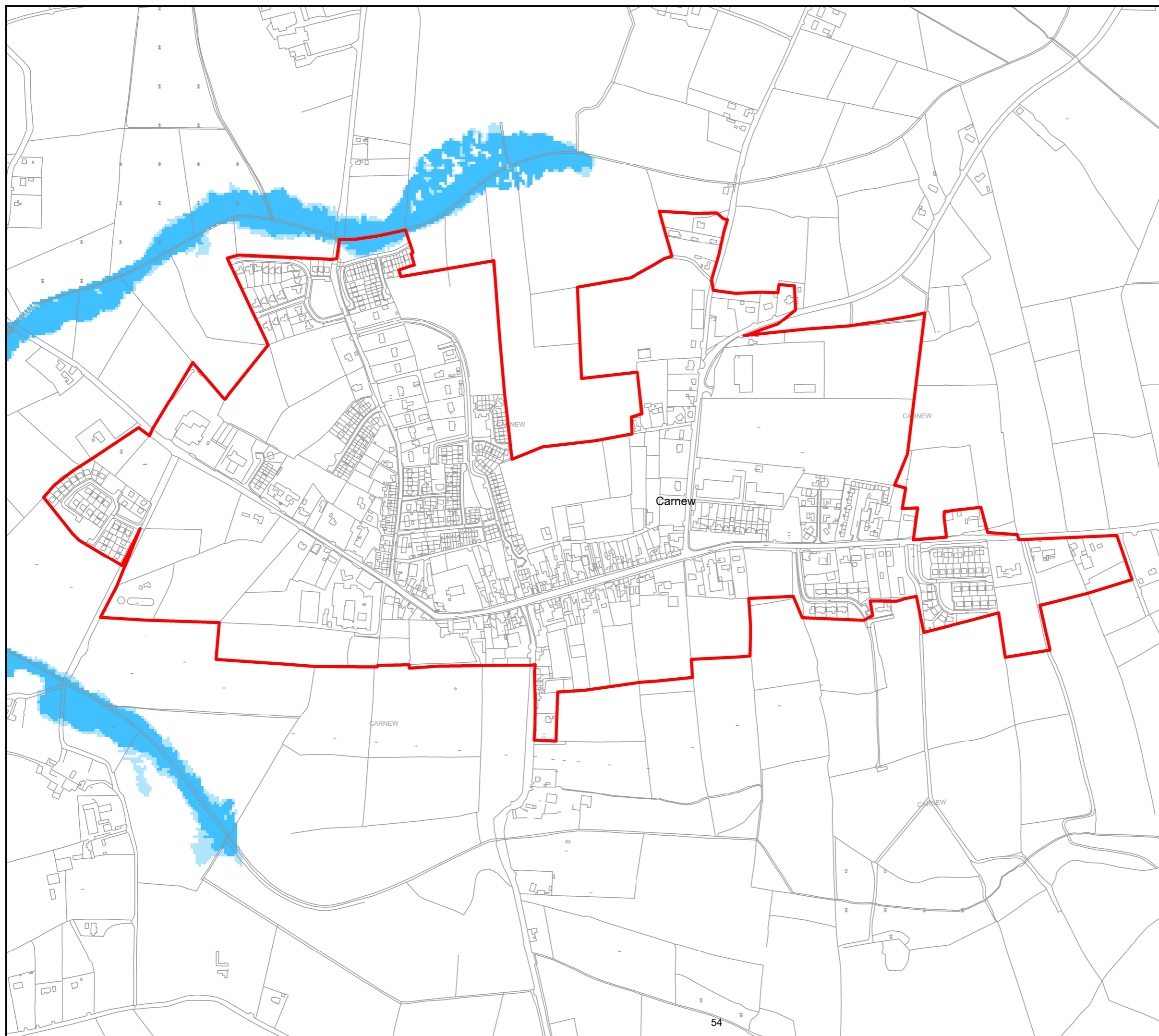
Full Disclaimer is included in SFRA

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




Carnew Town Plan

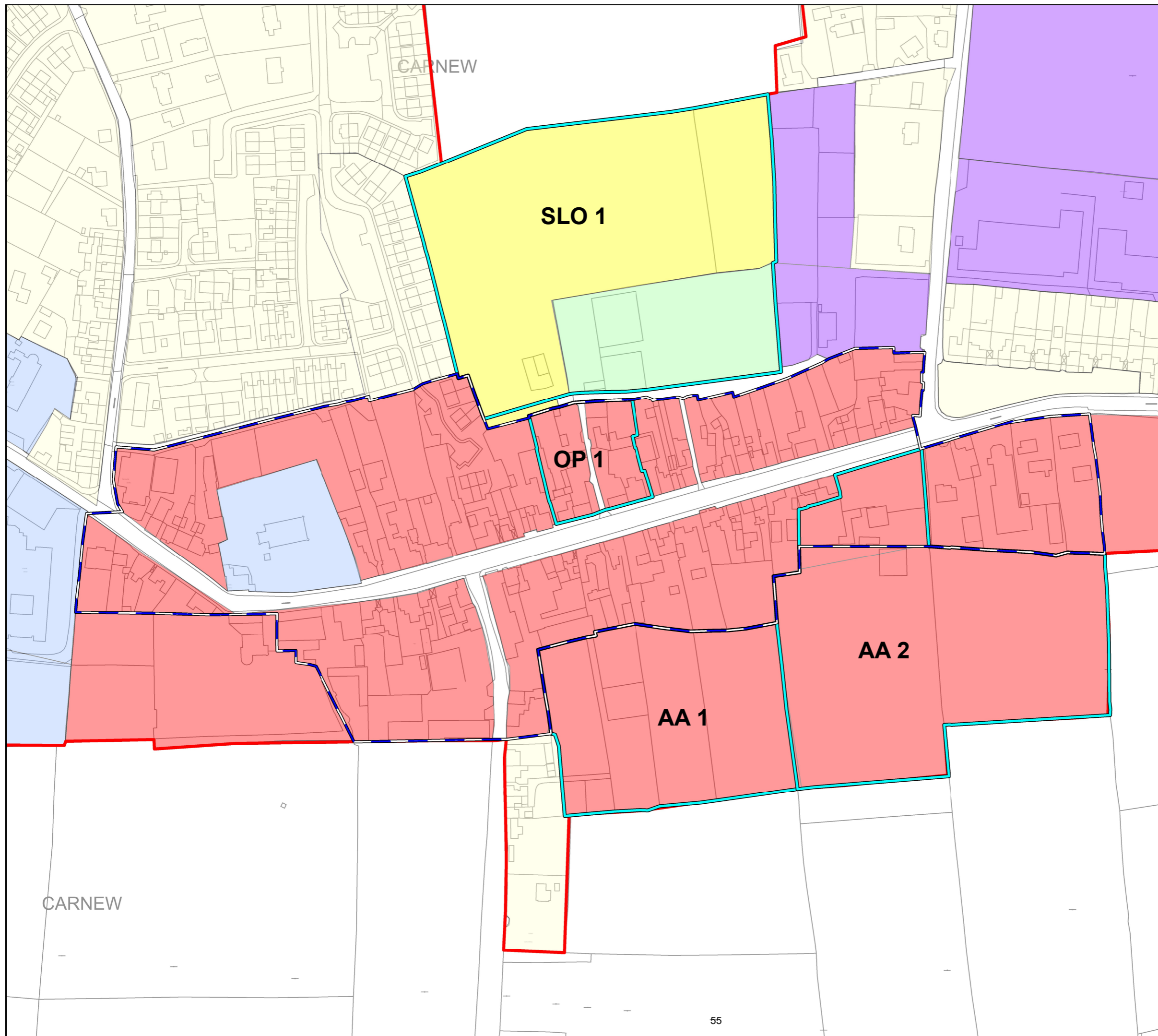
Map No. 4

Regeneration & Renewal Area



Legend

-  Regeneration Boundary
-  Settlement Boundary
-  RN-New Residential
-  RE-Existing Residential
-  TC-Town Centre
-  CE-Community & Education
-  E-Employment
-  PU-Public Utility
-  SLB-Strategic Land Bank
-  AOS-Active Open Space
-  AA- Action Area & OP-Opportunity Sites & SLO-Specific Local Objectives



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PART 5 Dunlavin Specific Objectives

5.1 Context

Dunlavin is located in west Wicklow, almost equidistant between the larger settlements of Blessington and Baltinglass, which are c. 18km north and south of the town respectively. The town is located c. 6km west of the N81, close to the border with Kildare. The town services a relatively large rural hinterland.

The town was established in the 17th century as a planned estate town, laid out in a T-shape, with wide streets, grand buildings and a prominent Market House located in the middle of 'Market Square'. The centre of the town still retains its original form, many of the original buildings and is predominantly characterised by one and two-storey terraced properties.

The town contains a significant amount of natural, archaeological and built heritage. The entire town core is designated as an area of 'archaeological potential or significance' and as an 'Architectural Conservation Area', while the disused rail line is an important man made landscape feature of cultural and amenity value, with features such as granite bridges, railway mounds and cuttings, and the former station and platform remaining. These rich and historic heritage features make a significant contribution to the town's distinct character.

Outside of this core area, the town changed very little until the second half of the 20th century, when housing began to develop principally along Church Road and to the south of Stephen Street. Newer housing development has mainly occurred along Sparrow Road to the east of the old town. In a number of locations, these new housing areas are not contiguous to the original town and as a result, there are significant gaps in the built form of the town.

5.2 Overall Vision and Development Strategy

A key aim of a Town Plan is to set out the vision and overall strategy for the future development of a settlement and from this vision, all policies and objectives can be developed and implemented with the overall aim of achieving this vision.

The vision for Dunlavin is to:

- To improve the quality of life for existing residents by identifying deficiencies in services and infrastructure in the town and making provision through zoning and development objectives to address these issues.
- To provide a framework for the moderate growth of the town, in order to provide housing for current and future generations, to revitalise the economy of the town and to allow for the development of new social and cultural facilities.
- Sustain a revitalised town core with residential, commercial and community developments centred around the main thoroughfares and squares.
- Promote and foster economic development and linkages to surrounding larger settlements within and outside the County.
- Develop the tourism potential of the area as a visitor/tourist destination in itself and its role as a 'gateway' linking Kildare to the west of the County and the Wicklow Mountains.
- Protect the built and natural heritage of the area.
- Facilitate a transition to a low carbon settlement.

This will be achieved by:

- Planning for and encouraging the provision of high quality housing and employment, social and community facilities, and a range of recreational options, in a quality environment.
- Facilitating the provision of new and improved infrastructure to meet the demands of the existing population and future residents.
- Reinforcing and improving the visual appearance of the central area of the town and encouraging development that will enhance the town's vitality and vibrancy.
- Improving linkages between the town core and peripheral housing areas.
- Ensuring the protection and enhancement of natural habitats, cultural heritage, ecological resources and biodiversity.

