

**SECTION 2 PROPOSED AMENDMENTS**

**VOLUME ONE**

**CHAPTER 2 DEVELOPMENT PLAN STRATEGY**

**AMENDMENT V1 – 1**

**Section 2.2.2 Integration of climate considerations into the County Development**

The approach taken in crafting this County Development Plan is to identify what are the impacts and sources of climate change, identify the key sectors of the sources of impacts that are relevant to the County Plan as a land use plan and to ensure that these are considered in the crafting of all policies and objectives. ~~In order to ensure that this is done in a comprehensive manner, the plan will also include an appendix which audits the provisions of the plan, to show how and where climate considerations have indeed been fully and adequately incorporated into the plan provisions.~~

**AMENDMENT V1 – 2**

**Section 2.4.3 Strategic County Outcomes**

<p><b>SCO4 Sustainable Healthy Communities</b></p>	<p>Places should facilitate a high quality of life for all regardless of age or ability. Access to quality housing, employment, childcare, education, health services, community facilities and a clean unpolluted, environment including clean air and water, are defining elements of healthy, attractive and successful places. Investment in a well-designed public realm which includes public spaces, parks, playgrounds, streets and recreational <b>and sport</b> infrastructure to cater for all ages is essential.</p>
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**CHAPTER 3 CORE STRATEGY****AMENDMENT V1 - 3****Section 3.0 Introduction**

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

**AMENDMENT V1 – 4****Section 3.2 Housing**

The methodology for translating the population targets of the NPF Roadmap into housing targets is set out in Ministerial Guidelines 'Housing Supply Target Methodology for Development Planning' (DHLGH December 2020). As part of the understanding and implementation of these guidelines, additional County specific tabulations and calculations were provided by the Department, in order to assist in the accurate determination of housing targets for the lifetime of the development plan, which will be the 6-year period Q3 2022 to Q2 2028.

These tables and calculations are all presented and explained in the Housing Strategy appended to this development plan; only the summary tables or those necessary to explain the Core Strategy are set out in this chapter.

**Table 3.2 Housing Completions & Targets Co. Wicklow 2020, 2022, 2028, 2031**

County Wicklow	Units delivered 2017-2020	Estimated completions Q1 2021 – Q2 2022	Target Q3 2022 – Q2 2028	Target Q3 2028 - 2031	Total
New housing demand	3,230	1,404	8,467	1,848	14,949

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

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

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

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

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

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

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

Neither the NPF 'Roadmap' nor the 2020 Guidelines take account of the additional population allocation to Bray as per the MASP. This equates to 3,820 units<sup>1</sup>, and assuming they will be delivered over a 10 year period from 2022 to 2031, this equates to 382 units per annum. This will be assumed to be delivered in a linear even manner and no 'front loading' for 2026 is provided for as per the MASP:

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

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

<sup>1</sup> ~~Using the same ratio of population:housing units as provided for in the guidelines~~

## AMENDMENT V1 – 5

### Section 3.4 Population & Housing Allocations

This development plan is for the period Q3 2022- Q2 2028 and the population and housing unit targets for each settlement / aggregate settlement grouping in order to ensure that it provides a robust and responsive long term framework, the population and housing targets up to 2031 for each settlement / tier in the settlement hierarchy are herewith identified. These targets have been sourced and derived for the overall County population targets set out in Table 3.1 above and the housing targets set out in Table 3.2. Local plans for each settlement<sup>2</sup> as well as the application of the objectives of this plan, will provide for a flexible development framework, including phasing, to ensure that the 2026 and 2028 targets can be fulfilled.

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

#### National Policy Objective 9

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

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

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

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

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

<sup>2</sup> Local Area Plans in the case of settlements in Levels 1-3 in the hierarchy; and Small Town Plans for settlements in Levels 4-5 (which are contained within this County Development Plan)

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

Housing and population growth rates targeted for each settlement / settlement tier are reflective of the respective position of each settlement or groups of settlement in the overall hierarchy, the tier designation and any growth parameters associated with same as may be provided in the NPF or RSES, and the capacity of that settlement / settlement tier for growth having regard to the asset based assessment.

In a small number of cases, the targeted housing growth rate has had to take account of significant legacy housing developments already in train, which would result in a higher growth rate than may have been appropriate for the settlement given its position in the hierarchy and asset capacity.

Level	Settlement	Justification
1, 2	Bray	Key Towns are identified for growth rates of c. 35% having regard to their identification on the RSES are towns suitable for higher levels of growth.
	Wicklow - Rathnew	
3	Arklow	Towns in Level 3 are targeted for growth rates of 25%-30%, with slight variations based on capacity / past trends.
	Greystones - Delgany	
	Blessington	
4	Baltinglass	Towns in Level 4 are generally targeted for growth rates around 20%-25%. Newtownmountkennedy (at c.65%) and Rathdrum (at c.45%) will significantly exceed this target due to legacy housing developments under construction. The goal for these towns is to limit further development, other than for town centre infill / regeneration.
	Enniskerry	
	Kilcoole	
	Newtownmountkennedy	
	Rathdrum	
5	Ashford	Towns in Level 5 are generally targeted for growth rates of 15%-20%. Ashford (at c.60%) will significantly exceed this target due to legacy housing developments under construction. The goal for this town is to limit further development, other than for town centre infill / regeneration.
	Aughrim	
	Carnew	
	Dunlavin	
	Tinahely	
6	Avoca	Towns in Level 6 are generally targeted for growth rates of 10%-15%.
	Donard	
	Kilmacanogue	
	Newcastle	
	Roundwood	
	Shillelagh	
7-10	Villages / clusters Open countryside	Growth rate of 5%-10% identified as appropriate for rural villages and open countryside.

**Table 3.46 Wicklow Settlement / Aggregate Settlement Population Targets 2016, Q2 2028-2031**

Level	Settlement	Population 2016		Population target Q2 2028	Population target 2031	% of total County growth To Q2 2028-2031 by tier	
1	Bray	29,646		38,565	40,425	KEY TOWNS	52% 49%
2	Wicklow - Rathnew	14,114		18,515	19,470		
3	Arklow	13,226		15,419	16,440	SELF SUSTAINING GROWTH TOWNS	25%
	Greystones - Delgany	18,021		21,727	21,630		
	Blessington	5,234		6,145	6,035		
4	Baltinglass	2,251		2,607	2,725	SELF SUSTAINING TOWNS	10% 12%
	Enniskerry	1,877		2,106	1,920		
	Kilcoole	4,244		4,778	4,315		
	Newtownmountkennedy	3,552		5,179	5,220		
	Rathdrum	1,716		2,339	2,480		
5	Ashford	5,710		6,695	7,210	SMALL TOWNS TYPE 1	5% 5%
	Aughrim						
	Carnew						
	Dunlavin						
	Tinahely						
6	Avoca	3,835		4,230	4,345	SMALL TOWNS TYPE 2	2%
	Donard						
	Kilmacanogue						
	Newcastle						
	Roundwood						
	Shillelagh						
7-9	Villages / clusters	5,672	38,999	41,352	6,010	VILLAGES	1% 9%
10	Open countryside	33,327					
	<b>Total</b>	<b>142,425</b>		<b>169,658</b>	<b>173,505</b>		<b>100.0%</b>

**Table 3.5** Wicklow Settlement / Aggregate Settlement Housing Targets to Q2 2028 and Q4 2031

Level	Settlement	Housing Stock 2016	Completions 2017-2020	Estimated completions 2021-Q2 2022	Housing Growth Q3 2022-Q2 2028	Housing Growth Q3 2028-Q4 2031	Total Housing Growth 2016-2031
1	Bray	11,232	165	100	4,026	771	5062
	Wicklow - Rathnew	5,456	650	200	1,267	275	2392
3	Arklow	5,406	165	100	790	166	1,221
	Greystones - Delgany	6,766	875	400	508	170	1953
	Blessington	1,914	5	40	393	81	519
4	Baltinglass	903	46	40	85	24	195
	Enniskerry	648	34	40	36	15	125
	Kilcoole	1,451	97	20	140	30	287
	Newtownmount-kennedy	1,222	250	100	433	99	882
	Rathdrum	669	132	100	68	31	331
5	Ashford	2,390	255	90	129	41	515
	Aughrim						
	Carnew						
	Dunlavin						
	Tinahely						
6	Avoca	1,534	46	30	114	28	218
	Donard						
	Kilmacanogue						
	Newcastle						
	Roundwood						
	Shillelagh						
7-9 10	Villages / clusters Open countryside	15,395	510	134	478	117	1249
	Total	54,968	3,230	1,404	8,467	1,848	14,949

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

Level	Settlement	Housing Stock 2016	Housing Stock Growth Target 2016-2031 <sup>3</sup>	Housing Units completed post 2016	Further Housing Unit Growth Target up to 2031
1	Bray	11,232	5,062	165	4,897
2	Wicklow – Rathnew	5,456	2392	650	1,742
3	Arklow	5,406	1221	165	1,056
	Greystones – Delgany	6,766	1953	875	1,078
	Blessington	1,914	519	5	514
4	Baltinglass	903	195	46	149
	Enniskerry	648	125	34	91
	Kilcoole	1,451	287	97	190
	Newtownmountkennedy	1,222	882	250	632
	Rathdrum	669	331	132	199
5	Ashford	2,390	515	255	260
	Aughrim				
	Carnew				
	Dunlavin				
	Tinahely				
6	Avoca	1,534	218	46	172
	Denard				
	Kilmacanogue				
	Newcastle				
	Roundwood				
	Shillelagh				
7-10	Villages / clusters Open countryside	15,395	1249	510	739
	<b>Total</b>	<b>54,986</b>	<b>14,949</b>	<b>3,230</b>	<b>11,719</b>

<sup>3</sup> As per the population growth targets set out in Table 3.7



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

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

In order to ensure that adequate services are delivered in tandem with new housing, service delivery agencies shall have regard to both the future housing growth targets set out in Table 3.5 above, and the housing delivery already completed and underway in the County since 2016, as well as permitted further housing development as yet to commence, as shown on Table 3.69 to follow.

**Table 3.69 Housing development completed, underway and permitted in Co. Wicklow**

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

<sup>4</sup> As of 31 March 2021

<sup>5</sup> As of 31 March 2021, granted but uncommenced

## AMENDMENT V1 – 6

### Section 3.5 Zoning

#### Local Area Plans (LAPs)

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

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

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

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

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

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

**AMENDMENT V1 – 7****Section 3.5 Zoning****Zoning Principles****Principle 1: Compact Growth**

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

**Levels ~~1-4~~ 1-5 of Settlement Hierarchy**

For larger towns in Levels ~~1-5~~ ~~1-4~~, where more significant growth is targeted that is unlikely to be possible to accommodate wholly within the existing built up envelope, a minimum of 30% of the targeted housing growth shall be directed into the built up area of the settlement. In cognisance that the potential of town centre regeneration / infill / brownfield sites is difficult to predict, **there shall be no quantitative restriction inferred from this Core Strategy and associated tables on the number of units that may be delivered on town centre regeneration / infill / brownfield sites within the built up envelope of the town.**

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

**Level ~~5-9~~ of Settlement Hierarchy**

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

**Table 3.9 — Compact Growth Housing Targets 2022–2031**

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

<sup>6</sup> Defined as development within the existing built up envelope of the settlement

**Principle 2: Delivery of Population and Housing Targets**

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

Where the targets set out in the tables above can't be fulfilled within the quantum of land identified due the lack of infrastructure as set out in Appendix 9, prioritisation will be given to fulfilling the targets set out in the tables above on land identified within Local Area Plans and Small Town Plans where infrastructure is or will be available and based on the sequential approach set out in Principle 4.

