



Oifig an
Rialaitheora Pleanála
Office of the
Planning Regulator

OPR Ref: MA-023-23

28th March 2025

Administrative Officer,
Planning Department,
Wicklow County Council,
County Buildings,
Station Road,
Wicklow Town,
A67 FW96.

**RE: Material Alterations to Draft Wicklow Town - Rathnew Local Area Plan
2025**

A chara,

Thank you for your authority's work in preparing the proposed Material Alterations (the material alterations) to the draft Wicklow Town - Rathnew Local Area Plan 2025 (the Local Area Plan).

As Wicklow County Council (the Planning Authority) is aware, a core function of the Office of the Planning Regulator (the Office) is the strategic evaluation and assessment of statutory plans to ensure consistency with legislative and policy requirements relating to planning. This includes a requirement to make submissions on statutory plans, including any observations or recommendations the Office considers necessary to ensure the effective co-ordination of national, regional and local planning requirements.

The Office has evaluated and assessed the proposed material alterations under the provisions of sections 31AO(1) and 31AO(2) of the Planning and Development Act 2000, as amended (the Act), and within the context of the Office's earlier recommendations and observations.

The Office's evaluation and assessment of the proposed material alterations has regard to the current county development plan, the Regional Spatial and Economic Strategy (RSES) for the Eastern & Midland Regional Assembly (EMRA) area and relevant section 28 guidelines.

Overview

The Office's submission to the draft Local Area Plan included six recommendations and one observation.

The Office is generally satisfied with the response to its recommendations made in its submission to the draft Local Area Plan (submission draft stage) and in particular welcomes the addendum to the Strategic Flood Risk Assessment (SFRA) and inclusion of new Justification Tests of existing zonings to consider the National Coastal Flood Hazard Mapping (NCFHM). The overlaying of the flood zone maps with the land use zoning maps is also welcomed.

The Office also welcomes the Planning Authority's commitment to carrying out a Local Transport Plan (LTP) for Wicklow Town – Rathnew (recommendation 2). Once completed, the Planning Authority should integrate the LTP into the Local Area Plan area via the variation process under section 13 of the Act and update the Local Area Plan as required. It is critical that this evidence-based assessment informs the plan and provides a clear rationale for decision making.

The Office notes the response on monitoring and implementing the Local Area Plan and welcomes the updated tables on implementation and timeframes for all the objectives of the draft Local Area Plan and the separate table for the identified development areas (SLOs), as per MA 44. Particularly, the Office supports and commends the Planning Authority on its establishment of a new development plan monitoring unit and tracking system.

In response to recommendation 4 of the Office's submission (draft stage), the Chief Executive's Report (CE's Report) includes a table reviewing all the proposed employment lands with respect to services and serviceability. The Office welcomes this information and detail. It recommends incorporating this table and a map identifying all the employment zones into the Local Area Plan.

The Office, however, notes that the Planning Authority did not introduce any material alteration response to Recommendation 4 of its submission (draft stage) with respect to integrating sustainable transport modes and employment locations. The employment zoned lands at Newrath (10.3 ha) and Ballynabarny (east of R772) (6.4 ha) are located on the periphery of the town, on regional roads with no footpaths, streetlights, or public transport and, therefore, are inconsistent with national and regional planning policy. This matter should be highlighted in your authority’s notice letter upon adoption as per section 31AO(5) of the Act and will be fully considered by the Office at that stage.

In relation to the material alterations, there are several new zoning changes proposed across the plan area. The Office accepts, and indeed welcomes, many of these amendments as reasonable, if not positive. For example, MA 22, 29 and 30 are all serviced lands, adjoining existing services and public transport.