5.3 Residential Development

Having regard to the aggregate population target for the Level 5 plans, sufficient land is zoned for residential development to meet housing targets. All land that is suitably zoned to cater for residential development is within the built up envelope and therefore considered compact growth.

Residential Development Objectives

DUN1 New residential development shall comply with the principles, objectives and standards set out in the Wicklow County Development Plan.

DUN2 The design and layout of all new housing developments in Dunlavin shall take due cognisance of the location of the site and its surroundings, with a particular emphasis on maintaining and enhancing the historic core of Dunlavin and its surroundings.

5.4 Economic Development & Employment

The strategy of this plan is to take advantage of the existing economic assets in order to stimulate employment within the area. The key assets the plan area has to offer are:

- a large hinterland population offering a market for goods and services and a wide variety of skills;
- an attractive and accessible town centre, with numerous properties suitable for retail and commercial uses;
- a strong community drive to enhancing employment in the town, as evidenced by the establishment by them without state support of a new co-working space in the town;
- the natural and built assets and the strategic location to become a major tourism hub in the west of the County;
- Local Authority owned lands earmarked for employment and enterprise;
- a strong agricultural sector; and
- accessibility to National Primary (M/N9) and National Secondary (N81) road networks.

Given the town's location, situated to the extreme west of the County and the limited local employment opportunities it is unlikely that the town can act as an attractor for a large employer to locate over the lifetime of the plan. Therefore it is considered likely that most new employment creation will be generated by smaller and medium sized local enterprises/service providers. Opportunities particularly exist to develop 'product-based'¹ intensive industries given the town's proximity to the national primary and secondary routes while the proximity of the town to settlements in Co. Kildare (such as Newbridge (c. 20km) and Naas (20km) offer

¹ The development of this type of industry by reason of the product based nature of the traded commodity, is dependent on ease of access to the main transportation networks

further opportunities to foster employment linkages and spin-off industries from these large employment centres.

With respect to tourism, the proximity of Dunlavin to the western ends of both the Sally Gap and Wicklow Gap roads and Kilcullen – Naas - Newbridge and the M9 to the west mean that Dunlavin could provide a tourism 'gateway' role between the Wicklow Mountains and visitors coming from / going to Kildare / the west of Ireland (for example visitors to the national stud and Japanese gardens in Kildare which are less than 20km from Dunlavin). Dunlavin is also the nearest town to the nationally renowned Rathsalagh Country House and Golf Club, and there is significant overspill benefits resulting from this proximity, including use of the local Church, public houses and restaurants, and guesthouses / B&Bs.

This plan will therefore make provision for lands to be reserved which will be capable of accommodating both local service employment in the form of light industry / small start up units and heavier industry types / a large stand alone employment development alongside the provision of a number of specific employment/tourism objectives aimed at maximising the potential of this industry in Dunlavin. Section 4.5 to follow addresses the development strategy for the town centre and retail.

Economic Development & Employment Objectives

- DUN3** To facilitate and support the growth of the town centre of Dunlavin in accordance with the provisions of this town plan as the priority location for new employment generating activities and to encourage the development of new retail / retail services, business support services (such as solicitors, accountants, architects etc) and start-ups / smaller operations within the TC zone.
- DUN4** To promote the development of the undeveloped zoned employment lands at Dunlavin Lower in the following manner:
- Lands zoned 'E (Employment) – Area 1' shall be reserved for heavier industry types or alternatively as a location for a large stand alone employment development.
 - Access to and within these lands shall be subject to an initial overall design proposal and shall facilitate a through access road in accordance with objective DUN9.
- DUN5** To support and facilitate community driven enterprise, including but not limited to small scale ventures and start-ups, climate action and low carbon enterprises and innovative working formats including co-working hubs and the services to support same.
- DUN6** To facilitate and support the development of the tourism industry in Dunlavin and maximise the town's location as a gateway between the tourism assets within Co. Wicklow and Co. Kildare.
- DUN7** To support and facilitate in co-operation with relevant bodies and landowners, the provision of amenity routes around the town including the development of the Railway Walk along the old railway line² and the Dunlavin Historic Trail.
- DUN8** To improve, as funding allows, the principal access routes and junctions linking Dunlavin town centre to surrounding tourist attractions and strategic transport corridors.

² The development of this small length of the former railway line as a walking / cycling route may be a catalyst to the further development of this route as a 'greenway' all the way to Baltinglass, taking in the historic village of Grangecon.

5.5 Town Centre & Retail

The town centre of Dunlavin is principally made up of two streets - Kilcullen Street / Main Street and Stephen Street, where residential, commercial and community functions take place side by side. These two streets provide for a traditional, generally 2-storey, town centre and include a number of protected structures, with the core area designated as an architectural conservation area (ACA) and a zone of archaeological potential.

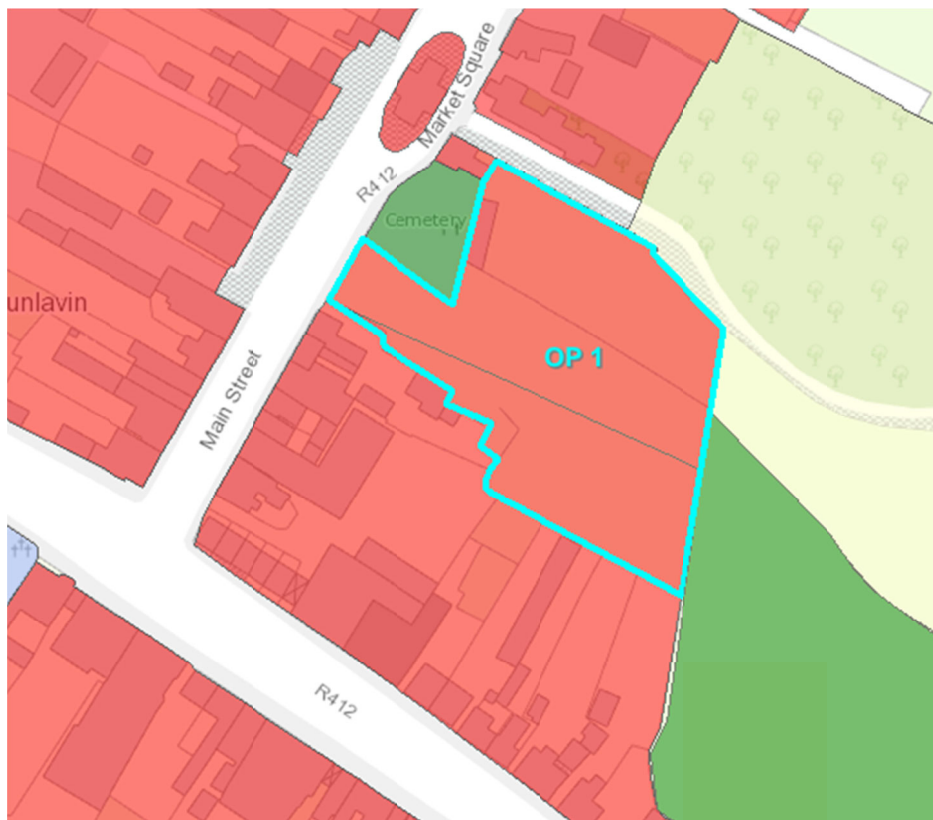
The existing retailing and commercial services within the town currently fall below what is envisaged by the County Plan for an area of Dunlavin's size, with the majority of buildings within the town centre in residential use. The plan puts in place a framework that allows for the shortfall to be addressed and be capable of facilitating the retailing, employment and services needs of the population.

In accordance with the above, this plan identifies one key opportunity site, which alongside the objectives for town centres as set out in the 'Introduction to Level 5 Plans' and in the County Plan, shall facilitate the overall strategy for the development of Dunlavin town centre.

Opportunity Site

OP1 Lands to the east of Market Square and north of Stephen Street

This site measures c. 0.7ha and is the largest backland site in the town centre with a sufficiently wide access that would allow for a larger scale infill development and therefore has good potential to deliver a mixed use scheme enhancing both town centre commercial and residential floor space.





OP 1 Objectives

- The main access to the site shall be provided by a new vehicular access roadway from Market Square with accompanying cycle and pedestrian paths. The overall layout shall facilitate the potential development of backland sites along the southern boundary of the opportunity site.
- In order to achieve the best use of land, development standards with respect to car parking and open space may be relaxed subject to the highest quality of design and residential amenity being maintained.
- Any development proposals shall have regard to the setting and curtilage of structures and sites of heritage value, in particular the graveyard, and habitats of biodiversity value and appropriate buffer zone / mitigating measures shall be provided as required.

5.6 Social & Community Development

In order to meet the needs of the existing and future residents of Dunlavin and its hinterland, there is a need to enhance community facilities in the town. In particular, this plan must make provision for the growth of existing schools and sports / recreational facilities and also to provide for more indoor community space.

In this regard, the plan makes the following zoning provisions:

Table 5.1 Zoning for Community and Recreation

Use Group	Specific use	Zoning	Location	Area
Education	Primary Education	CE	Adjoining Scoil Nicolas Naofa	0.7
	Secondary Education	CE	Adjoining St. Kevin's Community College	2.3
Open space	Active Open Space	AOS	Dunlavin GAA	4.6
		AOS	Dunlavin AFC	1.2
		AOS	Dunlavin upper (proposed)	5.2
		AOS	Milltown Road (proposed)	3.1
	Equipped Play Spaces	CE	Lands South of Fair green	0.34
	Casual Play Space	OS	Former Dunlavin Rail Line	3.3
		OS	Fair Green	0.5

5.7 Service Infrastructure

To ensure that Dunlavin can fulfil its role within the Wicklow Core Strategy, the adequate provision of services infrastructure is essential in order for the town to grow.

Water Services

Wastewater: The existing wastewater treatment plant at capacity has a population equivalent (pe) of 2,400 (although it is of a modular design for eventual expansion up to 3,600) and a current loading of c. 1,400pe. This plant will be capable of meeting the requirements of the planned population up to 2031.

Water Supply: The plan area is currently deficient in water supply with the existing supply sourced from a well to the south of the town centre operating at capacity, with limited headroom to accommodate future development. Issues also arise with regard to access to the source and water storage. Improvements to this supply are required, and funding has been sought for same under Irish Water's Small Town and Villages Growth programme, part of IW's investment programme 2020-2024. No new development shall be permitted unless there is adequate capacity in the water supply system.