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

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

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

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

Future Plan Type	Settlement	Core Strategy Housing Unit Target maximum permissible outside compact growth boundary	Housing Yield of existing undeveloped zoned land outside compact growth boundary <sup>7</sup>	Shortfall/surplus (UNITS)	Method of addressing shortfall/surplus
LAP	Bray	3427	4,126	+699	To be addressed in new LAP.
LAP	Wicklow—Rathnew	1219	1,959	+740	To be addressed in new LAP.
LAP	Arklow	739	2,890	+2151	To be addressed in new LAP.
LAP	Greystones—Delgany	755	823	+68	To be addressed in new LAP.
LAP	Blessington	360	870	+510	To be addressed in new LAP.
LAP	Kilcoole	104	328	+224	To be addressed in new LAP.
LAP	Enniskerry <sup>8</sup>	64	198	+134	To be addressed in new LAP.
STP	Baltinglass	133	90	-43	Requirement exceeded
STP	Newtownmountkennedy	442	590	+148	Requirement not met – legacy planning permissions under construction
STP	Rathdrum	139	0	-139	Requirement exceeded

<sup>7</sup> For LAP towns, estimated in accordance with current local plan zoning provisions; zoned housing lands or lands zoned for a mix of housing and other uses, excluding lands already developed for housing (by November 2020) or where new housing development is currently underway (as of November 2020); disregarding extant permissions as yet to commence. For Small Towns, based on zoning provisions / development objectives set out in this plan.

<sup>8</sup> as part of Bray MD LAP

**Principle 4: Sequential approach**

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

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

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

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

Detailed 'Infrastructural Assessments' in accordance with NPO 72 and the methodology for a Tiered Approach to Zoning set out under Appendix 3 of the NPF shall be carried out for all lands proposed to be zoned and de-zoned in future Local Area Plan.



**AMENDMENT V1 – 8**

**CORE STRATEGY TABLES**

**Table A:** LAP Towns

This analysis utilises the 2031 housing targets, having regard the likely timeframes of future LAPs (6-10 years), due to be adopted in the 2023 – 2025 period.

SETTLEMENT		POPULATION & HOUSING				ZONING							
Settlement Type	Settlement name	A	B	C	D	E	F	G	H	I	J	K	L
		Census 2016 Population	Census 2016 (%)	Housing Target 2016-2031 (less completed units 2017-2020) (units)	Housing Target (as % of County 2031 target)	Development capacity of existing zoned lands (units) <sup>9</sup>	Development capacity of existing zoned land within built up area (units)	Development capacity of existing zoned land outside built up area (units)	Development capacity of existing zoned land within built up area as % of total development capacity (F/E)	Units required to be provided outside of built up area (units) (C – F)	Surplus capacity of existing zoned land outside built up area (units) (G – I)	Surplus land outside of existing built up area (ha)	Method of addressing shortfall / surplus
County	Wicklow	142,425		11,719	100%								
Key Town	Bray	29,646	21%	4,897	42%	6,500	2,000	4,500	31%	2,897	1,600	40 <sup>10</sup>	Will be addressed in next LAP – comprises strategic sites
	Wicklow - Rathnew	14,114	10%	1,742	15%	4,200	2,000	2,200	48%	0	2,200	55 <sup>11</sup>	21ha already under construction; remaining surplus will be addressed in next LAP
Self Sustaining (Growth) Towns	Arklow	13,226	9%	1,056	9%	5,200	2,100	3,100	40%	0	3,100	78 <sup>11</sup>	11ha already under construction; remaining surplus will be addressed in next LAP
	Greystones - Delgany	18,021	13%	1,078	9%	2,900	1,700	1,200	59%	0	1,200	30 <sup>11</sup>	7.5ha already under construction; remaining surplus will be addressed in next LAP
	Blessington	5,234	4%	514	4%	1,450	300	1,150	21%	215	935	31 <sup>11</sup>	Surplus will be addressed in next LAP
	Enniskerry	1,877	1%	91	1%	520	375	145	72%	0	145	5 <sup>12</sup>	Surplus will be addressed in next LAP
	Kilcoole	4,244	3%	190	2%	600	460	140	77%	0	140	5 <sup>12</sup>	Surplus will be addressed in next LAP

<sup>9</sup> Zoned housing / mixed use lands that has not delivered any housing units pre 2020 due to lack of permission / non-commencement of permitted development / non-completion of commenced development.

<sup>10</sup> Density assumption 40/ha

<sup>11</sup> Density assumption 30/ha

**Table B:** Towns / Aggregate Town Groups / Rural Areas that form part of County Development Plan 2022-2028

This table relates to the period up to Q2 2028

SETTLEMENT		POPULATION & HOUSING					LAND ZONING REQUIRED			
Settlement Type	Settlement name	A	B	C	D	E	F	G	H	I
		Census 2016 Population	Census 2016 (%)	Housing Target 2016-Q2 2028 (less completed units 2017-2020) (units)	Housing Target (as % of County target)	Housing Target + 25% additional provision (Units)	Development capacity of proposed zoned residential lands (units) <sup>12</sup>	Development capacity of proposed zoned infill / mixed use / town centre lands (units) <sup>13</sup>	Total development capacity (units)	Proportion of zoned land within built up area
<b>County</b>	<b>Wicklow</b>	142,425		8,467	100%					
<b>Self Sustaining Towns</b>	<b>Baltinglass</b>	2,251	2%	125	1.5%	156	105	50	155	100%
	<b>Newtownmountkennedy</b>	3,552	2%	533	6%	666	544	80	624	44%
	<b>Rathdrum</b>	1,716	1%	168	2%	210	320	70	390	52%

<sup>12</sup> Density assumption 30/ha

<sup>13</sup> Capacity determined by site by site analysis

## AMENDMENT V1 – 9

### 3.6 Transport and Accessibility

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

<b>High quality international connectivity</b>	<ul style="list-style-type: none"> <li>Support the improvement and protection of the TEN-T road network to strengthen access routes to Ireland’s ports and airports</li> </ul>
<b>Inter-Urban Roads</b>	<ul style="list-style-type: none"> <li>Maintaining the strategic capacity and safety of the national roads network including planning for future capacity enhancements;</li> <li>Improving average journey times targeting an average inter-urban speed of 90kph;</li> <li>Enabling more effective traffic management within and around cities and re-allocation of inner city road-space in favour of bus-based public transport services and walking/cycling facilities</li> </ul>
<b>Public Transport</b>	<ul style="list-style-type: none"> <li>To strengthen public transport connectivity between cities and large growth towns in Ireland and Northern Ireland with improved services and reliable journey times.</li> <li>Expand attractive public transport alternatives to car transport to reduce congestion and emissions and enable the transport sector to cater for the demands associated with longer term population and employment growth in a sustainable manner through the following measures;</li> <li>Deliver the key public transport objectives of the Transport Strategy for the Greater Dublin Area 2016-2035 by investing in projects such as New Metro Link, DART Expansion Programme, BusConnects in Dublin and key bus-based projects in the other cities and towns;</li> <li>Provide public transport infrastructure and services to meet the needs of smaller towns, villages and rural areas; and</li> <li>Develop a comprehensive network of safe cycling routes in metropolitan areas to address travel needs and to provide similar facilities in towns and villages where appropriate.</li> </ul>
<b>Rural Development</b>	<ul style="list-style-type: none"> <li>Provide a quality nationwide community based public transport system in rural Ireland which responds to local needs under the Rural Transport Network and similar initiatives;</li> <li>Invest in maintaining regional and local roads and strategic road improvement projects in rural areas to ensure access to critical services such as education, healthcare and employment.</li> </ul>

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

<b>Rail</b>	<ul style="list-style-type: none"> <li>DART Expansion Programme - new infrastructure and electrification of existing lines ... while continuing to provide DART services on the South-Eastern Line as far south as Greystones</li> <li>Provide for an appropriate level of commuter rail service in the Midlands and South-East</li> <li>Complete the construction of the National Train Control Centre.</li> <li>New stations to provide interchange with bus, LUAS and Metro network including Kishoge, Heuston West, Cabra, Glasnevin, Pelletstown and Woodbrook.</li> <li>LUAS Green Line Capacity Enhancement in advance of Metrolink.</li> <li>Undertake appraisal, planning and design of LUAS network expansion to Bray, Finglas, Lucan and Poolbeg</li> <li>In principle there is a need to carry out an evaluation of underground metro routes within the M50</li> </ul>
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<p><b>Bus</b></p>	<ul style="list-style-type: none"> <li>▪ Core Bus Corridors comprising 16 radial routes and 3 orbital routes in Dublin</li> <li>▪ Regional Bus Corridors connecting the major regional settlements to Dublin</li> <li>▪ Dublin Metropolitan Bus Network Review</li> <li>▪ Network reviews for the largest settlements across EMRA, with a view to providing local bus services</li> <li>▪ Review of bus services between settlements</li> <li>▪ Review of local bus services throughout EMRA, including services to small towns and villages and the rural transport programme</li> <li>▪ New interchange and bus hub facilities</li> <li>▪ New fare structures</li> <li>▪ Enhanced passenger information</li> <li>▪ Improvements to bus waiting facilities</li> <li>▪ Integrated timetabling of bus and rail into a coherent national and regional network.</li> </ul>
<p><b>Strategic Roads</b></p>	<ul style="list-style-type: none"> <li>▪ <b>Support the improvement and protection of the TEN-T network to strengthen access routes to Ireland's ports, including investment in the ongoing development of the N11/M11 to improve connectivity to Rosslare</b></li> <li>▪ M11 from Jn 4 M50 to Kilmacanogue N3</li> <li>▪ In addition, long term protection shall remain for the Eastern Bypass and the Leinster Outer Orbital Route.</li> </ul>

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

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

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

<p><b>Corridor F – Arklow – Wicklow – Greystones – Bray – Cherrywood – Dundrum – Dun Laoghaire – Dublin City Centre.</b></p>	<ul style="list-style-type: none"> <li>▪ Corridor F stretches from the south east business districts to Wicklow, based around the N/M11 route and containing both the DART and Luas Green Line. The Strategic Development Zone of Cherrywood is in this corridor.</li> <li>▪ During the preparation of the Strategy, the NTA prepared a report on the South East corridor. This study primarily aimed to identify public transport options that could effectively meet the growth in travel demand to year 2035, between the South East Study Area and Dublin City Centre. A number of options to cater for transport growth were examined. This included the upgrading of the Green line to Metro standard all the way to a point in Bray. Other options included focusing on the DART and a combination of BRT and bus priority to service growth, including a BRT network linking to the upgraded Metro at Bride's Glen or Sandyford.</li> <li>▪ Given the need to accommodate expected growth in demand between segments along Corridor F, as well as from these segments to the city centre, a number of schemes are proposed. The capacity of the South Eastern rail line will be increased through enhancements to the existing rail line, incorporating city centre signalling and extra rolling stock. DART Underground will also enable increases in capacity along this corridor. This will facilitate faster and more frequent intercity, regional and DART services to be provided on</li> </ul>
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	<p>this line.</p> <ul style="list-style-type: none"> <li>▪ While these schemes focus on the coastal areas, the western parts of the corridor, including Cherrywood and other potential development areas, will require high capacity public transport. It is, therefore, proposed to upgrade the Luas Green Line to Metro standard from the city centre, where it will link into the new Metro North, as far as its current terminus at Bride’s Glen. From this point to Bray, a new Luas line is proposed. This will provide a new north-south inland rail axis from Swords to Bray. These rail services will be supplemented by the proposed BRT on the N11 from UCD to Blanchardstown, and the core radial bus corridors on the N11, south of UCD, and on the Rock Road.</li> <li>▪ To provide for growth in vehicular trip demand and improve road safety, the N11 and M50 between Newtownmountkennedy and Sandyford (including the M11/M50 junction) will be upgraded. Additionally, Loughlinstown roundabout will be improved, while a distributor road network will be developed to service development lands at Kiltiernan / Glenamuck.</li> </ul>
<p><b>Corridor E – N81 Settlements – South Tallaght – Rathfarnham – to Dublin City Centre</b></p>	<ul style="list-style-type: none"> <li>▪ Corridor E is made up of generally suburban residential development and is not defined on the basis of a major transport route, road or public transport service. It presents a challenge in that respect as it is more difficult to serve with high capacity public transport than other corridors, which are defined by multi-lane roads and / or dual carriageways, and contain existing or proposed rail lines.</li> <li>▪ As limited growth in radial trips along Corridor E outside of the Metropolitan Area is anticipated, it is not proposed to implement significant public transport infrastructure improvements. Bus capacity will be increased to meet demand along the N81.</li> <li>▪ For the Metropolitan parts of this corridor, the performance of the Rathfarnham Quality Bus Corridor is poor relative to others and requires enhancement. As such, a number of options, including Light Rail, have been examined. However, due to the land use constraints in the corridor and owing to the pressure on the existing road network, a Luas line was not deemed feasible. Instead, the emerging solution comprises a Bus Rapid Transit (BRT) to Tallaght via Rathfarnham and Terenure. This will result in a significant increase in capacity and reliability compared to existing public transport services and will balance public transport requirements with those of the private car. The BRT will be supplemented by a core radial bus corridor between Rathfarnham, Rathmines and the City Centre.</li> <li>▪ Two new roads are to be built within this corridor, a South Tallaght link road from Oldcourt Road to Kiltipper Road, and a public transport bridge over the Dodder to the east of Tallaght from Firhouse Road to the N81 to address localised access and congestion issues.</li> </ul>