Contrary to this approach, the Office has identified a few rezonings which are inconsistent with regional policy framework, section 28 Guidelines and environmental assessments. These zoning amendments are in peripheral locations, away from town centre, schools and essential services and are inconsistent with the compact and sustainable growth of the town. Furthermore, the draft Local Area Plan already has a sufficient quantum of zoned land that is better located to accommodate the housing growth required in the core strategy. The Strategic Environmental Assessment (SEA), Appropriate Assessment (AA) and SFRA also identify problems with some of the zoning amendments.

It is within this context the submission below sets out 6 recommendations and 1 observation under the following seven themes:

Key theme	Recommendation	Observation
<u>Zoning Changes Residential (MAs 20B, 27, 39, 40)</u>	<u>MA Recommendation 1</u>	-
<u>Flooding Risk Management (MAs 38 and 41)</u>	<u>MA Recommendation 2</u>	-

Environmental Protection (MAs 10, 20B, 38, 40 and 41)	MA Recommendation 3	-
Economic Development and Employment: Ballynabarny (MA 31)	MA Recommendation 4	-
Education (MA 24)	MA Recommendation 5	-
Integrated Land Use and Transport Planning	MA Recommendation 6	-
Rathnew Village Centre: Charvey Court Lands (MA 10)	-	MA Observation 1

Recommendations issued by the Office relate to clear breaches of the relevant legislative provisions, of the national or regional policy framework and/or of the policy of Government, as set out in the Ministerial guidelines under section 28. As such, planning authorities are required to implement or address recommendation(s) made by the Office in order to ensure consistency with the relevant policy and legislative provisions.

Observations take the form of a request for further information, justification on a particular matter, or clarification regarding particular provisions of a plan on issues that are required to ensure alignment with policy and legislative provisions. Planning authorities are requested by the Office to action an observation.

A submission can include advice on matters that the Office considers would contribute positively to the proper planning and sustainable development of the area. Planning authorities is requested by the Office to give full consideration to the advice contained in a submission

1. Zoning Changes: Residential (MA 20B, MA 27, MA 39, MA 40)

MA 27, MA 39 and MA 40 are located to the south of Wicklow Town and on the periphery of the existing built pattern, and MA 20B is located to the west of Rathnew Village, immediately adjoining the N11 and on outskirts of the existing village.

Developing these lands would extend the settlement further out and away from the town centre, schools, and essential services. In so doing, it would promote a pattern of development inconsistent with RPO 3.2 of the RSES which supports compact growth and the consolidation of existing urban settlements and Objective 6.19 of the Wicklow County Development Plan 2022-2028 (the County Development Plan).

Furthermore, the peripheral location leapfrogs more centrally located, serviced sites, conflicting with the sequential zoning approach outlined in section 6.2.3 of the Development Plans, Guidelines for Planning Authorities (2022), which prioritises the development of centrally located and well-serviced lands first. In this regard, it is noted that both MA 27 and MA 39 are located further out than existing sites zoned RN2 (i.e. Phase 2 Residential).

The Office notes that no infrastructure capacity assessment has been carried out for these lands and, at the very least, there appears to be no footpath or streetlights along Ballyguilemore (MA 40), Ballynerrin Road (MA 39), Hawkstown Lower (MA 27) and no footpath along the side of R752 (MA 20B). This would lead to greater reliance on private cars, undermining the Government's commitment to reducing greenhouse gas emissions under section 10(2)(n) of the Act and under the Climate Action and Low Carbon Development Act 2015, as amended (the Climate Act).

Additionally, Uisce Éireann has confirmed that significant sewer / network extensions are required for MA 20B, MA 27 and MA 40 to service these lands, which is contrary to RPO 4.2 of the RSES and CPO 4.1 of the County Development Plan to align settlement / core strategy to infrastructure.

In respect of MA 20B and MA 40, the Office also raises concerns below relating likely significant effects on European sites.

Collectively these proposed rezonings, increase the amount of zoned Residential land (RN1 and RN2) for the town by 7.8 ha. Given that there are sufficient zoned Residential lands already proposed in the draft Local Area Plan, there is no clear planning rationale for zoning additional land for Residential.