Transportation and Movement

Public transport: Given Dunlavin's small size and rural location, there are limited public transport facilities within the town. The closest Bus Eireann services run along the N81 to the east of the town and from the town of Kilcullen to the west. There are 'local link' services which link Dunlavin to Baltinglass and a number of small towns in the area and another linking Dunlavin to Newbridge but these services would not be suitable for those trying to access these locations quickly, or for work/school.

Walking and cycling: While the majority of the main routes in the town have footpaths, these are in need of enhancement to the width and overall quality. A number of peripheral locations do not have a complete footpath route to the town centre. The vast majority of the town's roads are dedicated to the needs of motorists, in terms of width dedicated to the road carriageway and car parking. Therefore there is scope to carry out footpath widening and to provide cycleways in some locations. There are no pedestrian or cycle links to the closest public transport location, that is, Annalecky Cross on the N81.

Vehicular movement: The roads in Dunlavin are generally of good quality and reasonably wide, with no significant 'bottlenecks', thereby allowing vehicular traffic to move easily through the town. Speeds are generally low in the town centre due to road alignments but measures to further reduce speeds in the core area to make the area more attractive to pedestrians and cyclists will be promoted.

The main issue with respect to vehicular movement is the connectivity of the town to the national primary and secondary road network with existing links to the east (to the N81) and to the west (to the N9) generally being poor in width and alignment.

Service Infrastructure Objectives

DUN9 To facilitate the realignment of the Milltown Road and provide for a new link road to the L-4309 through the employment lands at Tornant Lower while ensuring that the design of any road accommodates the development of the 'Railway Walk'.

DUN10 To provide a continuous footpath from the town centre to the GAA club grounds along Sparrow Road and to restrict parking along this road in close proximity to the church grounds.

DUN11 To improve/provide new footpaths, cycleways and traffic calming on existing roads where required and to require the provision of new link roads, footpaths and cycleways as specified in this plan.

5.8 Built & Natural Heritage

The town of Dunlavin is of historical and archaeological interest. The 17th and 18th century building stock of the town centre is identified as an 'Architectural Conservation Area' (ACA) (see Section 4.10 of this Town Plan), while the ancient historic town core is identified as an 'Area of Archaeological Interest' and protected under the provisions of the National Monuments Acts. The disused Great Southern and Western Railway line, constructed in 1883 and officially closed in 1959, played a significant role in the development of the town. The reservation for the line and the former station house and associated built features are of historical interest and contribute greatly to the character of the local area.

With respect to natural heritage, there are limited areas of European or national importance in terms of habitat and species in and around Dunlavin (such as SACs, SPAs, NHAs etc), with the Dunlavin Marshes being the only such site (a pNHA) in proximity to the town (outside the town boundaries to the north-west).

In formulating additional policies for the protection of natural heritage in the Dunlavin plan area, the Council will be required to give consideration to the potential impacts of development on all such sites, and the plan is accompanied by the required environmental assessments as separate documents.

The protection and enhancement of heritage assets through the plan will help to safeguard the local character and distinctiveness of Dunlavin and its surroundings, providing local economic, social and environmental benefits.

Heritage Objectives

DUN12 The Council shall seek to protect and enhance, where opportunities arise, the former Great Southern and Western Railway line and its related structures i.e. bridges, mounds, cuttings, old platforms and station buildings and the development of the former railway line in accordance with Objective DUN7.

DUN13 In order to preserve the character of the Architectural Conservation Area (ACA) in accordance with the details set out at Section 4.10 of this plan, all development proposals within the designated ACA, including any change of use to existing buildings, will be controlled. The repair and refurbishment of existing buildings within the ACA will be favoured over demolition/new build in so far as practicable.

Dunlavin Architectural Conservation Area (ACA)

Dunlavin was designed as an estate town, laid out by the Tynte family in the 17th century in a distinctive and spacious T shaped plan. The impressive stone domed Market house, designed by Richard Cassels dominates the centre of the town and marks the juncture of Kilcullen Street and Main Street. There is a widening of the street at this area which was the original Market Square. The cross piece of the T is formed by Stephen Street running roughly in an east-west alignment, with the Roman Catholic and the Church of Ireland churches situated at either end.

The form of the town centre architectural conservation area is compact and well contained. This is defined by the Fair Green at one end of Stephens street and a two-storey house on the corner at the other end, and to the north approach of the town at the junction of the R412 and R756.

The buildings in the ACA represent an eclectic mixture of styles, sizes and uses which greatly add to the town's architectural heritage interest, as do historic features such as granite kerbstones and water hydrants.

Generally, there are single storey houses at the edges of the ACA and terraces of two-storey houses in between, with some three-storey buildings at the corner of Main Street. The character of the town is strengthened by its strong plan form and adherence to a uniform building line.






The presence of mature street trees, in particular along Kilcullen Street, contributes positively to the local character. Open spaces of note include the 'Bun Ditch', a small landscaped area which forms a gateway on the northern approach to the town, the town park which is the site of a former graveyard across from the Market House, and the Fair Green in front of St. Nicholas of Myra RC church. This latter site is of high local heritage significance as the site of a massacre of 36 people in 1798. The restored village pump at the centre of Stephen Street adds historical interest.





The condition of the built heritage fabric is generally good with some fine examples of 18th and 19th century houses surviving with many original features intact. In particular, there are many fine examples of 19th century doorways and fanlights. The replacement of traditional timber sash windows and cast iron rainwater goods with modern uPVC where it has occurred detracts from the streetscape, as does the removal of traditional lime render from the front exteriors.

The ACA is characterised by:

- Spacious T shaped layout with road fronted houses;
- Single and two-storey terraced houses with traditional rendered finishes, timber sash windows and slate roofs;
- Timber panelled doorways, some with decorative fanlights and sidelights.

Protected Structures: There are 9 protected structures included in the Architectural Conservation Area.

15-06	15	Dunlavin Shopfront Teac de Gras	House and Shopfront	Dunlavin Td	Simple shopfront on a four-bay, two-storey, mid-19 th Century house of coursed-rubble stone with brick dressings and an elliptical-headed doorcase.	
15-08	15	Dunlavin St. Nicholas' Church of Ireland Church	Church	Dunlavin Td	First Fruits Church with three-stage, west tower with crenellations and pinnacles. The church is built of coursed-rubble stone with pointed window.	
15-10	15	Dunlavin Former Rectory	Dwelling House	Dunlavin Td	Mid-19 th Century, three-bay, two-storey house with full-height, half-octagon bows, tall, square-headed doorcase under a bracketed cornice.	
15-11	15	Dunlavin, Stephen's Street, Allied Irish Bank	Bank	Dunlavin Td	Georgian revival bank of circa 1910 with rough-cast walls, four bays and two storeys with a wide, half-octagon bow with limestone mullions on the ground floor, slate-hung between the ground and first-floor windows, sash windows, bracketed doorcase with Queen Anne revival canopy, bracketed eaves and Westmoreland slates on the roof.	
15-12	15	Dunlavin, Court House	Court House	Dunlavin Td	Early-18 th Century, combined market house and court house. This is one of the most enigmatic buildings in Ireland having a complex ensemble of colonnades, arches, gables and rusticated walls building up to a tower with an extraordinary, fluted, granite dome. This baroque jewel is possibly by Richard Castle.	

15-13	15	Dunlavin, Kilcullen Street. Cottage	Dwelling House	Dunlavin Td	Four-bay, single-storey cottage with rendered walls, drip-labels over a simple door and drip-labels over small windows with sashes containing tiny panes of glass. The roof has natural slates.	
15-14	15	Dunlavin, Former Bank Building, Market Square	Bank	Dunlavin Td	Large, four-bay, two-storey, gable-ended, commercial building of circa 1890 with painted, rendered walls, arched, ground-floor windows and doorcase, a band for the name and sash windows on the first floor, bracketed eaves with steep-pitched roof and two dormer windows. On the left-hand side is a crenellated wall with carriage arch	
15-15	15	Dunlavin, Kilcullen Road House	House	Dunlavin Td	Three-bay, two-storey, gable-ended, semi-detached house dating from the early 19 th Century with lime-rendered walls, small windows on the first floor (ground floor windows covered up) and natural slates on the roof.	
15-17	15	Dunlavin	Hydrant	Dunlavin Upper Td	Hydrant on Kilcullen Street.	