**Strategic Roads**

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

## Public Transport

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

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

**CHAPTER 4 SETTLEMENT STRATEGY**

**AMENDMENT V1 – 10**

**Level 7 Settlement Maps Ballinaclesh**

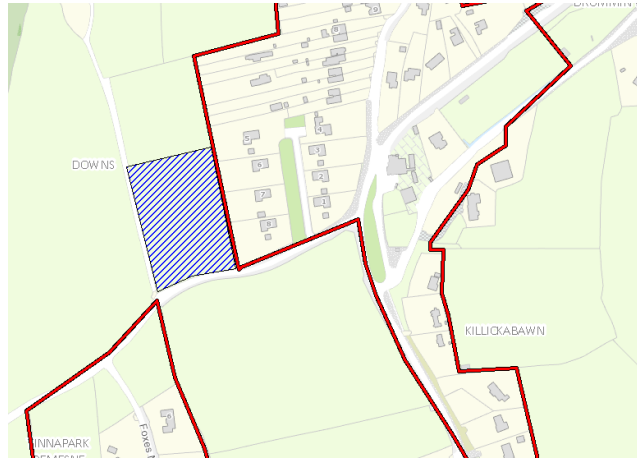
Extend village boundary by c. 0.2ha / 0.5 acres as shown in blue on map below:



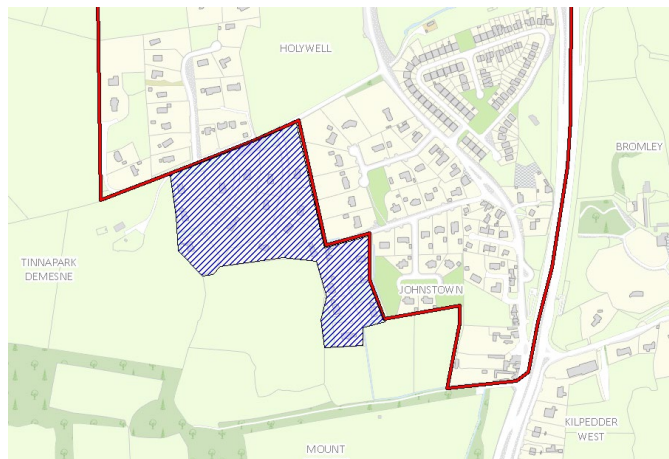
**AMENDMENT V1 – 11**

**Level 7 Settlement Maps      Kilpedder - Willowgrove**

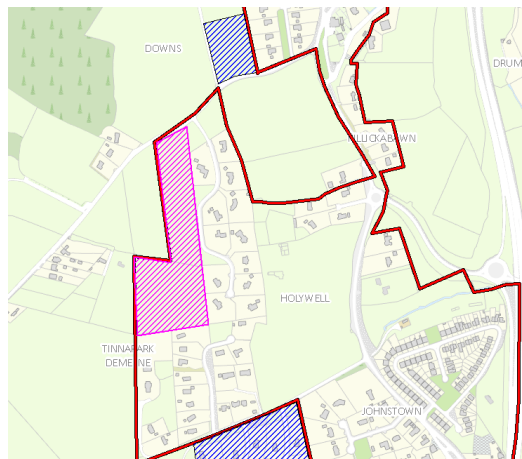
- (a) Extend village boundary by c. 1.2ha / 3 acres as shown in blue on map below



- (b) Extend village boundary by c. 7.2ha / 17.8 acres as shown in blue on map below



- (c) Reduce village boundary by c. 4.5ha / 11 acres as shown in pink on map below

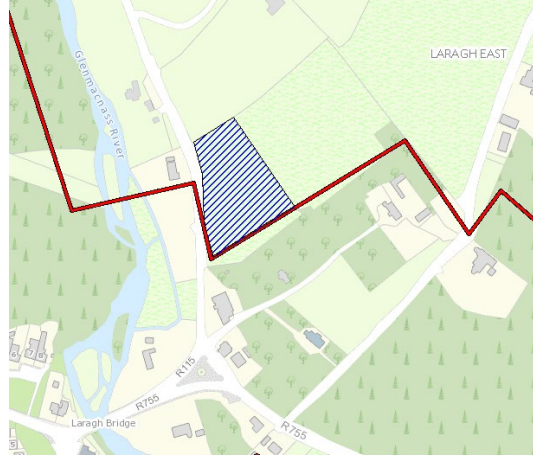




**AMENDMENT V1 – 12**

**Level 7 Settlement Maps      Laragh**

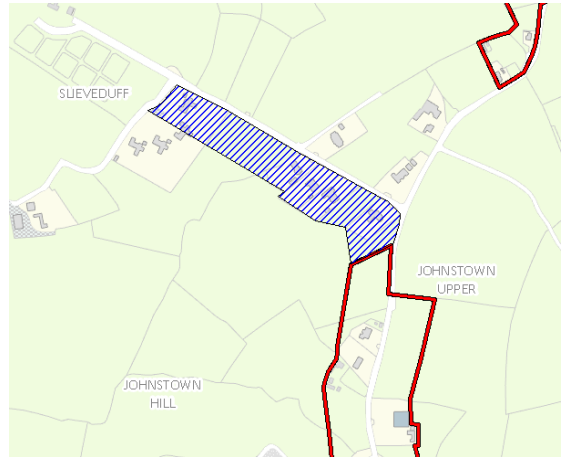
Extend village boundary by c. 0.6ha / 1.5 acres as shown in blue on map below:



**AMENDMENT V1 – 13**

**Level 8 Settlement Maps      Johnstown**

Extend village boundary by c. 3ha / 7.4 acres as shown in blue on map below:



**CHAPTER 6 HOUSING****AMENDMENT V1 – 14****Section 6.2 Wicklow County Housing Strategy**

The purpose of the Housing Need Demand Assessment tool is to:

- *Assist local authorities to develop long-term strategic views of housing need across all tenures;*
- *Provide robust evidence base to support decisions about new housing supply, wider investment and housing related services that inform an overall national housing profile;*
- *Inform policies about the proportion of social and affordable housing required, including the need for different types and sizes of provision;*
- *Provide evidence to inform policies related to the provision of specialist housing and housing related services<sup>14</sup>.*

~~In the absence of Ministerial guidance on the preparation of HNDAs the Planning Authority has prepared an interim Housing Strategy. This will be reviewed following the publication of HNDA guidelines. HNDA is required to be integrated into the development plan review process where planning authorities give notice of review of a development plan in accordance with section 11(1) of the 2000 Act, after the date of Circular 14/2021 (14 April 2021). As the notice of the review of the Wicklow County Development Plan occurred before the date of this circular, HNDA is not being carried out at this time. It will however be carried out in due course, and should it identify that amendment of the County Development Plan is necessary to reflect its outcomes, the plan will be varied accordingly. Therefore until this exercise is completed, this Housing Strategy is to be considered an 'interim' one.~~

While the Housing Strategy has found that there is rationale for seeking 10% of eligible residential development to be reserved for social housing (or 20% social and affordable in certain circumstances) during the strategy period of 2021-2027, this only addresses social housing needs that will arise during the 2021-2027 period and does not take into account the considerable demand for such housing that has built up over the currency of the previous strategy. It is also clear that the combination of the Council's own construction and Part V will only cater for a proportion of the population experiencing affordability problems in the County. The Council must continue to utilise all policy avenues open to it and any new schemes that become available to ensure the greatest delivery of social housing possible and to ensure a regionally equitable balance of housing delivery, including providing. Provide for housing for older people in town centres more suited for those with reduced mobility.

<sup>14</sup> Section 6.6, National Planning Framework

## AMENDMENT V1 – 15

### 6.3.5 Densities

The density standards as per the Guidelines for Planning Authorities on Sustainable Residential Development in Urban Areas (2009) are set out in Table 6.1.

**Table 6.1 Density Standards**

Location	Density Standards
<b>Large Towns<sup>15</sup></b> (Bray, Greystones-Delgany, Arklow, Wicklow –Rathnew and Blessington)	<ul style="list-style-type: none"> <li>▪ Public Transport Corridors: Minimum density of 50 units per hectare within 500m walking distance of bus stop or 1km of light rail stop or rail station.</li> <li>▪ Outer Suburban / Greenfield Sites: Minimum density of 35 - 50 dwellings per hectare.</li> <li>▪ Development at net densities less than 30 dwellings per hectare should generally be discouraged particularly on sites in excess of 0.5 hectares.</li> </ul>
<b>Small Towns and Villages<sup>16</sup></b> (Kilcoole, Newtownmountkennedy, Baltinglass, Enniskerry, Rathdrum, Aughrim, Ashford, Carnew, Kilmacanogue, Roundwood, Tinahely, Newcastle, Dunlavin, Avoca, Shillelagh, Donard)	<ul style="list-style-type: none"> <li>▪ Centrally located sites: 30 – 40 + units per hectare for mainly residential schemes may be appropriate or for more mixed use schemes.</li> <li>▪ Edge of Centre Sites: 20-35 dwellings per hectare.</li> <li>▪ Edge of small town / village: Densities of less than 15 – 20 dwellings per hectare (as an alternative to one-off housing) as long as such development does not represent more than 20% of the total new planned housing stock of the small town or village.</li> </ul>
<b>Villages under 400 Population</b>	Any individual scheme for new housing should not be larger than 10 units.

In the application of density standards and the assessment of applications, cognisance shall also be taken on Circular letter NRUP 02/2021 that clarifies that the application of the Sustainable Residential Development Guidelines Planning Authorities should apply a graduated and responsive, tailored approach to the assessment of residential densities in Peripheral and/or Less Accessible Urban Locations, as defined in the Apartment Guidelines and as they apply to towns of all sizes, to ensure that such places are developed in a sustainable and proportionate manner.

<sup>15</sup> These are defined in the Guidelines for Planning Authorities on Sustainable Residential Development in Urban Areas (2009) as those with a population of 5,000 or more.

<sup>16</sup> These are defined in the Guidelines for Planning Authorities on Sustainable Residential Development in Urban Areas (2009) as those with a population ranging from 400 to 5,000 persons.

## AMENDMENT V1 – 16

### Section 6.4 Housing Objectives

#### General

**CPO 6.1** New housing development shall be required to locate on suitably zoned or designated land in settlements and will only be considered in the open countryside when it is for the provision of a rural dwelling for those with a demonstrable housing social or economic need to live in the open countryside.

~~**CPO 6.2** To implement the following housing occupancy control for multi-house developments of 10 units or more in all settlements in Levels 1–6 of the settlement hierarchy:~~

- ~~▪ 75% no restriction;~~
- ~~▪ 25% applicant / purchaser of any new home must have lived for at least 3 years duration in County Wicklow, within 15km of the proposed development site, prior to purchasing a home. This does not include units delivered in accordance with Part V.~~

## AMENDMENT V1 – 17

### Section 6.4 Housing Objectives

#### General

**CPO 6.1** New housing development shall be required to locate on suitably zoned or designated land in settlements and will only be considered in the open countryside when it is for the provision of a rural dwelling for those with a demonstrable housing social or economic need to live in the open countryside.

**CPO 6.X** The sale of all developments of residential units, whether houses, duplexes or apartments, to commercial institutional investment bodies shall be prohibited.

## AMENDMENT V1 – 18

### Section 6.4 Housing Objectives

#### Social and Affordable Housing

**CPO 6.9** To implement the provisions of the Wicklow Housing Strategy and in particular, to apply a 10% (or a greater percentage if provided for in future legislation) social housing requirement pursuant to Part V of the Planning and Development Act 2000 (as amended) to land zoned for residential use, or for a mixture of residential or other uses, except where the development would be exempted from this requirement. **In certain circumstances as set out in the Affordable Housing Act 2021, this requirement will be 20% devoted to social and affordable housing.**

## AMENDMENT V1 – 19

### Section 6.4 Housing Objectives

#### Sequence / Phasing of Housing

**CPO 6.20** Housing development shall be managed and phased to ensure that infrastructure is adequate or is being provided to match the needs of new residents.