MA Recommendation 1 – Residential Zoning Changes

Having regard to the provision of new homes at locations that can support compact and sustainable development and the co-ordination of land use zoning, infrastructure and services, and in particular to:

- section 10(2)(n) of the Planning and Development Act 2000, as amended, concerning the promotion of sustainable settlement and transport strategies and associated mandatory targets for greenhouse gas emissions reduction targets under the Climate Action and Low Carbon Development Act 2015;
- RPO 3.2 of the RSES regarding compact growth;
- RPO 4.2 of the RSES to align the settlement strategy to infrastructure investment;
- Policy Objective CPO 6.19 of the Wicklow County Development Plan 2022-2028 (County Development Plan) to develop in accordance with the sequential approach;
- Policy Objective CPO 4.1 of the County Development Plan to implement the core strategy having regard to the availability of services and infrastructure; and
- the policy and objective for zoned land to be informed by a Settlement Capacity Audit (SCA) under section 6.2.1 of the Development Plans, Guidelines for Planning Authorities (2022) (Development Plans Guidelines) and the policy and objective under section 6.2.3 of the Development Plans Guidelines to implement a sequential approach to zoning

the Planning Authority is recommended to make the Local Area Plan without:

- (i) MA 20B, Glenealy Road;
- (ii) MA 27, Hawkestown Lower;
- (iii) MA 39, Ballyguile Beg; and
- (iv) MA 40, Ballyguilemore.

2. Flooding Risk Management (MA 38 and MA 41)

MA 38 proposes to rezone c. 0.06ha from OS2 to RN1 at Charvey Court, Rathnew, and MA 41 proposes to rezone c.1 ha at the Murrough from OS2 - Natural Areas to E – Employment: this site immediately adjoins The Murrough Wetlands SPA and SAC.

Both sites overlap with Flood Zone A and B and have not satisfied multiple criteria of the Justification Test. The proposed rezonings are contrary to the Planning System and Flood Risk Management Guidelines for Planning Authorities (2009) (Flood Guidelines) to avoid the inappropriate zoning of land in areas at risk of flooding, and are not recommended by the SFRA.

MA Recommendation 2 - Flood Risk Management

Having regard to flood risk management, and in particular to:

- RPO 7.12 of the RSES to avoid inappropriate land use zonings and development in areas of risk of flooding in accordance with the Planning System and Flood Risk Management Guidelines for Planning Authorities (2009) (the Flood Guidelines);
- Strategic County Outcome SCO 7 to restrict development in areas that are at risk of flooding, and Policy Objectives CPO 14.06 of the Wicklow County Development Plan 2022-2028 (County Development Plan) to implement the guidelines of the Flood Guidelines; and
- the Flood Guidelines.

the Planning Authority is recommended to make the draft Wicklow Town – Rathnew Local Area Plan without the following material alterations:

- (i) MA 38, Charvey Court; and
- (ii) MA 41 The Murrough.

3. Environmental Protection (MA 10, MA 20B, MA 38, MA 40 and 41)

While the Planning Authority is advised to satisfy itself that it has met the requirements of the legislation transposing the SEA and AA Directives in making the Local Area Plan, the Office is concerned that the Local Area Plan is inconsistent with RPO 3.4 of the RSES, to ensure that all plans are subject to SEA and AA as appropriate.

In this regard, the SEA Environmental Report states that MA 20B, MA 38, MA 40 and MA 41 would not provide the most evidence-based framework for development and has the potential to undermine sustainable development and proper planning, with potential for associated unnecessary adverse environmental effects on various environmental components.

With respect to MA 41, the Stage 2 AA states:

With respect to Proposed Material Amendment No. 41, the approach to land use zoning followed for the Draft Plan remains relevant and the OS zoning objective at these lands would help to ensure the protection of European sites.