Dunlavin Town Plan

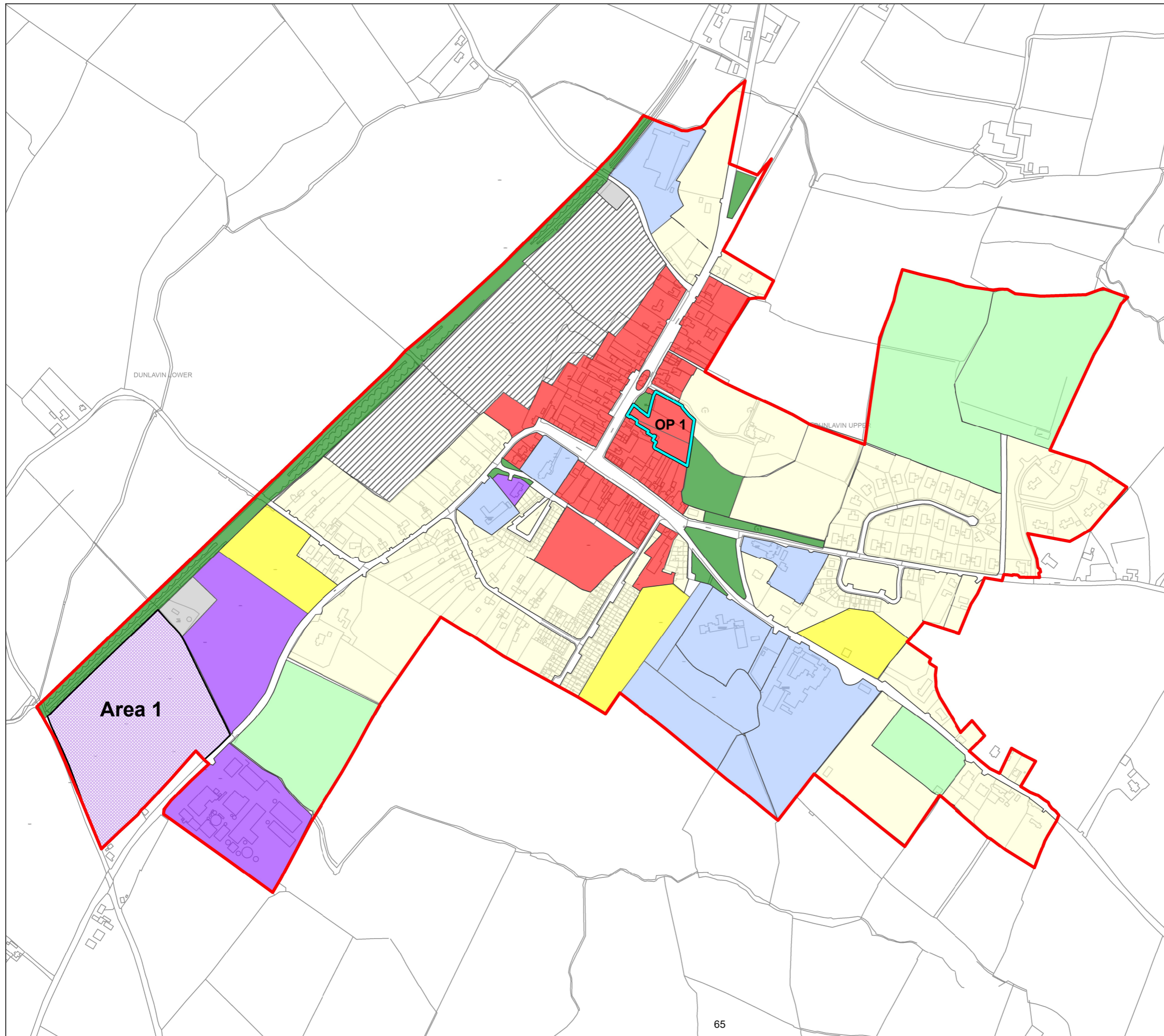
Map No. 1

Land Use Zoning Objectives



Legend

- Settlement Boundary
- RN-New Residential
- RE-Existing Residential
- CE-Community & Education
- E-Employment
- E - Area 1
- TC-Town Centre
- PU-Public Utility
- SLB-Strategic Land Bank
- OS1-Open Space
- AOS-Active Open Space
- OP-Opportunity Sites



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Dunlavin Town Plan

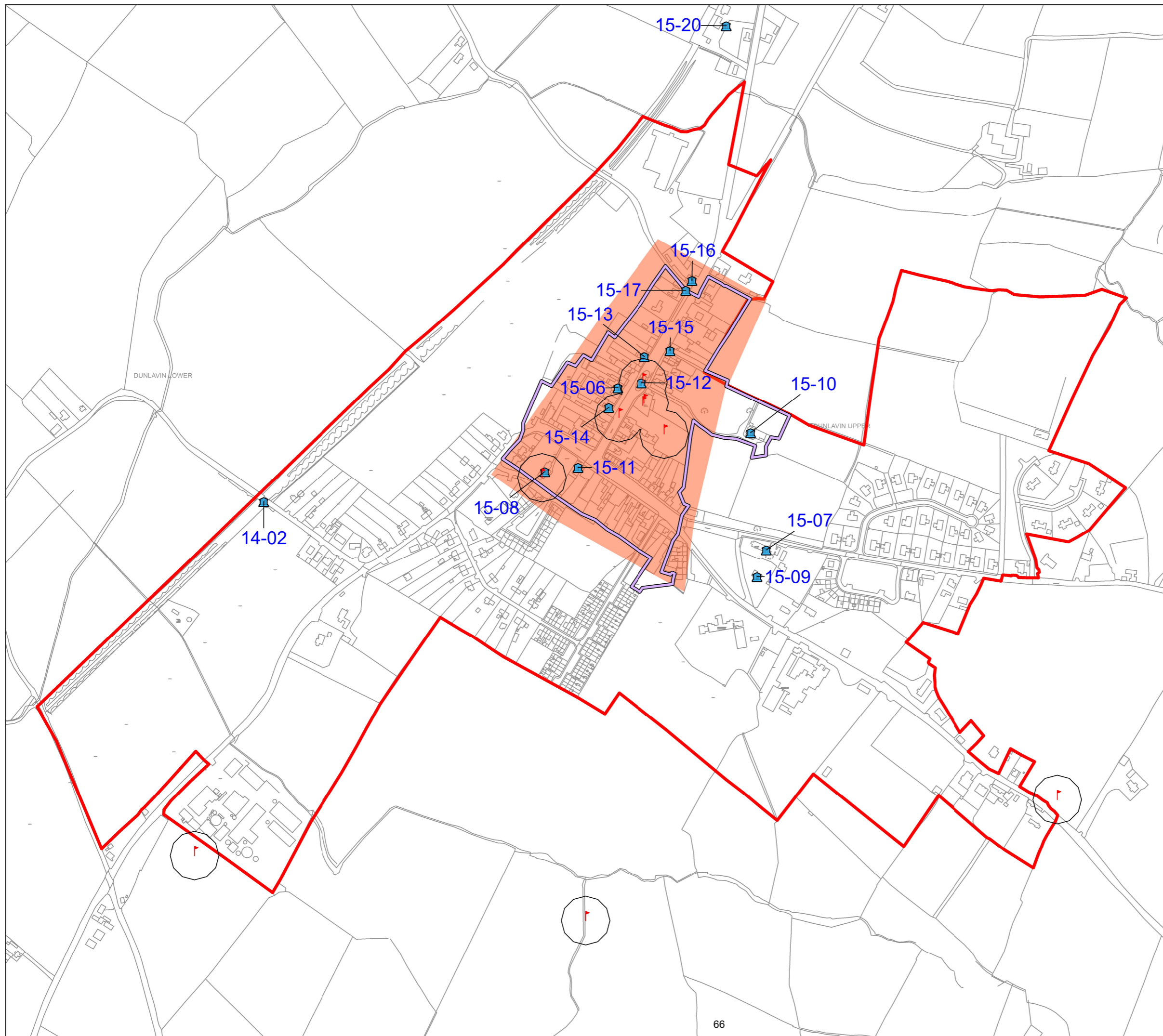
Map No. 2

Heritage Objectives



Legend

- Settlement Boundary
- Protected Structures
- National Monuments
- Areas of Archaeological Potential & Significance
- Architectural Conservation Area



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Dunlavin Town Plan


Map No. 3

Indicative Flood Zones




Legend

 Settlement Boundary

 Flood Zone A: High probability of flooding

Where the probability of flooding from rivers and the sea is highest (greater than 1% or 1 in 100 for river flooding or 0.5% or 1 in 200 for coastal flooding)

 Flood Zone B: Moderate probability of flooding

Where the probability of flooding from rivers and the sea is moderate (between 0.1% or 1 in 1000 and 1% or 1 in 100 for river flooding and between 0.1% or 1 in 1000 year and 0.5% or 1 in 200 for coastal flooding)

Disclaimer

These Indicative Flood Zones were based on information available at the time of drafting and amending this plan. Any new data and analysis carried out after this date has not been integrated into this map but should be used in conjunction with this map for development proposals. All information may be substantially altered in light of future data and analysis.

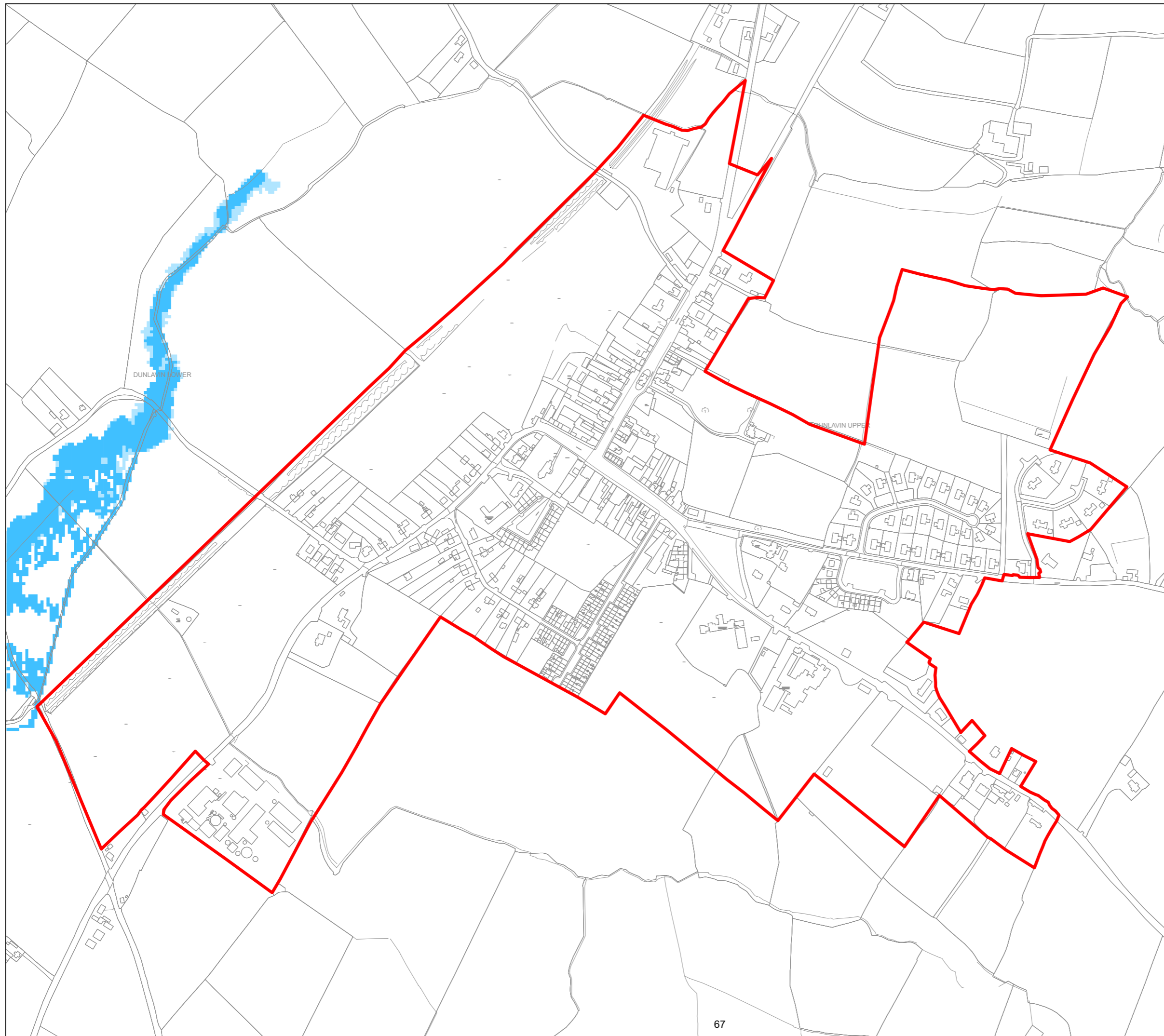
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