~~Where specified by the Planning Authority,~~ new significant residential or mixed use development proposals (of which residential development forms a component)<sup>17</sup>, ~~may shall~~ be required to ~~provide a social and community facility/facilities as part of the proposed development or the developer may be required to carry out~~ be accompanied by a Social Infrastructure Audit, to determine if social and community facilities in the area are sufficient to provide for the needs of the future residents. Where deficiencies are identified, proposals will be required to either rectify the deficiency, or suitably restrict or phase the development in accordance with the capacity of existing or planned services.

New significant residential or mixed use development proposals shall be required to be accompanied by a 'Accessibility Report' that demonstrates that new residents / occupants / employees (including children and those with special mobility needs) will be able to safely access through means **other than** the private car:

- (a) local services including shops, schools, health care and recreational facilities, and
- (b) public transport services.

Where deficiencies are identified, proposals will be required to either rectify the deficiency, or suitably restrict or phase the development in accordance with the capacity/quality of existing or planned linkages.

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<sup>17</sup> Being defined as developments in excess of 50 units of housing in any settlements in Levels 1-4 in the hierarchy, 25 housing units in Levels 5-10, and **all developments** in excess of 500m distance to a public transport service, as well as other format / sizes / locations are may be deemed necessary by the Local Authority.

**AMENDMENT V1 – 20**

**6.4 Housing Objectives**

**Dwelling Mix / Sizes / Locations / Formats**

**CPO 6.34** Support the change of use of vacant commercial premises **in town / villages centres** to residential purposes outside of the retail core areas as identified in Chapter 10, **subject to CPO10.9.**

**AMENDMENT V1 – 21**

**Section 6.4 Housing Objectives**

**Housing in the Open Countryside**

**CPO 6.41** Facilitate residential development in the open countryside for those with a **housing need** based on the core consideration of **demonstrable functional social or economic** need to live in the open countryside in accordance with the requirements set out in Table 6.3.

**Table 6.3 Rural Housing Policy**

**Housing Need / Necessary Dwelling**

This is defined as those who can demonstrate a clear need for new housing, for example:

- first time home owners;
- someone that previously owned a home and is no longer in possession of that home as it had to be disposed of following legal separation / divorce / repossession by a lending institution, the transfer of a home attached to a farm to a family member or the past sale of a home following emigration;
- someone that already owns / owned a home who requires a new purpose built specially adapted house due to a verified medical condition and who can show that their existing home cannot be adapted to meet their particular needs;

and other such circumstances that clearly demonstrate a bona fide need for a new dwelling in the open countryside notwithstanding previous / current ownership of a home as may be considered acceptable to the Planning Authority.

**Economic Need**

The Planning Authority recognises the rural housing need of persons whose livelihood is intrinsically linked to rural areas subject to it being demonstrated that a home in the open countryside is essential to the making of that livelihood and that livelihood could not be maintained while living in a nearby settlement.

In this regard, persons whose livelihood is intrinsically linked to rural areas may include:

- a. Those involved in agriculture  
 The Planning Authority will positively consider applications from those who are engaged in a significant agricultural enterprise and require a dwelling on the agricultural holding that they work. In such cases, it will be necessary for the applicant to satisfy the Planning Authority with supporting documents that due to the nature of the agricultural employment, a dwelling on the holding is essential for the ongoing successful operation and maintenance of the farm. In this regard, the Planning Authority will consider whether there is already a dwelling / dwellings on the farm holding when determining if a new dwelling can be justified.
  
- b. Those involved in non-agricultural rural enterprise / employment  
 The Planning Authority will support applications from those whose business / full time employment is intrinsically linked to the rural area that can demonstrate a need to live in the vicinity of their employment in order to carry out their full time occupation. The Planning Authority will strictly require any applicant to show that there is a particular aspect or characteristic of their employment that requires them to live in that rural area, as opposed to a local settlement.  
 Where an applicant's case for a new dwelling on the basis of economic need is based on establishing a new or alternative agricultural / non-agricultural rural enterprise and they have no previous experience in agriculture / rural enterprise, the Planning Authority shall not consider the above requirements met until the applicant can show that the new agricultural / non-agricultural rural enterprise has been legally and continuously ongoing for at least 5 years prior to the making of the application for a dwelling, and is the applicant's primary occupation and source of income. Applicants whose proposed business is not location-dependent will not be considered.
  
- c. Other such persons as may have definable economic need to reside in the open countryside, as may arise on a case by case basis.

### **Social Need**

The Planning Authority recognises the need of persons intrinsically linked to rural areas that are not engaged in significant agricultural or rural based occupations to live in rural areas.

In this regard, persons intrinsically linked to a rural area may include:

- Permanent native residents of that rural area (including Level 8 and 9 settlements) i.e. a person who was born and reared in the same rural area as the proposed development site and permanently resides there;
- A former permanent native of the area (including Level 8 and 9 settlements) who has not resided in that rural area for many years (for example having moved into a town or due to emigration), but was born and reared in the same rural area as the proposed development site, has strong social ties to that area, and now wishes to return to their local area;
- A close relative who has inherited, either as a gift or on death, an agricultural holding or site for his/her own purposes and can demonstrate a social need to live in that particular rural area,
- The son or daughter of a landowner who has inherited a site for the purpose of building a one off rural house and where the land has been in family ownership for at least 10 years prior to the application for planning permission and can demonstrate a social need to live in that particular rural area,
- Persons who were permanent native residents of a rural area but due to the expansion of



an adjacent town / village, the family home place is now located within the development boundary of the town / village;

- Local applicants who are intrinsically linked to their local area and, while not exclusively involved in agricultural or rural employment, have access to an affordable local site;
- Local applicants who provide care services to family members and those working in healthcare provision locally; and
- other such persons as may have a definable strong social need to live in that particular rural area, which can be demonstrated by way of evidence of strong social or familial connections, connection to the local community / local organisations etc as may arise on a case by case basis.

In the event of conflict of any other settlement strategy objective / Landscape Zones and categories, a person who qualifies under policy CPO 6.41 their needs shall be supreme, except where the proposed development would be a likely traffic hazard or public health hazard.

With regard to the preservation of views and prospects, due consideration shall be given to those listed within the area of the National Park; and with respect to all other areas, to generally regard the amenity matters, but not to the exclusion of social and economic matters. The protection and conservation of views and prospects should not give rise to the prohibition of development, but development should be designed and located to minimise impact.

## CHAPTER 7 COMMUNITY DEVELOPMENT

### AMENDMENT V1 – 22

#### Section 7.1 Local Strategies

##### 7.1.4 Wicklow Children and Young People's Plan [CYPP] 2020-2022

Wicklow Children and Young People's Services Committee [CYPSC] was formally established in April 2011. The purpose of the Children and Young People's Services Committees is to secure better outcomes for children and young people through more effective co-operation and collaboration by existing services and through interventions at local level. Between 2011 and to date two action plans have been developed and implemented to address local needs as consistent with the national outcomes framework. The Wicklow CYPSC 2020-2022 Plan will continue to progress necessary work to meet ongoing and emerging needs.

CYPSC's work towards the five national outcomes for children and young people in Ireland. These are that children and young people

1. Are active and healthy, with positive physical and mental wellbeing
2. Are achieving full potential in all areas of learning and development
3. Are safe and protected from harm
4. Have economic security and opportunity
5. Are connected, respected and contributing to their world

The CYPP presents a coordinated interagency approach to the delivery of services to children and young people in Wicklow for 2020 to 2022 by all agencies in Wicklow. It reflects the priorities that have been identified from an analysis of the needs in the county and a commitment by members to address these needs over the three years of the plan. The voice of children and young people is represented and the CYPSC is committed to strengthening participation with children and young people further during the lifetime of this plan.

### AMENDMENT V1 – 23

#### Section 7.3 Social Infrastructure

##### 7.3.5 Allotments and community gardens

~~An emerging new form of open space is the use of land for allotments.~~ Interest and activity continues to grow in the use of land for allotments and community gardens. Allotment gardens allow a number of people to cultivate their own vegetables in individual plots/land parcels on lands owned by another private individual or body. The individual size of a plot/parcel ranges between 200-400sqm and often the plots include a shed for tools and shelter. The individual gardeners are usually organised in an allotment association which leases the land from the owner who may be a public, private or ecclesiastical entity, provided that it is only used for gardening (i.e. growing vegetables, fruits and flowers), but not for residential purposes. Unlike allotments which are plots of land that are worked on by individuals or families, a community garden is all about sharing – both the work and the harvest.

Public allotments and community gardens are becoming an increasingly important element of sustainable communities. They have a number of benefits including the promotion of healthy

lifestyles, biodiversity and providing a cheaper local and sustainable source of food. The Council supports the provision and wider distribution of such facilities across the County.

## AMENDMENT V1 – 24

### Section 7.3 Social Infrastructure

#### 7.3.6 Swimming

Swimming is a sport that enhances safety on and near water and is a form of physical activity that is particularly well-suited to lifelong participation. It is one of the few sports that is accessible by all ages, genders and abilities, regardless of fitness levels or health status. The importance of swimming as a sport in its own right and as a gateway to other sports including surfing, rowing, canoeing and kayaking is recognised in the National Sports Policy 2018 – 2027. The expansion and improvement of indoor and outdoor swimming facilities will be supported.

## AMENDMENT V1 – 25

### Section 7.4 Community Development Objectives

**CPO 7.1** To consult and engage with prescribed bodies, **National Governing Bodies of Sport**, local community interest groups and individuals during the local plan-making process for towns and villages to determine community / social infrastructure deficiencies and needs in accordance with the provisions of the Planning and Development Act.

## AMENDMENT V1 – 26

### Section 7.4 Community Development Objectives

**CPO 7.5** Housing development shall be managed and phased to ensure that infrastructure is adequate or is being provided to match the needs of new residents.

~~Where specified by the Planning Authority,~~ New significant<sup>18</sup> residential or mixed use development proposals (of which residential development forms a component), ~~may shall~~ be required to ~~provide a social and community facility/facilities as part of the proposed the developer or the developer may be required to carry out~~ **be accompanied by** a Social Infrastructure Audit, to determine if social and community facilities in the area are sufficient to provide for the needs of the future residents. Where deficiencies are identified, proposals will be required to either rectify the deficiency, or suitably restrict or phase the development in accordance with the capacity of existing or planned services.

New significant residential or mixed use development proposals shall be required to be accompanied by a 'Accessibility Report' that demonstrates that new residents / occupants / employees (including children and those with special mobility needs) will be able to safely access through means other than the private car:

<sup>18</sup> Being defined as developments in excess of 50 units of housing in any settlements in Levels 1-4 in the hierarchy, 25 housing units in Levels 5-10, and **all developments** in excess of 500m distance to a public transport service, as well as other format / sizes / locations are may be deemed necessary by the Local Authority.

- a) local services including shops, schools, health care and recreational **and sports** facilities, and
- b) public transport services.

Where deficiencies are identified, proposals will be required to either rectify the deficiency, or suitably restrict or phase the development in accordance with the capacity/quality of existing or planned linkages as part of the local area plan preparation.

### **AMENDMENT V1 – 27**

#### **Section 7.4 Community Development Objectives**

**CPO7.14** Where practicable, education, community, recreational and open space facilities shall be clustered. However, schools shall continue to make provision for their own recreational facilities as appropriate. **The need for schools to have access to local sports and swimming facilities is also recognised and will be taken into account when considering the need and planning and development of such facilities.**

### **AMENDMENT V1 – 28**

#### **Section 7.4 Community Development Objectives**

**CPO 7.31** Support the objectives of public health policy including Healthy Ireland, **National Sports Policy** and the National Physical Activity Plan.

### **AMENDMENT V1 – 29**

#### **Section 7.4 Community Development Objectives**

**CPO 7.43** To **prioritise**, facilitate and support the development of a community swimming pool facility **and a sports complex** within the western region of the County, so located to achieve maximum accessibility to the residents of West Wicklow.

### **AMENDMENT V1 – 30**

#### **Section 7.4 Community Development Objectives**

**CPO 7.48** To **support and** facilitate the development of allotments **and community gardens**, of an appropriate scale, on lands which meet the following criteria:

- land situated within or immediately adjacent to the edge of towns/villages;
- land that is easily accessible to the residents of a particular town or village;
- where an adequate water supply can be provided;
- where adequate road infrastructure and access exists/can be provided; and
- where adequate parking facilities can be provided.