Dunlavin Town Plan

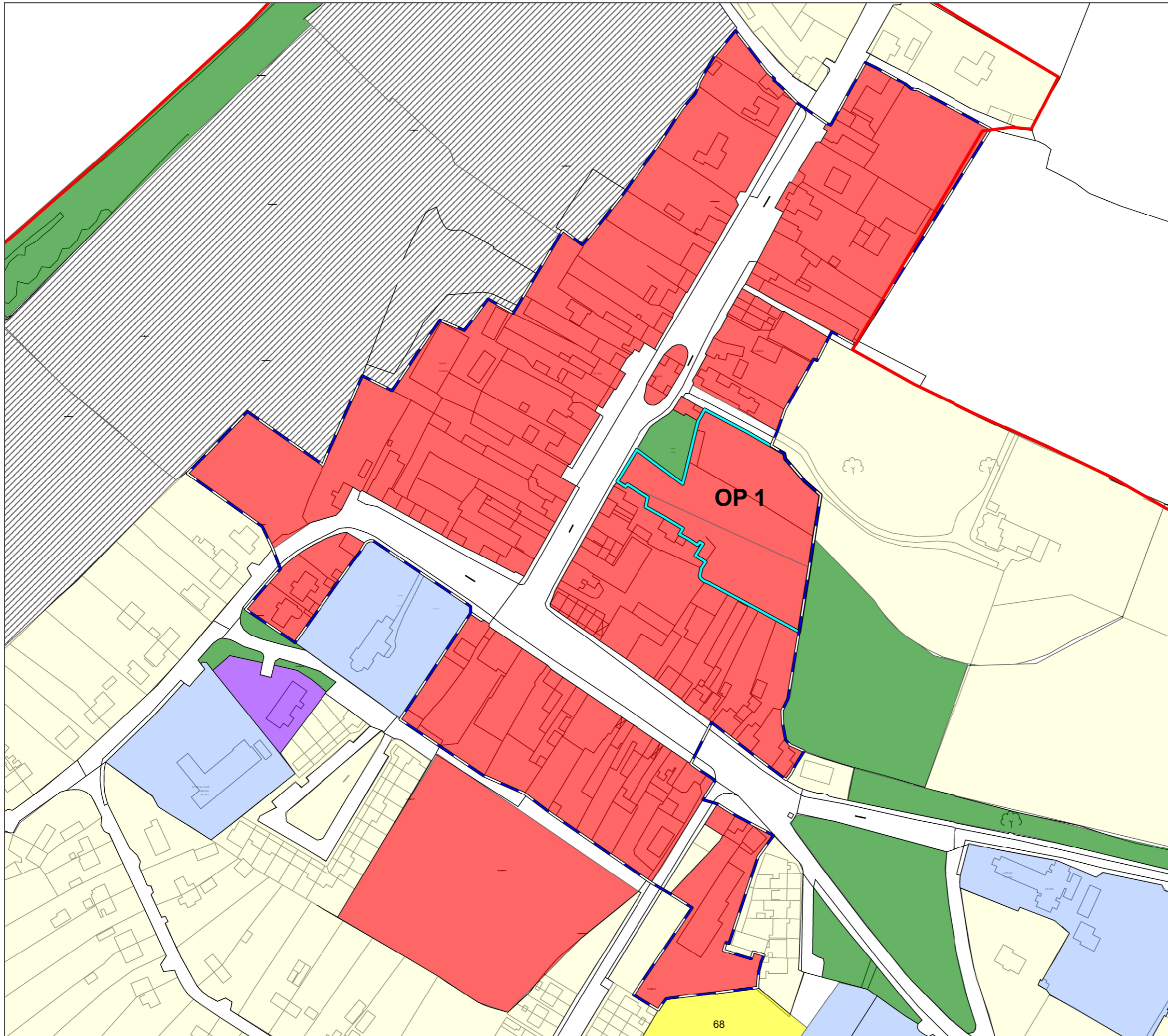
Map No. 4

Regeneration & Renewal Area



Legend

-  Settlement Boundary
-  Regeneration Boundary
-  RN-New Residential
-  RE-Existing Residential
-  CE-Community & Education
-  E-Employment
-  TC-Town Centre
-  PU-Public Utility
-  SLB-Strategic Land Bank
-  OS1-Open Space
-  AOS-Active Open Space
-  OP-Opportunity Sites



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PART 6 Tinahely Specific Objectives

6.1 Context

Tinahely is located between three hills at a crossing of the Derry River Valley, at an important communications point at the intersection of routes to Wicklow, Arklow, Carlow and Kildare. It is a small, historic, market town, with an important cluster of commercial and public service infrastructure that services both the town and its rural hinterland. The town has a strong but simple urban form, with a triangular main square dominated by the historic Market House that is now used as a library. To the south of the square is the former Courthouse, now used as an Arts Centre. The cultural role of this centre has important potential for the development of the town.

The town centre is built on the western slopes of the valley of the River Derry and the square is consequently characterised by its steep gradient. The north-west bank of the River Derry was the site of a complex of corn and sawmills driven by water power. Parts of two of these mills and their mill races remain. Up to 1944, a railway linked Tinahely to the Dublin-Wexford line at Woodenbridge. Outside the centre, more recent development is mainly linear, spreading out along the three radial routes that intersect at Tinahely's Main Square. In addition, a separate but linked development area has evolved at Ballinacor and Lugduff, to the east of the River Derry. None of the town's churches were built in the town centre - as a consequence, the primary schools and some other community facilities are also located outside the town core.

This historic evolution has led to a dispersed, multcentred form of development focused on four distinct and separate areas:

1. Tinahely town centre and the linear extension of the town out along the Hacketstown Road. This is the main commercial / retail area of the settlement. Development along both sides of the Hacketstown road has generally been restricted by the higher land to the west and the river valley to the east.
2. Shillelagh Road / Coolross area to the west of the town centre. This area is predominately residential but also hosts a number of important commercial and community facilities including the Garda and Fire Station, the Teagasc office and County Council Area Offices. The landscape in this direction is generally more open and exposed and access is also constrained by the narrow junction from this road onto the market square.
3. Ballinacor / Lugduff, to the east of the River Derry, with the RC Church, Community Hall, GAA pitch and Tinahely NS. Residential development in the last 20 years has generally been in this direction, where there are fewer natural/topographical constraints to development and community facilities are located. This area is somewhat separated from the main town centre and would benefit from strengthened linkages.
4. Churchland, to the south-east, the location of the Church of Ireland Church and primary school and also the site of the former railway station.

6.2 Overall Vision & Development Strategy

A key aim of a Town Plan is to set out the vision and development strategy for the future development of a settlement 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 Tinahely.

The vision for Tinahely is:

- To ensure a high-quality living environment for existing and future residents.
- To provide a framework for the moderate growth of the town, in order to provide housing for current and future generations, to revitalise the economy of the town and to allow improvements of social and community facilities.
- Sustain a revitalised town centre with residential, commercial and community developments.
- Create increased connectivity between a revitalised town core and the existing and proposed residential areas in the town.
- To protect the integrity of the Slaney River Valley SAC.
- Promote and foster economic development and linkages to surrounding larger settlements within and outside the County.
- Develop the tourism potential of the area as a visitor/ tourist destination in itself and in its role as a 'gateway' linking the east and southeast of the County to the Wicklow Mountains.
- Protect the built and natural heritage of the area.
- Facilitate a transition to a low carbon settlement.

In recognition of the historical pattern of development, the profile of the settlement, the demands of higher-order strategies and the vision for the town set out above, the development strategy is as follows:

- To reinforce and improve the visual appearance of the central area of the town and encourage development that will enhance the town's vitality and vibrancy; to protect the character and setting of the town centre in accordance with the provision of the designated Tinahely Architectural Conservation Area.
- To identify key sites suitable for development in the town centre and set out design criteria capable of meeting the overall vision for the town core area.
- To improve linkages between Tinahely town centre and residential and community lands to the east across the Derry River.
- To plan for and encourage the development of new employment opportunities, in the form of both new mixed-use developments in the town centre and office / light industrial/warehousing development on greenfield lands to the south-east of the river.
- To address deficits in social, community and recreational services; to require developers to provide such facilities in tandem with new housing development where appropriate and/or to require the payment of development levies for the provision of such facilities by the local authority.
- To support the development of Tinahely as a major tourist destination in south Wicklow, particularly given its location on the disused Woodenbridge to Shillelagh railway line, which is intended to be developed as a continuous green route.
- To create functional public spaces and pedestrian routes linked to new development that maximise the natural features of the area.
- To ensure the protection and enhancement of natural habitats, cultural heritage, ecological resources and biodiversity, and in particular to maintain the ecological integrity of the Slaney River Valley SAC.
- To ensure that only appropriate land uses are provided on lands identified as being at risk of flooding.

6.3 Residential Development

Having regard to the aggregate population target for the Level 5 plans, sufficient land is zoned for residential development to meet housing targets. All land that is suitably zoned to cater for residential development is within the built up envelope and therefore considered compact growth.

Residential Development Objectives

- TIN1** New residential development shall comply with the principles, objectives and standards set out in the Wicklow County Development Plan.
- TIN2** To provide for a mixed housing and community development including a range of tenure types on lands zoned MU (Mixed Use) at Lugduff.
- TIN3** To require that the design and layout of new residential development reflects Tinahely's special character and identity and makes a positive contribution to the town's built environment.
- TIN4** On land zoned R-Special at Tinahely townland (1ha) to provide for residential development for a maximum of 4 additional units.

6.4 Economic Development & Employment

The strategy of this plan is to take advantage of the existing economic assets in order to stimulate employment within the area. The key assets the plan area has to offer are:

- a large hinterland population offering a wide variety of skills;
- a strong agricultural sector;
- the potential for the town to develop as a key tourist destination; and
- location on a key cross county regional road from Arklow to the south and west of the County (R747) which may form part of a future 'Leinster Outer Orbital Route'.

While the town lacks a large scale single employer, there are a number of small to medium sized businesses both in the town centre in the form of retail, commercial, professional and public services, and in manufacturing and light industry, in the main located around the Lugduff area.

The presence of existing natural amenities and visitor facilities, alongside spillover revenue associated with destinations in the area such as Brooklodge and Woodenbridge Hotels and Ballybeg House, provide a base from which the tourism industry potential of the area can be developed. In addition to this, there are a number of significant opportunities for the area to generate tourist revenue in its own right by expanding the existing tourist walking and cycling industry within the area.

This plan will therefore make provision for lands to be reserved which will be capable of accommodating a variety of forms of employment development. Section 5.5 to follow addresses the development strategy for the town centre and retail.