## AMENDMENT V1 – 31

### Section 7.4 Community Development Objectives

#### Residential & Day Care

**CPO7.XX** To provide for new nursing home / residential care facility for the elderly at location shown on Map 7.01:

- Kilmullen, Newcastle (c. 2ha)

To zone lands as shown on Map 7.01 below for nursing home use



## CHAPTER 8 BUILT HERITAGE

### AMENDMENT V1 – 32

#### Section 8.5 Built Heritage Objectives

##### Archaeology Objectives

- CPO 8.5** To facilitate new or improved public access to and erection of appropriate interpretive signage at National Monuments, archaeological sites, castles, sites of historic interest and archaeological landscapes in State or Local Authority or private ownership, as identified in Schedule 08.02 and Map 8.02 of this plan, in co-operation with landowners.

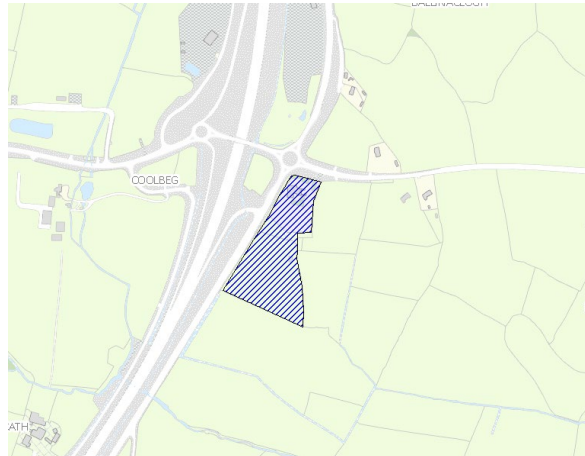
**CHAPTER 9 ECONOMIC DEVELOPMENT**

**AMENDMENT V1 – 33**

**Section 9.5 Objectives for Economic Development**

**CPO 9.16** To provide a Motorway Service Area at 'The Beehive', Coolbeg Cross (M11 Exit 18), as shown on Map 09.04

**Add new Map 09.04**



**AMENDMENT V1 – 34**

**Section 9.5 Objectives for Economic Development**

**Green Industry**

**CPO 9.21** To encourage and facilitate the 'circular economy' and the development of 'green' industries, including industries relating to renewable energy and energy-efficient technologies, material / waste recycling and conservation.

**AMENDMENT V1 – 35**

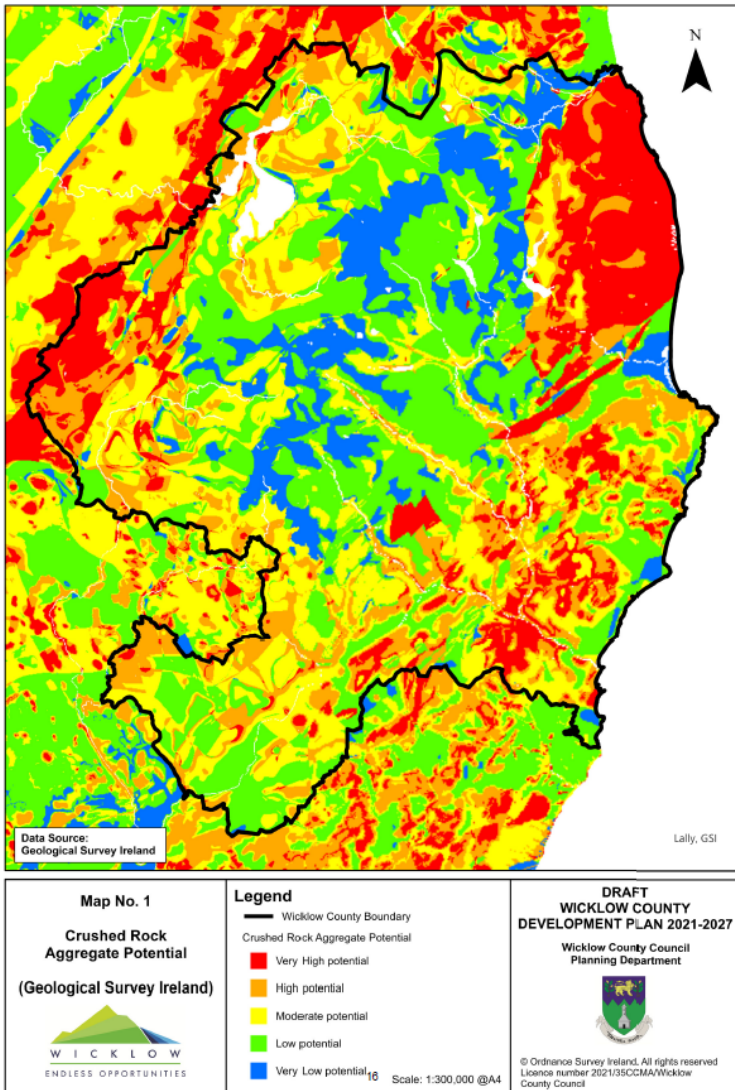
**Section 9.5 Objectives for Economic Development**

**Postal Facilities**

**CPO 9.31** To support the provision of new postal facilities and the enhancement of existing facilities at suitable locations in the County subject to proper planning and sustainable development.

**AMENDMENT V1 – 36**

Include map of 'Aggregates Potential' in the County





## CHAPTER 11 TOURISM AND RECREATION

### AMENDMENT V1 – 37

#### Section 11.0 Introduction

Tourism and recreation make a positive contribution to the economic and social wellbeing of County Wicklow. In 2017, 275,000 overseas tourists visited the County generating revenue of €73m with a further 319,000 352,000 domestic visitors generating an estimated €49m €53m in revenue. The tourism sector took a significant hit as a result of the Covid-19 pandemic.

### AMENDMENT V1 – 38

#### Section 11.1.3 Fáilte Ireland Strategies

In March 2015, the Government published the Tourism Policy Statement People, Place and Policy – Tourism to 2025 which sets out clear and ambitious targets for the development of Irish tourism. The ambition of this policy statement is to have a vibrant, attractive tourism sector that makes a significant contribution to employment across the country; is economically, socially and environmentally sustainable; helps promote a positive image of Ireland overseas, and is a sector in which people want to work.

Fáilte Ireland's Tourism Development & Innovation A Strategy for Investment 2016 – 2022 is a broad strategy for investment in the tourism sector and seeks to identify the areas of investment that need focus on what will deliver sustainable growth in the Irish tourism sector resulting in higher revenue and more jobs.

The tourism sector's best prospects for growth lie in generating increased levels of overseas revenue. The focus of the Government's 2025 Tourism Policy is to increase the economic contribution of tourism to the Irish economy, by increasing the value of tourism service exports.

Fáilte Ireland, the national tourism development authority, aims to develop, guide and promote tourism as a leading indigenous component of the Irish economy. Its current strategy for Wicklow is encompassed in the 'Ireland's Ancient East' programme.

Fáilte Ireland is in the process of preparing Regional Tourism Plans for each of the four Regional Experience Brands (Dublin, Wild Atlantic Way, Ireland's Ancient East and Ireland's Hidden Heartlands). The purpose of the Regional Tourism Plans is to identify the sustainable tourism development priorities that will help to unlock the commercial potential of the region bringing benefits to all stakeholders and industry. Each plan will be prepared based on the VICE model which is a methodology for working towards sustainable tourism that seeks to strike an appropriate balance between the needs of the Visitor, the Industry and Community and the Environment. The plans will be for the period to 2025 and will be grounded in Fáilte Ireland's new Corporate Strategy. There will be a strong spatial element to the plans which will seek to identify where development should take place in order to unlock the tourism potential of the region.

The Regional Tourism Plans will also provide a strategic framework for a suite of Destination and Experience Development Plans (DEDPs) which will sit underneath them. They will set out the overall goals of each of the proposed DEDPs as well as the timing and sequence for the preparation of these plans.

## Ireland's Ancient East

Ireland's Ancient East (IAE) has been developed by Fáilte Ireland as a branded visitor experience encompassing the rich heritage and cultural assets that Ireland has to offer in the midlands/eastern half of the country. The initiative is designed to allow visitors peel back the layers of time and to go off the beaten track to experience thousands of years of history. Covering the South and East and part of the Midlands, it focuses on the wealth of cultural and heritage attractions in the area. The new destination brand has been designed to appeal to the key customer segments – namely the Culturally Curious and the Great Escapers, and to present this large geographic area in a cohesive and unified manner. Fáilte Ireland has established a strategic partnership with the OPW which will enable key heritage assets to be opened and made accessible through a sensitive, sustainable tourism approach.

The key strategic objectives of the Ireland's Ancient East initiative are:

- To drive growth in international visitor numbers, tourism revenue and associated tourism employment in the regions which currently underperform in these areas.
- To move Ireland's east and south from a transit and day tripping zone to a destination which attracts international overnight visitors.
- To develop a world class visitor experience, which delivers fully on the brand promise.
- To differentiate the Ireland's East and South destination, within the international tourism marketplace, on the basis of the quality of its heritage experiences and a clear and memorable narrative, which links all experiences within it.
- To disperse visitor traffic across the geography by encouraging the exploration of both the well-known attractions (in some cases congested) and lesser known sites and experiences (hidden gems).
- To ensure Ireland's Ancient East **Regional Experience Brand** is delivered in accordance with the principles of sustainable tourism, ensuring that economic, social and environmental benefits are delivered in a balanced way.

## Destination Experience Development Plans

The role of Fáilte Ireland's Destination Experience Development Plans (DEDP's) for Wicklow County is to support the development of world-class experiences focused on the region's rich ancient heritage while adding to the overall destination proposition. Wicklow has benefited previously through the Tales of Two Worlds plan which had a particular focus on the Great Houses and Gardens of the region. While that plan is now complete, Fáilte Ireland aims to continue to develop DEDP's to address experience development gaps across the region. These plans will provide the context for tourism operators and stakeholders to work in partnership, create new and improved existing visitor experiences, and communicate coherent and unified stories to the visitor.

**AMENDMENT V1 – 39****Section 11.2 Strategy for Tourism & Recreation****Outdoor Recreation**

Wicklow has excellent outdoor recreation assets including the Wicklow mountains, forests, lakes, rivers and beaches. It has the capacity to become a year round international outdoor activity destination.

Wicklow Mountains National Park covers 20,000 hectares making it the largest national park in Ireland. The Park is an invaluable recreational space for locals and tourists. The most visited area is Glendalough, which attracted ~~732,824~~ 732,362 visitors in 2019 and was ~~third~~ fourth on Ireland's top ten 'free to enter' attractions for 2019. Powerscourt House Gardens and Waterfall were ~~ninth~~ eighth on the top ten fee-charging attractions during 2019 with ~~472,523~~ 487,876 visitors.

The popularity of Glendalough as a tourism destination has created a number of challenges particularly in terms of access and visitor management. The County Council in partnership with Fáilte Ireland, NPWS and the OPW are in the process of creating a Visitor Experience and Management Masterplan for Glendalough and the Wicklow Mountains National Park. In terms of sustainable tourism development it is important to manage access to the landscape at key points and to distribute visitors in a more sustainable manner.

There is potential to expand the network of walking routes connecting with the Wicklow Way and create a world-class network of trails. There is also potential to develop Wicklow as a destination for cycling and e-biking.

**Tourist Hubs and Destination Towns**

In conjunction with Fáilte Ireland, the Planning Authority will support the development of Bray, Wicklow-Rathnew, Arklow, Greystones, Blessington, Baltinglass, Enniskerry and Rathdrum as significant tourism hubs. Many other settlements also act as tourism hubs but on a smaller scale. Many of the settlements surrounding the Wicklow Mountains act as tourist hubs including Laragh, Roundwood and Rathdrum. In addition, the Planning Authority will support the development of the south-west of the county, particularly for development related to rural, archaeological, heritage and outdoor recreational tourism and the urgent need for increased accommodation.

In particular, Wicklow-Rathnew has been identified by Fáilte Ireland and the Eastern and Midlands Regional Assembly as a tourist destination town. The Planning Authority will support and facilitate the continued development of Wicklow-Rathnew as a tourist destination town.

~~Fáilte Ireland is actively developing visitor experience development plans such as the Vikings Visitor Experience Development Plan. This sets out to strengthen the county's offering as a Viking destination. Another bespoke programme is the 'Great houses and Gardens Experience'. The Council will support such programmes that help deliver sustainable tourism within the county.~~

Fáilte Ireland, the National Tourism Development Authority and Coillte, Ireland's largest commercial forestry company have announced plans to re-develop Avondale House and Forest Park into a state-of-the-art visitor attraction. A total of €8 million will be invested in the re-development of Avondale House and Forest Park with Fáilte Ireland contributing more than €6.1million to the project. The redevelopment of Avondale House and Forest Park is hugely significant from a tourism and economic perspective for Ireland's Ancient East and for Wicklow. The development of this new world class visitor experience provides a major opportunity for tourism businesses across Wicklow to leverage this significant investment.

Coillte in partnership with Fáilte Ireland are redeveloping Avondale House and Forest Park into a state-of-the-art visitor destination. The redevelopment is hugely significant from a tourism and economic perspective for the County and the region and has the potential to leverage further tourism development and investment.

The development of the Avonmore Way link bridge will facilitate an important link between Rathdrum and Laragh. This will be a significant addition to the County's tourism and recreation infrastructure.

The Planning Authority will support the development of a heritage and Famine remembrance walking trail linking the villages of Carnew and Shillelagh to allow the village of Carnew to be connected to the Arklow-Shillelagh greenway and thus benefit the regions tourism and recreation infrastructure.

## **AMENDMENT V1 – 40**

### **Section 11.3 Tourism & Recreation Objectives**

#### **Accommodation**

**CPO 11.17** To facilitate the development of hostels and alternative accommodation offerings along established walking / hiking routes and adjacent to existing tourism / recreation facilities.

## **AMENDMENT V1 – 41**

### **Section 11.3 Tourism & Recreation Objectives**

#### **Accommodation**

**CPO 11.XX** To resist consent for change of use of purpose built holiday homes to permanent residential use unless it can be demonstrated that the development would comply with relevant design standards for permanent occupation, as well as the development objectives including occupancy controls where applicable for that location, whether town, village or rural area.

## **AMENDMENT V1 – 42**

### **Section 11.3 Tourism & Recreation Objectives**

#### **Other Visitor Facilities**

**CPO 11.25** To cooperate with Wicklow County Tourism, ~~Bord~~Fáilte Ireland and other appropriate bodies in facilitating the development and erection of standardised and branded signage for tourism facilities and tourist attractions.

### **AMENDMENT V1 – 43**

#### **Section 11.3 Tourism & Recreation Objectives**

##### **Tourism & Recreation Infrastructure**

**CPO 11.28** To support tourist/visitor park and ride facilities at appropriate locations that will facilitate access to upland amenity areas, as may be identified in the Glendalough and Wicklow Mountains National Park Masterplan, or by strategies / plans of the Wicklow Outdoor Recreation Committee, Wicklow Tourism or other tourism agencies.

### **AMENDMENT V1 – 44**

#### **Section 11.3 Tourism & Recreation Objectives**

##### **Tourism and Recreation Themes & Products**

**CPO 11.29** In conjunction with Fáilte Ireland, to support the development of Bray, Wicklow-Rathnew, Arklow, Greystones - Delgany, Blessington, Baltinglass, Enniskerry, Kilcoole, Newtownmountkennedy, Rathdrum and Tinahely/ Shillelagh/Carnew (South West Wicklow) as tourism hubs.

### **AMENDMENT V1 – 45**

#### **Section 11.3 Tourism & Recreation Objectives**

##### **Tourism and Recreation Themes & Products**

**CPO 11.31** To develop Wicklow-Rathnew as a recreation and tourism hub and its designation by Fáilte Ireland as a Destination Town due to its attractive coastal location, heritage assets and its proximity to key destinations such as the Wicklow Mountains, Glendalough and Brittas Bay and the key attractions within the town including the Wicklow Gaol, the Murrough, coastal walks, beaches, architectural heritage, sports facilities and as a terminus of the planned Greystones – Wicklow Coastal Route.

### **AMENDMENT V1 – 46**

#### **Section 11.3 Tourism & Recreation Objectives**

##### **Tourism and Recreation Themes & Products**

**CPO 11.XX** Support the preparation, delivery and implementation of a Visitor Experience Masterplan for Glendalough and Wicklow Mountains National Park and Visitor Orientation Plan for County Wicklow in partnership with Fáilte Ireland, NPWS and the OPW.

## AMENDMENT V1 – 47

### Section 11.3 Tourism & Recreation Objectives

#### Tourism and Recreation Themes & Products

**CPO 11.XX** Support the development of Avondale House and Forest Park into a state of-the-art visitor attraction, including (but limited to) visitor information and orientation services, and outdoor recreational attractions and facilities, with strong linkages to Rathdrum and surrounding amenities and villages.

## AMENDMENT V1 – 48

### Section 11.3 Tourism & Recreation Objectives

#### Tourism and Recreation Themes & Products

**CPO 11.34** To support the development of a strategic national network of walking, cycling, horse riding and water-based trails.

## AMENDMENT V1 – 49

### Section 11.3 Tourism & Recreation Objectives

#### Tourism and Recreation Themes & Products

**CPO 11.37** To protect and enhance existing and support the development of new, walking, cycling and horse riding routes / trails, including facilities ancillary to trails (such as sign posting and car parks) and the development of linkages between trails in Wicklow and adjoining counties. In particular, to encourage and facilitate:

- on-road cycling routes across the Wicklow Mountains (in particular across the Sally Gap) and along coastal routes;
- the development of a new walking-route trail from Bray Head, via the Sugarloaf Mountains, joining up with The Wicklow Way;
- hill-walking trails in West Wicklow;
- the development of a lakeshore walk trail around the Vartry reservoir;
- the development of a walking-route trail along the disused Great Southern and Western Railway line (Naas to Tullow branch) through Dunlavin and Baltinglass subject to consultation and agreement with landowners;
- the development of a coastal route from Bray to Arklow as well as links between this potential route and the coast road;
- The Wicklow Way and St. Kevin's Way (as permissive waymarked routes).
- The Wicklow to Glendalough "pilgrim walk" incorporating ancient wells.
- 'Mountains to the Sea' amenity route incorporating Glendalough, Laragh, Annamoe, Roundwood, Newtownmountkennedy and Kilcoole-Newcastle.
- The development of an amenity and active travel walking-and-cycling route between the Bray Harbour area northwards to the Dun Laoghaire Rathdown administrative area to provide for future connection to the proposed Woodbrook DART station.

## AMENDMENT V1 – 50

### Section 11.3 Tourism & Recreation Objectives

#### Environmental Protection

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

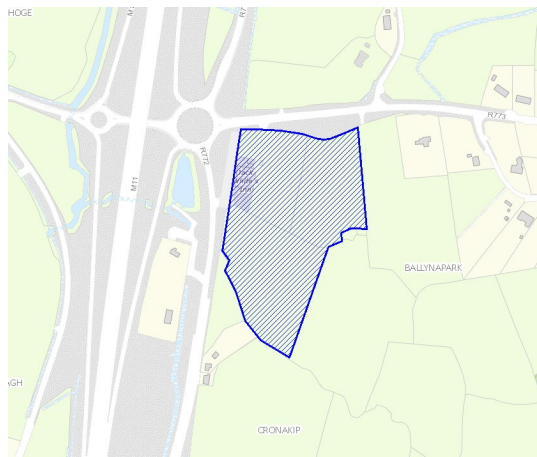
## AMENDMENT V1 – 51

### Section 11.3 Tourism & Recreation Objectives

#### Tourism Zoning

**CPO 11.XX** To provide for tourism development at Jack Whites, as shown on Map 11.05

**Add new Map 11.05**



**CHAPTER 12 SUSTAINABLE TRANSPORTATION**

**AMENDMENT V1 – 52**

**Section 12.0 Introduction**

In particular, the achievement of the following goals shall be at the core of all aspects of the transportation objectives of this plan:

- Facilitating modal shift (compared to current modal split, as shown table to follow) to more sustainable transport options by:
  - Support of investment programmes and any associated infrastructure development that deliver improvements to public transport infrastructure and services, in particular the upgrading of the Dublin – Rosslare train line, improved DART Services, bringing the Luas or other mass transit to Bray and Fassaroe and the development of improved bus services in all parts of the County;
  - Promotion of development patterns that facilitate the delivery of local public transport links within towns (including feeder buses to train / Luas stations and other transport interchanges), between towns and in rural areas;
  - Promoting development of ‘Park and Ride’ facilities, particularly for access to public transport but also to encourage carpooling and discourage single occupancy vehicles;
  - Delivering improvements to the pedestrian environment and promoting walking as a mode of transport through the provision of new and improvement of existing walking facilities throughout the County;
  - Delivering improvements to cycling facilities and promoting cycling as a mode of transport through the provision of new and improvement of existing cycling facilities throughout the County;
  - Working with the NTA on the implementation of local projects which support pedestrian and cyclist permeability, safety and access to schools and public transport.
- Supporting the transition from existing fossil fuel vehicles to clean renewable vehicles, support and facilitate the transition to electric vehicle (EV) use, including measures for more recharging facilities and prioritise EV parking in central locations.
- More effectively managing vehicular traffic and car parking in town and village centres to make public transport, walking and cycling more attractive option for availing of town / village centre services.
- Facilitating the improvement of the existing road network, to enhance safety for all users, and to remove bottlenecks and hazards.
- Improving east – west linkages in the County, as well as linkages between the west and south of the County to other counties.
- Ensuring that vehicular and pedestrian environments can be used by all people, regardless of their age, size, disability or ability.

Modal Split (trips to work and school)	Active		Public Transport		Private vehicles	
	2011	2016	2011	2016	2011	2016
Bray	21%	20%	21%	21%	58%	57%
Wicklow - Rathnew	18%	15%	8%	10%	74%	75%
Greystones- Delgany	10%	11%	22%	22%	68%	67%
Arklow	22%	24%	5%	5%	72%	71%
Blessington	19%	19%	9%	10%	72%	71%
Baltinglass	28%	34%	4%	4%	68%	62%
Enniskerry	6%	5%	18%	17%	76%	78%
Kilcoole	17%	17%	15%	16%	68%	67%
Newtown	12%	10%	17%	18%	71%	72%
Rathdrum	22%	24%	7%	6%	72%	70%



## AMENDMENT V1 – 53

### Section 12.8 Sustainable Transportation Objectives

#### Sustainable Mobility Objectives

**CPO 12.3** In collaboration and with the support of the relevant transport agencies, to prepare and / or update existing Area Based Transport Assessments and Local Transport Plans for all towns in Levels 1-4 of the County settlement hierarchy, (namely Bray **and environs**, Wicklow – Rathnew, Arklow, Greystones – Delgany, Blessington, **Baltinglass, Enniskerry, Kilcoole**, Rathdrum and Newtownmountkennedy) and any other settlement where it is deemed necessary by the Planning Authority and utilise these assessments and plans to inform land use and investment decisions, **including the preparation of future Local Area Plans**.

## AMENDMENT V1 – 54

### Section 12.8 Sustainable Transportation Objectives

#### Climate Action & Environmental Protection Objectives

**CPO 12.8** To require the implementation of the following standards for EV charging in new developments:

Building type		Requirement
New buildings and buildings undergoing major renovation	Non-residential buildings with more than 10 parking spaces within property boundary.	Installation of at least 1 recharging point. Installation of ducting infrastructure for at least 1 in 5 parking spaces.
	Residential multi-unit buildings.	Installation of 1 recharging point for every 10 car parking spaces (with a minimum 1 for developments under 10 spaces) Installation of ducting infrastructure for every parking space within property boundary.
New (single-unit residential) buildings	New 'own door' dwelling with car parking space located within the property boundary.	Installation of recharging points for electric vehicles on site.
New (single-unit residential) buildings	New 'own door' dwelling served by shared car parking areas or car parking spaces not within the dwelling site boundaries.	Installation of 1 recharging point for every 10 dwellings (with a minimum 1 for development under 10 dwellings) which is available to all residents Installation of ducting infrastructure for every parking space within development.

## AMENDMENT V1 – 55

### Section 12.8 Sustainable Transportation Objectives

#### Public Transport Objectives

**CPO 12.20** To cooperate with the NTA and other relevant transport planning bodies in the delivery of a high quality, integrated **and accessible** transport system in County Wicklow.