This plan provides for a greenfield site of undeveloped zoned 'employment' land at Lugduff that would be suitable for various types of industries and start up businesses requiring purpose-built premises. These lands are identified on the land use map as SLO 1 (specific local objective).

Economic Development & Employment Objectives

- TIN5** To facilitate and support the growth of the town centre of Tinahely in accordance with the provisions of this town plan as the priority location for new employment generating activities and to encourage the development of new retail / retail services, business support services (such as solicitors, accountants, architects etc) and start-ups / smaller operations within the TC zone.

TIN6 To facilitate and support economic growth and job creation through facilitating the delivery of appropriate developments including those that may relate to the following:

- Industries based on the use or manufacture of local natural resources relating to agriculture, forestry etc;
- tourism, hospitality and recreation uses that support the needs of visitors who undertake tourist activities such as walking and outdoor recreational activities, having regard to Tinahely's location near the Wicklow Way and other local trails such as the existing Railway Walk (forming part of the potential future Arklow – Shillelagh greenway);
- smaller scale and community driven enterprise, including but not limited to small scale ventures and start-ups, climate action and low carbon enterprises and innovative working formats including co-working hubs and the services to support same;
- retailing, service and administrative developments which provide services and facilities for the local population and visitors; and
- attractions and events including the Courthouse Arts Centre, Tinahely Farm Shop and Tinahely Agricultural Show.

TIN7 To support and facilitate the development of an integrated employment zone at lands identified as SLO 1 at Lugduff.

6.5 Town Centre & Retail

The commercial core of Tinahely is centred around Market Square - Tinahely Courthouse and along the Hackettstown Road (R747). The pattern of development along this road, and the natural topography of steep lands to the west and river valley to the east, has limited opportunities for further expansion or re-development of any significant new or infill sites. The expansion of the town centre onto town centre zoned lands at the 'Fair Green' south of the Courthouse provides the opportunity for the expansion of additional town centre housing, shops, retail services and car parking to meet the needs of the town into the future. These lands are designated 'SLO-1', objectives for which are set out in Section 5.9 to follow.

Tinahely is well served by a range of shops and retail services to a level that is akin with its status as a Level 5 town, including a number of small local shops and 2 medium sized foodstores – Centra and GALA convenience stores.

Town Centre & Retail Objectives

TIN8 New development (including the refurbishment of buildings and backland development) shall respect the traditional character and setting of the historic town centre. Where lands zoned town centre adjoin or have the potential to be linked to SLO-1 lands, the design and layout of any such development proposals shall demonstrate how connectivity has been provided for in the design.

TIN9 The closure of side laneways, access doors and archways shall generally be discouraged in order to maintain access to backland areas in the town centre.

TIN10 To work with the local community and other stakeholders to design, secure funding for and implement improvements to the overall appearance and accessibility of the town centre and its public realm including but not limited to:

- alterations to the layout of the road carriageway and on-street car parking to allow for the provision of new or improved pedestrian and cycling facilities and additional pedestrian crossing points;
- improved hard and soft landscaping and tree planting, lighting, seating and other street

Water Services

Wastewater: Tinahely is served by the Tinahely Wastewater Treatment Plant located south of the bridge and discharges treated effluent to the Derry River downstream of Tinahely. The plant has a design capacity of 1,200pe and has limited spare capacity for further development. Improvements to this plant are required, and funding has been sought for same under Irish Water's Small Town and Villages Growth programme, part of IW's investment programme 2020-2024. No new development shall be permitted unless there is adequate capacity in the wastewater collection and treatment system.

Water Supply: Shillelagh, Tinahely and Carnew are served by the Tinahely Regional Water Supply Scheme, which extracts water from the Derry River north of the bridge at Tinahely. There are currently no deficiencies in this supply or network, which would impact on future development. The maximum capacity of the scheme is 10,000p.e. The scheme is currently operating with an estimated demand of 5,000p.e.

Flooding

Parts of Tinahely are at flood risk. Lands at a high and moderate risk of flooding are identified on the attached flood risk maps. Regard shall be paid to the Strategic Flood Risk Assessment and relevant objectives of the County Development Plan for any development in these identified flood risk areas

Transportation and Movement

Tinahely is located on the Bus Eireann 132 Dublin and Rosslare route, but with limited service, which would not be suitable for commuters. TFI 'local link' buses also provide services to Arklow, Gorey and Carnew but again the services are very limited and some run only one day per week. The nearest locations to avail of more frequent daily services would be Arklow and Rathdrum (both c. 30 minutes' drive).

The town centre would benefit from the introduction of additional off street public parking. The Local Authority will aim to improve pedestrian, cyclist and traffic safety and accessibility throughout the town and to provide safe and high-quality links between residential areas and the town centre, community/sports facilities and schools.

The Railway Walk now runs along part of the original disused railway track and now forms an important recreational and tourism asset for the town and is hoped to form part of the longer greenway from Arklow to Shillelagh.

Service Infrastructure Objectives¹

TIN13 To support the development of a 'Leinster Outer Orbital Route' road from Arklow (N11) to Baltinglass (N81) and which could pass through or around Tinahely.

TIN14 To facilitate and support the delivery of works to improve pedestrian, cyclist and traffic safety and accessibility through the town, including (but not limited to) the following:

- Improvements to pedestrian and cycling facilities along the L-3216 between the old railway station and the R747
- Improvements to pedestrian and cycling facilities along the R747 between Dwyer Square and Lugduff; and between Dwyer Square and Coolruss.
- Improvements to pedestrian and cycling facilities on the L3205 between the town centre and Killavaney and on the L7706 between Lugduff and Killavaney

¹ The Planning Authority may require the delivery of all or some of these objectives as part of a development proposal

TIN15 To facilitate the provision of additional off street car parking close to Main Street.

TIN16 To facilitate the extension of the Railway Walk from Tinahely, south to Shillelagh and east to Woodenbridge and Arklow, and to reserve lands free from development to facilitate the extension of the walk, as required by the Transportation & Roads Section of the Council.

6.8 Built & Natural Heritage

Tinahely is rich in natural and built heritage, such assets and features being identified on the Heritage Map as associated with this plan. Tinahely ACA is attached at the end of this plan. Objectives relating to the protection, conservation and enhancement of heritage are included in Volume 1 of the County Development Plan. In terms of natural heritage, the key feature in the settlement is the Slaney River Valley SAC which is an EU protected site.

Heritage Objectives

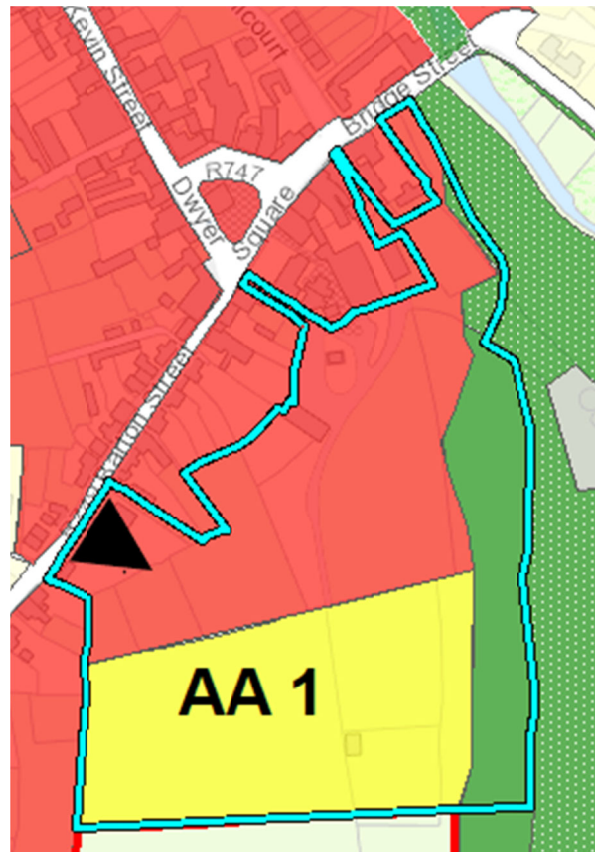
TIN17 To protect the integrity of the Slaney River Valley SAC, in light of the sites conservation objectives.

TIN18 To protect the character of the Tinahely ACA in accordance with the objectives set out in Chapter 8 of the County Development Plan.

6.9 Action Areas & Specific Local Objectives

AA1 'Fair Green' Lands

These lands measure c. 5.4ha and are zoned for 'town centre', 'new residential' and 'open space' uses. These lands encompass backlands of properties on Market Square and Pound Lane, the old 'Fair Green', the old Handball Alley and other undeveloped lands to the south of Market Square. These lands present an opportunity to expand the mixed-use and commercial area of the town centre, to allow for the creation of new streets and squares and to provide for off street car parking for the core of the town.



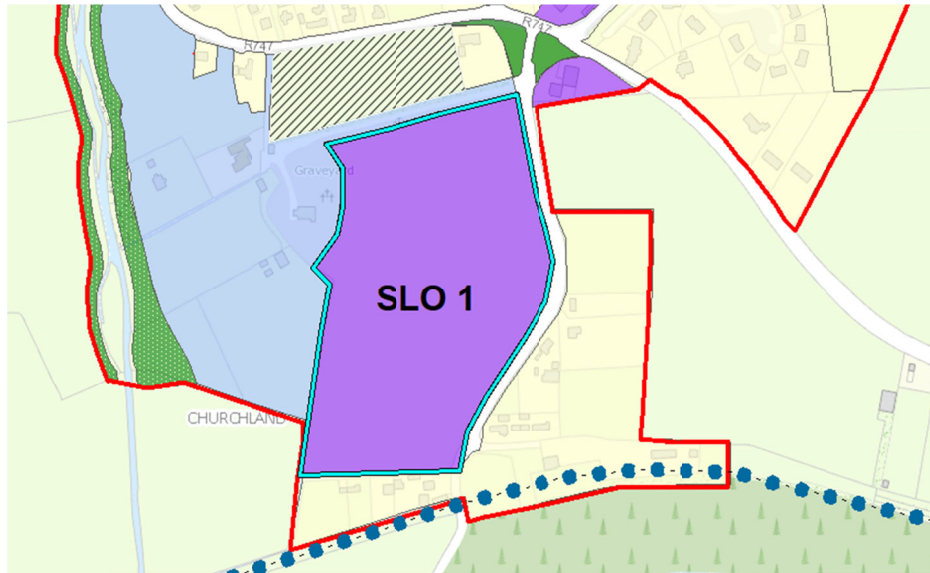
Action Area 1

AA1 Objectives

- These lands shall be developed as a 'town centre' expansion and shall comprise of a series of new streets and/or squares, well-integrated both functionally and visually with the format and architectural style of the existing town core. Excellent vehicular, pedestrian and cycling connections shall be provided into the existing town centre, and in particular new pedestrian links shall be provided into Market Square, with the principal vehicular access route into the lands from Barton St (R749) as indicated on the Action Area 1 map.
- The development of these lands shall include the provision of an off street public car park, at a location that is easily accessible by foot from the Market Square.
- While the overall layout of road/pedestrian connections shall be a matter determined at design stage, the development of these lands shall ensure that suitable access is made available to the lands zoned for residential development on the southern part of the AA lands.
- These lands shall be developed for a mix of residential, commercial and community uses.
- Any aspect of the development that would be open to views from the bridge or from the east shall enhance the overall visual setting of this valley.
- Any development proposals for these lands shall include proposals for community uses, which can be determined through consultation with the Community, Cultural & Social Development Section of Wicklow County Council.
- A phasing plan shall be submitted for agreement with the Council. Public infrastructure including a car park and community facilities shall be provided in early phases.
- Any proposal shall have regard for the Slaney River Valley SAC which is in close proximity to this site.

SLO 1 Integrated Employment — Churchland

This SLO area is located in the townland of Churchland on the south-east side of the settlement. This area measures c. 6.4ha and shall be developed as an employment and community zone in accordance with the following criteria:



SLO 1

- A minimum of 1ha shall be devoted to smaller start-up type incubator units and/or an enterprise centre.
- Proposals shall be included for the provision of community facilities, the nature of which shall be determined following consultation with local community groups and the Community, Cultural & Social Development Section of Wicklow County Council.
- Access shall be provided from LP-3216 Coolattin Road subject to the improvement of this road from the junction with the R747 as far as the old railway station, including re-alignment, widening, footpaths, cycleways and lighting.
- Any proposal shall have regard for the Slaney River Valley SAC.

5.10 Tinahely Architectural Conservation Area (ACA)

The extent of the Tinahely ACA is outlined on the attached Heritage Map. The character of the ACA is defined as follows:

The ACA contains an important and attractive townscape of well-proportioned stone built town houses, commercial and public buildings dating mainly from the 18th and early 19th centuries, built along the backdrop of the Derry River, at the junction of the Shillelagh-Wicklow and Hacketstown roads.

The character of the ACA is essentially formed by the combination of the traditional urban Irish streetscape of restrained frontages to residential and retail properties, with a number of notable administrative and substantial mill buildings. The traditional streetscape provides a foil to the Market House which is the most outstanding building in the town.

Market Square, with its Market House and Court House, Pound Lane, the milling area at the Derry and Tinahely Bridge comprise the main historic area of Tinahely. The buildings fronting onto Market Square are substantial with extensive outbuildings and lands to the rear. They comprise an important “set piece” of small town urban design and planning. Later additions also of importance are the terraced workers’ cottages on the Hackettstown Road and the Methodist Church and Manse. In general, the stone built structures of this period are a valuable non-renewable cultural resource that contributes strongly to the cultural identity of the town and merits treatment as a conservation area.

Other features of note, that contribute to the character of the ACA include:

- Pound Lane predominantly comprising well presented double fronted two-storey houses, mainly with classical detailing around doors and windows;
- The present bank building, a former hotel, is a substantial double fronted five-bay property with a shop frontage inserted into one bay on the ground floor;
- The old Constabulary, situated to the south-west of the Courthouse, with its rounded corner, provides an important stop to the south-west corner of the square. The recent insertion of a modern shopfront diminishes the corner;
- Structures listed on the Record of Protected Structures;
- Victorian style shopfronts.

It is important that the character of the town is not eroded by insensitive adaptations or remodelling of façades.

















Tinahely Town Plan

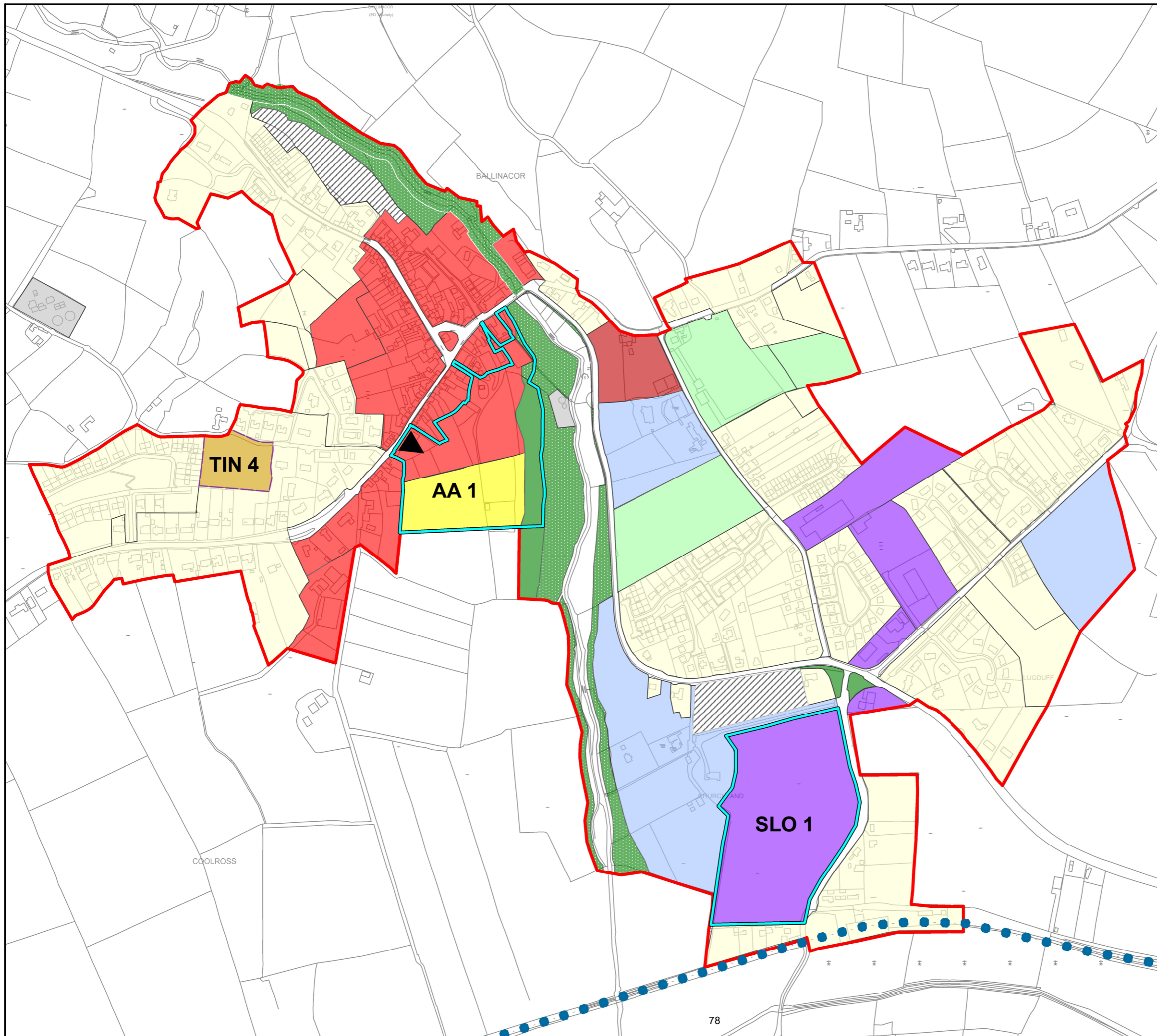
Map No. 1

Land Use Zoning Objectives



Legend

-  Settlement Boundary
-  RN-New Residential
-  RE-Existing Residential
-  R Special - Special Residential
-  TC-Town Centre
-  CE-Community & Education
-  E-Employment
-  MU-Mixed Use
-  PU-Public Utility
-  SLB-Strategic Land Bank
-  AOS-Active Open Space
-  OS1-Open Space
-  OS2-Passive Open Space
-  AA-Action Area & SLO-Strategic Local Objectives
-  Fomer Arklow to Shillelagh Railway LIne
-  Access Point



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Tinahely Town Plan

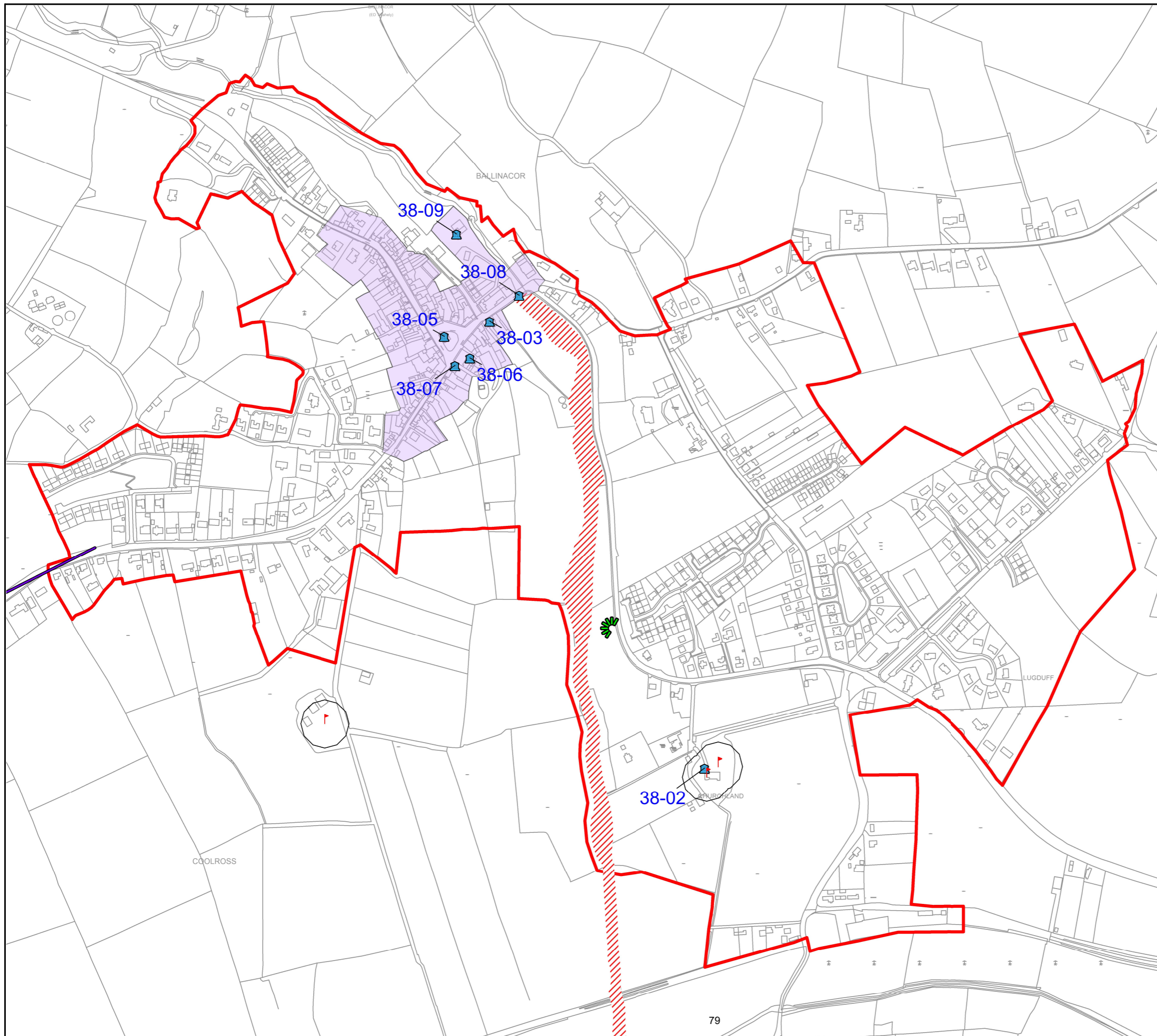
Map No. 2

Heritage Objectives



Legend

- Settlement Boundary
- Protected Structures
- National Monuments
- Prospects
- View
- SAC-Special Area of Conservation
- Architectural Conservation Areas