## AMENDMENT V1 – 56

### Section 12.8 Sustainable Transportation Objectives

#### Public Transport Objectives

- CPO 12.21** To promote the development of transport interchanges and ‘nodes’ where a number of transport types can interchange with ease. In particular:
- to facilitate the development of park and ride facilities at appropriate locations along strategic transport corridors which will be identified through the carrying out of required coordinated, plan-led transport studies and consultation with the appropriate transport agencies and /or Regional Authority ;
  - to support and facilitate the enhancement of the strategic park and ride at Greystones as identified in the RSES;
  - to enhance existing parking facilities at / near and the improvement of bus links to the train stations in Bray, Greystones, **Kilcoole**, Rathdrum, Wicklow and Arklow;
  - to require electric vehicle charging points to be incorporated into all car parks at public transport nodes;
  - to promote car sharing parking spaces at premium locations in car parks;
  - to promote the linkage of the Luas extension or other mass transit to Bray town centre, Bray train station and Fassaroe;
  - to promote the Luas extension from City West/ Tallaght to Blessington;
  - **to support the enhancement of public transport services and infrastructure in West Wicklow and in particular to support the improvement of bus services / bus priority on the N81, bus linkages to rail stations and the development of park-and-ride facilities at strategic locations;**
  - **to encourage** the improvement of bicycle parking facilities at all transport interchanges;
  - to improve existing and provide new footpath / footway linkages to existing / future transport interchange locations; and
  - to support the development of bus shelters,~~that shall incorporate disabled access~~ and bicycle parking facilities where possible.
  - **to promote and support the development of fully accessible public transport services and infrastructure, that can be used by all people, regardless of their age, size, disability or ability.**

## AMENDMENT V1 – 57

### Section 12.8 Sustainable Transportation Objectives

#### Public Transport Objectives

- CPO 12.22** To continue to work with Iarnród Éireann and the NTA on the improvement of mainline train and DART services into Wicklow and in particular,
- To facilitate all options available to increase capacity through Bray Head ~~and along the coastal route south of Greystones.~~
  - **To support the delivery of the DART + programme**
  - **To support electrification of the rail line south of Greystones and the provision of high speed and high frequency services on the existing underutilised south east rail line to south Wicklow.**

## AMENDMENT V1 – 58

### Section 12.8 Sustainable Transportation Objectives

#### Public Transport Objectives

- CPO 12.23** To ensure the continued and long term operation of and ~~that possibilities for~~ improvement of the Dublin – Rosslare line, including the re-opening of closed stations, are maintained and to ensure that land uses adjacent to former stations are appropriate and can facilitate future improvements. In particular:
- to ensure coastal protection measures are put in place to protect the railway line from coastal erosion and to consider identifying corridor options for route continuity in the event of coastal land loss.
  - to resist any development within 20m of the railway line;
  - to resist demolition or removal of any former train station structures or apparatus, other than for safety reasons;
  - to require any development proposals in the vicinity of former train stations to be so designed to facilitate future access to the station and to reserve adequate space for future car parking

## AMENDMENT V1 – 59

### Section 12.8 Sustainable Transportation Objectives

#### Public Transport Objectives

- ~~CPO 12.24~~ To support the undertaking of a study to assess the feasibility of extending regular rail services to south Wicklow.

**AMENDMENT V1 – 60****Section 12.8 Sustainable Transportation Objectives****Public Transport Objectives**

- CPO 12.27** To promote the delivery of improved and new bus services both in and out of the County but also within the County by:
- supporting the development and delivery of bus service enhancement projects, including BusConnects and measures to improve bus priority such as additional bus lanes and priority signalling etc as may be deemed appropriate;
  - facilitating the needs of existing or new bus providers with regard to bus stops and garaging facilities (although unnecessary duplication of bus stops on the same routes / roads will not be permitted);
  - requiring the developers of large-scale new employment and residential developments in the designated key towns in the County that are distant (more than 2km) from train / Luas stations to fund / provide feeder bus services for an initial period of at least 3 years;
  - promoting the growth of designated settlements to a critical mass to make bus services viable and more likely to continue;
  - provision of bus lanes on M11 / N11;
  - to work with Bus Eireann and the NTA to improve services in south and west Wicklow.

**AMENDMENT V1 – 61****Section 12.8 Sustainable Transportation Objectives****General Road Objectives**

- CPO 12.36** Objectives for the M/N11:
- Upgrading of the N11/M11 between the northern County boundary to Junction 14 Coyne's Cross in line with the conclusions of the on-going N11/M11 upgrade study, including enhanced road capacity, ancillary and associated road schemes, provide additional lanes, and safety improvements to the main carriageway and all necessary improvements to associated junctions (including service roads and linkages to cater for local traffic movements);
  - ~~Improving the M11 / M50 merge;~~ Improving the downstream southbound capacity of the N11/M11 south of the M50 to alleviate issues at the M50 / M11 merge;
  - Upgrading the N11 interchange at the Glen of the Downs to facilitate the provision of a northern link road from the N11 to Greystones;
  - Upgrade Ballyronan Interchange to facilitate improved access to Newtownmountkennedy ~~and a possible link road from Ballyronan to Kilcoole;~~
  - The provision of a third interchange on the Arklow by-pass, linking the M11 to Vale Road.

## **AMENDMENT V1 – 62**

### **Section 12.8 Sustainable Transportation Objectives**

#### **Strategic Sites in Bray Objectives**

- CPO 12.66** To continue to work with Dún Laoghaire-Rathdown County Council, and the transport agencies to facilitate the delivery of key enabling infrastructure required to develop the two strategic sites, especially for the westward extension of the town to Fassaroe, including Bray-Fassaroe public transport links and road improvements; **and the development of an amenity and active travel walking and cycling route between the Bray Harbour area northwards to the Dun Laoghaire Rathdown administrative area to provide for future connection to the proposed Woodbrook DART station.**

**CHAPTER 14 FLOOD RISK MANAGEMENT****AMENDMENT V1 – 63****Section 14.4 Flood Risk Management Objectives**

**CPO 14.05** To continue to work with the OPW and other agencies to deliver Flood Defence Schemes in the County as identified in current and future FRMPs, in particular:

- Avoca River (Arklow) Flood Defence Scheme;
- Avoca River (Avoca) Flood Defence Scheme;
- Low cost works in accordance with the OPW's Minor Works Scheme;
- Coastal Protection Projects, where funding allows.

and ensure that development proposals support, and do not impede or prevent, progression of such schemes

**CHAPTER 16 INFORMATION COMMUNICATION AND ENERGY****AMENDMENT V1 – 64****Section 16.2 Energy Infrastructure****16.2.1 Electricity Generation**

In accordance with the provisions of section 28(1C) of the *Planning and Development Act 2000* (as amended), and having regard to the Government's commitment in the *Climate Action Plan 2019* to achieve 70% of electricity from renewable sources by 2030 (adding 12GW of renewable energy capacity nationally), National Policy Objective 55 which promotes renewable energy use and generation to meet national targets, and section 28 guidelines *Wind Energy Development Guidelines 2006* and the *Interim Guidelines for Planning Authorities on Statutory Plans, Renewable Energy and Climate Change 2017*, the development plan aims to put in place the appropriate supports that will allow County Wicklow to contribute its share of the additional on-shore national renewable electricity target, which estimated to be **255MW**.

**Footnote:** *With respect to meeting the County's share of national renewable energy targets, having regard to the national target of 12GW, and of this the wind energy targets being +3.5GW of off-shore wind energy and +4.2GW of additional on-shore wind energy (source: 2019 Climate Action Plan), County Wicklow should endeavour to deliver 3% of the on-shore growth requirement (Wicklow comprising 3% of the land mass of the Republic of Ireland), which equates to +255MW.*

**AMENDMENT V1 – 65****Section 16.3 Energy Infrastructure and Communications Objectives****General Energy Objectives**

**CPO 16.XX** To support and facilitate to the highest degree possible the development of alternative and renewable sources of energy, particularly in the generation of electricity / heating and for use as transport fuel.

**AMENDMENT V1 – 66****Section 16.3 Energy Infrastructure and Communications Objectives****General Energy Objectives**

**CPO 16.XX** To support and facilitate the co-location of renewable energy developments and technologies to ensure the most efficient use of land identified as suitable for renewable energy generation

### **AMENDMENT V1 – 67**

#### **Section 16.3 Energy Infrastructure and Communications Objectives**

##### **General Energy Objectives**

**CPO 16.XX** To support and promote the development of 'Sustainable Energy Communities' and in particular to encourage and facilitate developments that are energy neutral / low emission, integrate renewable energy technology or involve local renewable energy production.

### **AMENDMENT V1 – 68**

#### **Section 16.3 Energy Infrastructure and Communications Objectives**

##### **General Energy Objectives**

**CPO 16.XX** To support the research and development of green hydrogen as a fuel for power generation, manufacturing, energy storage and transport.

### **AMENDMENT V1 – 69**

#### **Section 16.3 Energy Infrastructure and Communications Objectives**

##### **Bio Energy Objectives**

**CPO 16.9** To facilitate the development of projects that convert biomass to gas or electricity, **subject to demonstration that such projects are resource efficient having regard to carbon emissions resulting from the growth, harvesting and transport of inputs, and do not result in unsustainable climate damaging agricultural intensification**

### **AMENDMENT V1 – 70**

#### **Section 16.3 Energy Infrastructure and Communications Objective**

##### **Transport Energy Objectives**

**CPO 16.26** To facilitate the development of services and utilities for electric vehicles and **other low emission** alternative vehicles / **fuel** types, including the roll-out of additional electric charging points **and alternative fuel distribution infrastructure** in collaboration with relevant agencies, at appropriate locations.



**CHAPTER 17 NATURAL HERITAGE AND BIODIVERSITY****AMENDMENT V1 – 71****Section 17.0 Introduction**

Natural heritage includes the variety of life, often referred to as biodiversity, its physical or geological foundation, and the landscapes which form the surrounding environment. Wicklow supports a good diversity of natural and semi natural habitats such as marine, coastal, wetland, woodland, lake, river and uplands that in turn support a wide range of associated wild plant and animal species. There are also many geological heritage sites of interest in the County which are an important element of the natural heritage. The conservation and management of the natural environment must be viewed as a central element in the long-term economic and social development of the County. Protecting and enhancing biodiversity and landscapes is vital for the health, well-being and quality of life of communities today ~~and will also be vitally important in the future in adapting to climate change~~ and it has a vital role to play in our response to the climate emergency.

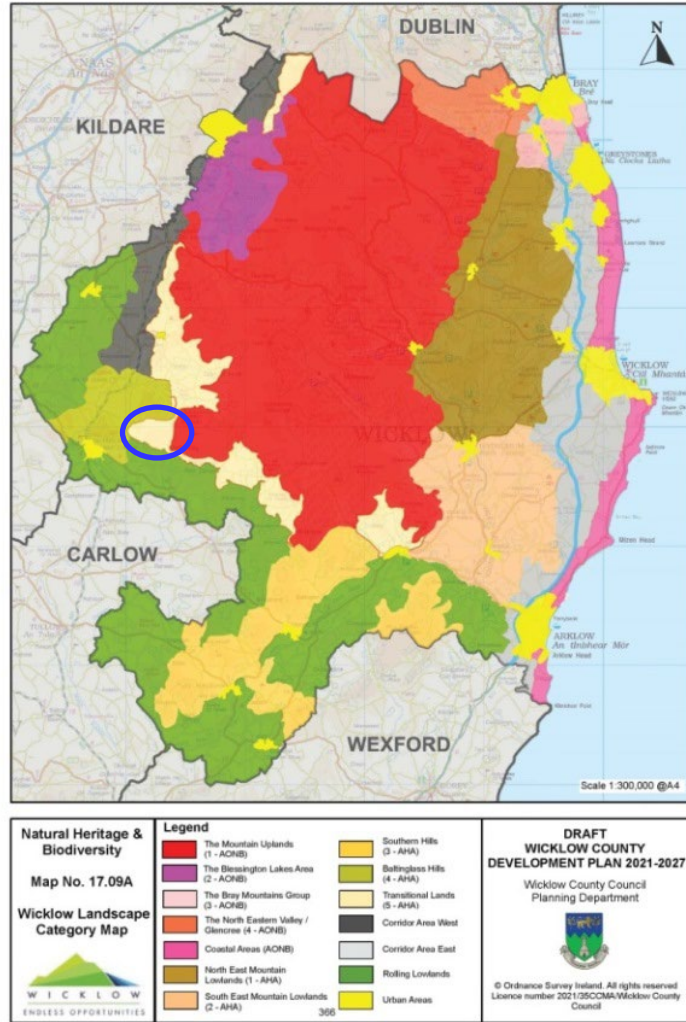
**AMENDMENT V1 – 72****Section 17.4 Natural Heritage & Biodiversity Objectives****Woodlands, trees & hedgerows**

- CPO 17.18** To promote the preservation of trees, groups of trees or woodlands in particular native tree species, and those trees associated with demesne planting, in the interests of the **long-term sustainability of a stable ecosystem** amenity or and the environment generally, as set out in Schedule 17.05 A and B, and Maps 17.05 and 17.05A - H of this plan.
- CPO 17.19** To consider the making of Tree Preservation Orders (TPOs) to protect trees and woodlands of high **amenity** value ~~where it appears that they are in danger of being felled~~ **generally and in particular where it appears that they are in danger of being felled and in response to requests from local communities.**
- CPO 17.21** To **strongly** discourage the felling of mature trees to facilitate development and to encourage tree surgery rather than felling ~~where possible~~ if such is **essential to enable development to proceed.**
- CPO 17.22** To **encourage require and ensure** the preservation and enhancement of native and semi-natural woodlands, groups of trees and individual trees, as part of the development management process, and to require the planting of native broad-leaved species, and species of local provenance in all new developments.
- CPO 17.23** To **encourage require** the retention of hedgerows and other distinctive boundary treatment in the County. Where removal of a hedgerow, stone wall or other distinctive boundary treatment is unavoidable, provision of the same type of boundary will be required of similar length and set back within the site in advance of the commencement of construction works on the site (unless otherwise agreed by the Planning Authority).