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Tinahely Town Plan


Map No. 3

Indicative Flood Zones




Legend

 Settlement Boundary

 Flood Zone A: High probability of flooding

Where the probability of flooding from rivers and the sea is highest (greater than 1% or 1 in 100 for river flooding or 0.5% or 1 in 200 for coastal flooding)

 Flood Zone B: Moderate probability of flooding

Where the probability of flooding from rivers and the sea is moderate (between 0.1% or 1 in 1000 and 1% or 1 in 100 for river flooding and between 0.1% or 1 in 1000 year and 0.5% or 1 in 200 for coastal flooding)

Disclaimer

These Indicative Flood Zones were based on information available at the time of drafting and amending this plan. Any new data and analysis carried out after this date has not been integrated into this map but should be used in conjunction with this map for development proposals. All information may be substantially altered in light of future data and analysis.

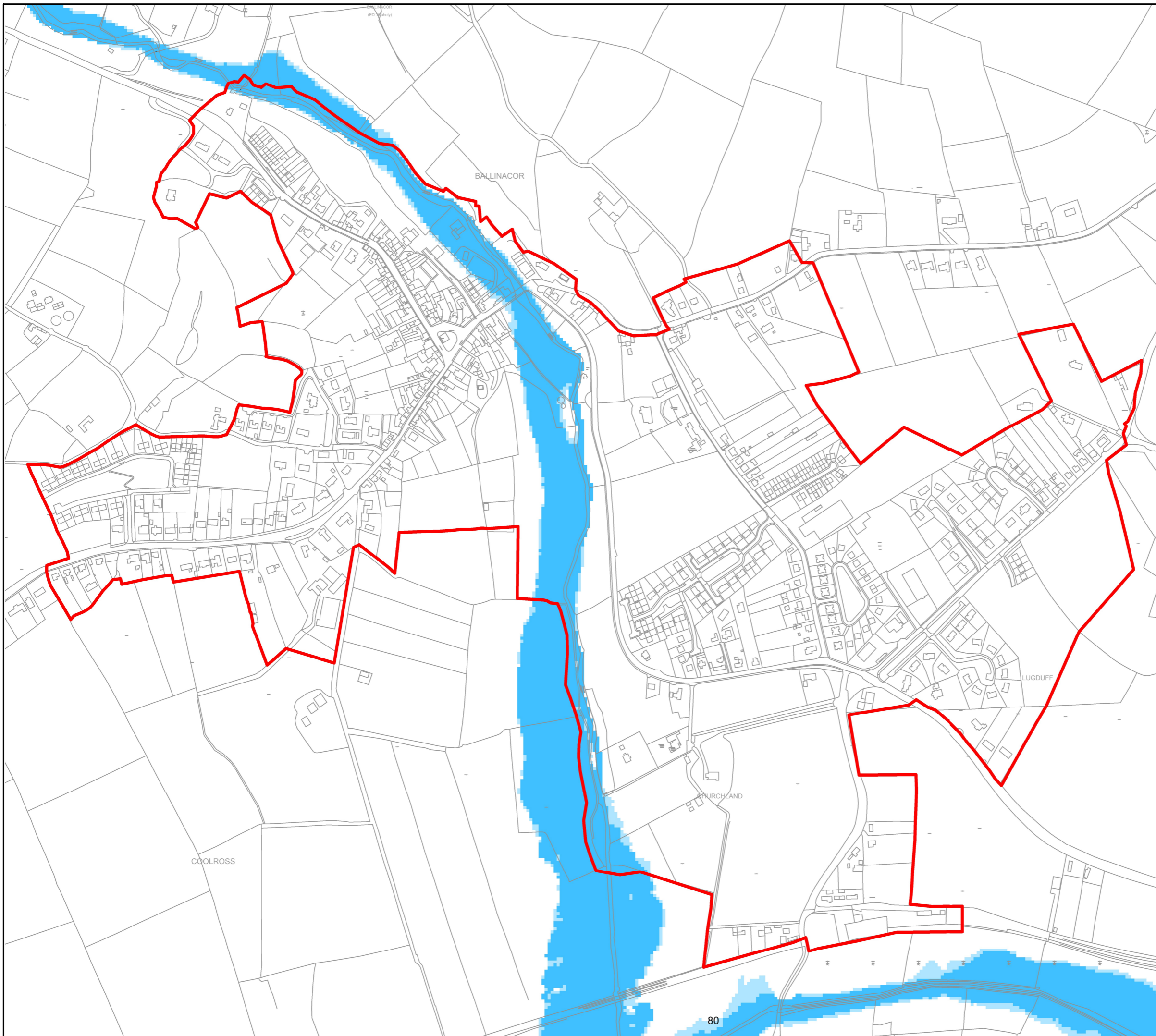
Full Disclaimer is included in SFRA

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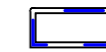



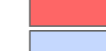
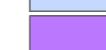










Tinahely Town Plan

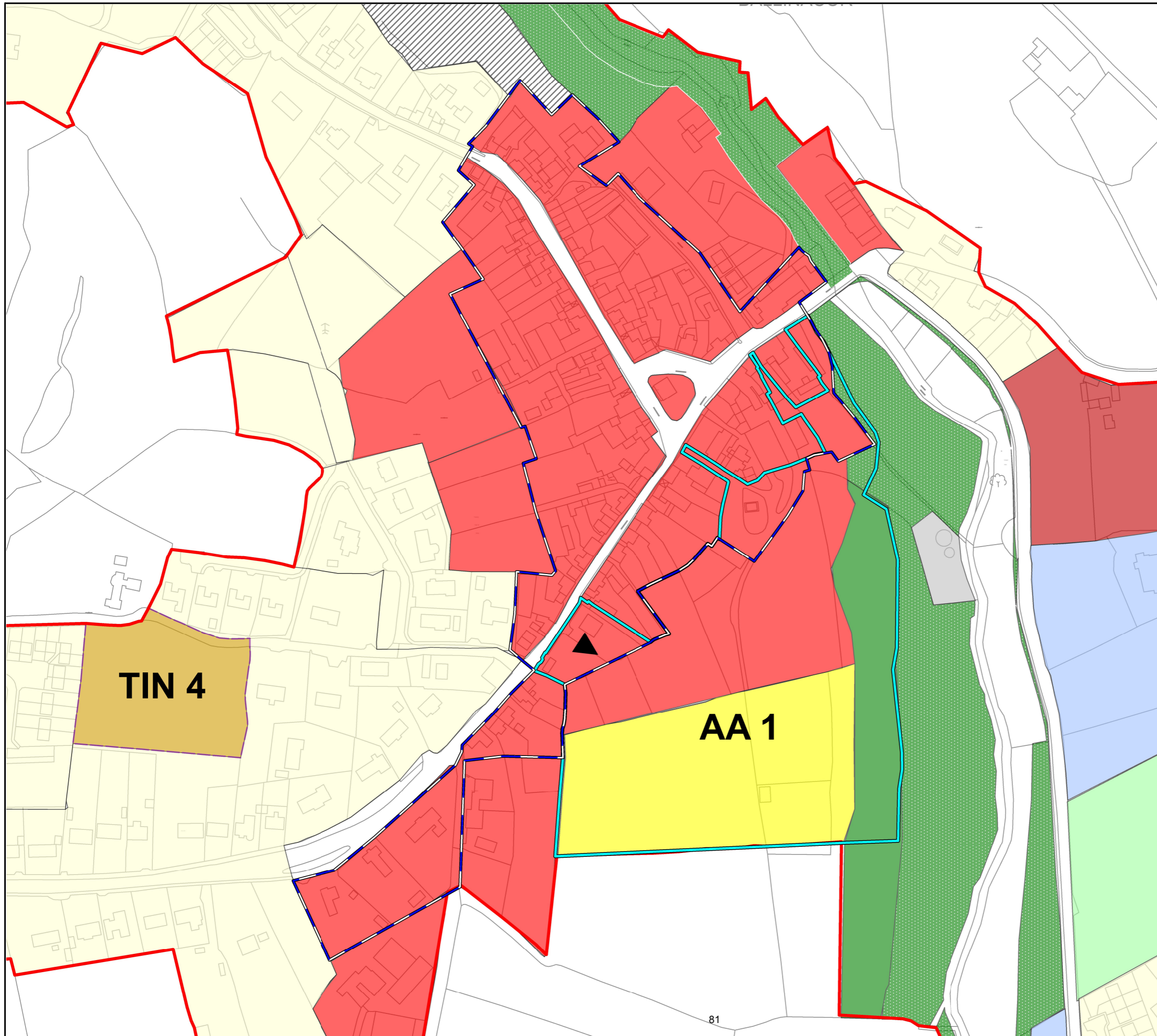
Map No. 4

Regeneration & Renewal Area



Legend

-  Settlement Boundary
-  Regeneration Boundary
-  RN-New Residential
-  RE-Existing Residential
-  R Special - Special Residential
-  TC-Town Centre
-  CE-Community & Education
-  E-Employment
-  MU-Mixed Use
-  PU-Public Utility
-  SLB-Strategic Land Bank
-  AOS-Active Open Space
-  OS1-Open Space
-  OS2-Passive Open Space
-  AA-Action Area & SLO-Specific Local Objectives
-  Fomer Arklow to Shillelagh Railway Line
-  Access Point



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