**AMENDMENT V1 – 73**

**Landscape Category Maps - 17.09A, 17.09B, 17.09C**

Change area marked from 'Area of High Amenity' to 'Area of Outstanding Natural Beauty'



## CHAPTER 18 GREEN INFRASTRUCTURE

### AMENDMENT V1 – 74

#### Section 18.1 Statutory & Policy Context

##### Project Ireland 2040: National Planning Framework (NPF)

In addition, a number of NPF National Policy Objectives address green infrastructure directly:

NPO 22	Facilitate tourism development and in particular a National Greenways, Blueways and Peatways Strategy, which prioritises projects on the basis of achieving maximum impact and connectivity at national and regional level.
NPO 58	Integrated planning for Green Infrastructure and ecosystem services will be incorporated into the preparation of statutory land use plans.
NPO 64	Improve air quality and help prevent people being exposed to unacceptable levels of pollution in our urban and rural areas through integrated land use and spatial planning that supports public transport, walking and cycling as more favourable modes of transport to the private car, the promotion of energy efficient buildings and homes, heating systems with zero local emissions, green infrastructure planning and innovative design solutions.

### AMENDMENT V1 – 75

#### Section 18.6 Green Infrastructure Objectives

- CPO 18.5** To identify and facilitate the provision of linkages along and between green / river corridors within the county and adjoining counties to create inter connected routes and develop riverside parks and create linkages between them to form 'necklace' effect routes including development of walkways, cycleways, **bridleways** and wildlife corridors where feasible and ensuring that there is no adverse impact (directly, indirectly or cumulatively) on the conservation objectives of European sites.
- CPO 18.6** To promote and facilitate the development of coastal **paths trails** linking up with existing recreational **paths/strategic walkways/cycleways trails**, creating new linkages between coastal sites and inward linkages to settlements and green spaces in built up areas and extensions to existing facilities where feasible and ensuring that there is no adverse impact (directly, indirectly or cumulatively) on the conservation objectives of European sites.

**AMENDMENT V1 – 76****Section 18.6 Green Infrastructure Objectives****Recreational Use of Natural Resources**

**CPO 18.11** To support the development of greenways, blueways and other access routes along natural corridors while ensuring that there is no adverse impact on the flora and fauna, biodiversity or water quality of natural assets. **Wicklow County Council prioritises environmental protection in our design and construction of routes and surface selection.**

In particular, to support the development of existing and examine the feasibility of new walking, ~~and~~ cycling, **horse riding and water based routes and** trails along the following routes:

- from Bray Head, via the Sugarloaf Mountains, joining up with The Wicklow Way;
- the extension of the 'Blessington Greenway' walk around the Phoulaphuca reservoir;
- the expansion of a lakeshore walk around the Vartry reservoir;
- the extension of the old Shillelagh branch recreational trail - railway walk from Arklow to Shillelagh;
- the development of a route along the disused Great Southern and Western Railway line (Naas to Tullow branch) through Dunlavin and Baltinglass.
- **the development of a coastal route from Bray to Arklow as well as links between this potential route and the coast road;**
- **the Wicklow Way and St. Kevin's Way (as permissive waymarked routes).**
- **the Wicklow to Glendalough "pilgrim walk" incorporating ancient wells.**
- **'Mountains to the Sea' amenity route incorporating Glendalough, Laragh, Annamoe, Roundwood, Newtownmountkennedy and Kilcoole-Newcastle.**

**AMENDMENT V1 – 77****Section 18.6 Green Infrastructure Objectives****Public Rights of Way Objectives**

**CPO 18.XX** The Council recognises the recreational and heritage conservation importance of the preservation protection, enhancement, maintenance and improvement, for the common good, of public rights of way providing access to seashores, mountains, lakeshores, riverbanks or other places of natural beauty or recreational utility by ensuring that new developments do not materially restrict or block the routes [pathways/trackways/laneways] of those PROWs. Developments will not be permitted where the established recreational utility or otherwise of a PROW would be compromised or lost altogether, unless specific proposals are made by the developer as part of a planning application to:

- (a) Develop a new route-way to replace the route-way of the existing PROW in full or to realign a section of such a route-way, in manner that ensures that new route-way/realigned section of route-way is of similar character, capacity and function of the route/part of a route of the PROW that it is to replace;
- (b) Appropriate legal procedures have been undertaken to extinguish the existing PROW [or part thereof] and to establish an entirely new route way or a realigned section of the existing route of a PROW.

## CHAPTER 19 MARINE SPATIAL PLANNING AND COASTAL ZONE MANAGEMENT

### AMENDMENT V1 – 78

#### Section 19.1 Legislative & Strategic Context

##### National Marine Planning Framework (NMPF)

The NMPF, **launched in July 2021**, is a national plan for Ireland's maritime area, setting out over a 20 year horizon, how we want to use, protect and enjoy our seas. **The NMPF details how all marine based human activities will interact with each other in an ocean space that is under increasing spatial pressure, ensuring the sustainable use of our marine resources to 2040.** The NMPF sits at the top of the hierarchy of plans and sectoral policies for the marine area. The plan has been informed by existing sectoral plans and will, in turn, be used to inform future cycles of those plans in an ongoing feedback loop. It provides a coherent framework in which those sectoral policies and objectives can be realised. It will become the key decision-making tool for regulatory authorities and policy makers into the future in a number of ways including decisions on individual consent applications which will have to secure the objectives of the plan, similar to the way that terrestrial plans form part of the decision-making tool-kit in the on-land planning process.

~~'Towards a Marine Spatial Plan for Ireland – a roadmap for the development of Ireland's first marine spatial plan' was published by the Government in December 2017. It sets out four broad stages in the development of the plan:~~

- ~~▪ Stage 1, of which the Roadmap formed a central part, was the start-up or activation phase during which the Government's proposed approach to developing MSP was announced and initial contact made with stakeholders. This ran until end 2017;~~
- ~~▪ Stage 2, the main development stage, commenced in Q1 2018 and ran until early 2020. It involved preparation and publishing for public consultation the Draft NMPF and associated environmental reports;~~
- ~~▪ Stage 3 will be the finalisation phase during which the Draft NMPF and associated environmental reports will be amended as required based on the feedback received in the public consultation. The final NMPF and associated environmental reports will be prepared for submission to Government and adoption by the Oireachtas before forwarding to the European Commission ahead of the March 2021 deadline set out under the Directive;~~
- ~~▪ Stage 4 is implementation, monitoring, enforcement and review commencing on adoption of the NMPF. The draft NMPF was published in late 2019, and following public consultation, work is ongoing to finalise the framework.~~

The County Development Plan must be consistent with the approved NMPF, with common policy areas including renewable energy, electricity networks, coastal and flood defences, fishing and aquaculture, ports and harbours, public access, tourism and recreation, protected sites and species, seascape and landscape. When dealing with an application in the maritime area it is important to refer to the NMPF as a key policy document along with any other relevant government guidance / policy.

#### **Marine Planning and Development Management Bill 2019-Maritime Area Planning Act 2021**

**This legislation has put in place a comprehensive and coherent planning system for the entire Maritime Area.** This Act ~~seeks to establish in law a new regime for maritime areas,~~ **streamlined existing previous arrangements,** to allow for a single consent principle (eliminate the duplication of development management processes for activities or developments that are currently assessed under both the foreshore and planning regimes with the introduction of a single process administered by local authorities / An Bord Pleanála). One of

the main features is to extend the existing planning permission functions of coastal local authorities to the outer limit of a newly defined nearshore<sup>19</sup>.

~~The Bill has a focus on marine forward planning, with the introduction of statutory marine planning guidelines and to ensure decisions are taken in a manner that secure the objectives of the NMPF. It also provides for transitional arrangements including, inter alia, a future development management pathway for offshore renewable energy projects and for a system of designation of Strategic Marine Activity Zones.~~

The constituent elements of this system are: (1) Forward Planning; (2) Development Management; and (3) Enforcement. The Act also has established a new agency, Maritime Area Regulatory Authority (MARA) to undertake certain consenting and enforcement functions.

## AMENDMENT V1 – 79

### Section 19.1 Legislative & Strategic Context

#### National Planning Framework (NPF)

The NPF recognises that our coastal areas play a variety of roles, across a number of sectors and are an important asset for future development of the Country. It identifies that sustainable utilisation of Ireland’s marine resources, particularly in the nearshore, is dependent to a significant degree on how we manage our resources on land, and that there are many shared aims and overlapping areas of co-ordination and activity between marine spatial planning and land-use planning.

<b>Areas of Overlap for Co-ordination</b>	<p><b>Sectoral:</b> Community Development &amp; Public Consultation; Economic Development; Transport – Ports and Harbours; Energy – Electricity &amp; Renewable Energy; Fishing; Aquaculture &amp; Mariculture; Social and Culture; Tourism &amp; Leisure; Flood Protection; Extraction; Enabling Infrastructure; Health &amp; Safety; Communications</p> <p><b>Environment:</b> Sustainable Use of Resources; Climate Change Adaptation; Water Quality; Coastal Erosion &amp; Accretion; Protected Sites and Environmentally Sensitive Areas; Flooding; Biodiversity; Landscape and Seascape</p> <p><b>Governance:</b> Regulation and Licensing; Consent process for onshore and offshore development and activities; Responsibilities for managing activities in areas of land-sea interaction</p> <p><b>Data:</b> Research including spatial data management; cumulative effects; evidence base; socio-economic profiles</p>
<b>NPO 41a</b>	Ensure that Ireland’s coastal resource is managed to sustain its physical character and environmental quality.

<sup>19</sup> Part 2 of the Act provides for the designation of a new nearshore area in which coastal local authorities will exercise certain planning and enforcement functions.

## AMENDMENT V1 – 80

### Section 19.4 Marine Spatial Planning and Coastal Zone Management Objectives

#### Marine Planning Objectives

- CPO19.1** To review and update the County Development Plan if necessary to ensure that it is consistent with the following:
- the National Marine Planning Framework; ~~following its adoption,~~ and
  - the ~~Marine Planning and Development Management Act~~ **Maritime Area Planning Act**.
- CPO19.2** To work with the Department of Housing, Planning and Local Government and other relevant government departments and bodies on marine planning with particular reference to the following areas;
- the implementation of the National Marine Planning Framework ~~(following its adoption);~~
  - the implementation of ~~any future Marine Planning and Development Management Act~~ **Maritime Area Planning Act** in so far as it relates to the duties and functions of the Planning Authority,
  - the designation of the nearshore area for County Wicklow,
  - the preparation of any sub-regional plans for the maritime area and nearshore area.