However, if this approach to zoning for the subject lands is abandoned, and Proposed Material Amendment No. 41 incorporated into the Plan, Amendment No. 41 would need to be modified in order to allow:

The Final AA Natura Impact Report to demonstrate that, following the inclusion of suitable mitigation measures, the Plan to be adopted will not result in any adverse effects to the ecological integrity of any European site; and For the Plan, incorporating the Amendment, to be adopted in compliance with the Habitats Directive.

No mitigation measures have, however, been specified and it is not clear that proposed MA 41 will not adversely affect the integrity of any European site.

The Planning Authority is therefore recommended to make the plan without MA 41 and revert to the zoning proposed in the draft Local Area Plan.

With respect to MA 20B, the SEA Environmental Report notes that the Chief Executive previously advised that this additional residential zoning would conflict with the protection of the riverine environment and the protection of mature vegetation. In terms of both MA 38 and MA 40, the planning histories for the site indicate that there is a hydrological link to European sites in each case (Planning References 138496 and 23914). Furthermore, these lands are located within Flood Zone A/B (see MA Recommendation 2 Flood Risk Management).

Given the presence of water bodies on these sites and their proximity and ecological links to European sites, the scientific basis for the conclusion that likely significant effects on European sites, and the need for a Stage 2 AA, can be ruled out is not clear. The Office is therefore concerned that no Stage 2 AA was carried out for MA 20B, MA 38 and MA 40.

MA 10 is an additional material alteration which proposes changes to Residential lands, proposes to create a new opportunity site (OP5) for Charey Lane in Rathnew Village and identifies pedestrian / cycle connections across the river to the south of the site, linking Charvey Lane to the R772. Given its proximity to this river environment and its hydrological link to European sites, the scientific basis upon which likely significant effects on European sites have been ruled out is not clear. The Office is, therefore, similarly concerned that no Stage 2 AA was carried out for MA 10. This proposed MA also conflicts with Policy Objectives CPO 13.3 and 17.26 of the County Development Plan, regarding 25-metre setbacks from watercourses.

Consequently, in the absence of a Stage 2 AA , the Planning Authority is recommended to make the Local Area Plan without MA 10, MA 20B, MA 38 and MA 40 and revert to the zoning proposed in the draft Local Area Plan for these sites.

MA Recommendation 3 – Environmental Protection

Having regard to the protection of the environment, including relating to European sites under the Birds and Habitats Directives, and in particular to:

- RPO 3.4 of the RSES to ensure all plans are subject to SEA and AA as appropriate;

- RPO 7.16 of the RSES to support the implementation of the Birds and Habitats Directives and ensure alignment with development plans;
- Strategic County Outcome SCO 6 of the Wicklow County Development Plan 2022-2028 (County Development Plan) to conserve and enhance the County's natural heritage and biodiversity;
- Policy Objectives CPO 17.1 and 17.2 of the County Development Plan to protect the environment and ecosystems of County Wicklow;
- Policy Objectives CPO 17.4, CPO 17.6 and CPO 17.7 of the County Development Plan to protect the designated ecological sites; and
- Policy Objectives CPO 13.3 and 17.26 of the County Development Plan regarding 25-metre setbacks from watercourses.

the Planning Authority is recommended to make the Local Area Plan without:

- (i) MA 10, Charvey Lane;
- (ii) MA 20B, Glenealy Road;
- (iii) MA 38, Charvey Court;
- (iv) MA 40, Ballyguilemore; and
- (v) MA 41 The Murrough.

4. Economic Development and Employment: Ballynabarny (MA 31)

MA 31 proposes three changes to the Ballynabarny lands, to the west of Wicklow Town:

- Identify new SLO 14 area – Specific Local Objectives at Ballynabarny.
- Amend zoning of land measuring c. 3.3 ha from AOS to E Employment.
- Amend zoning of land measuring c. 0.4ha from AOS to CE Community / Education.

It also includes a new requirement for the employment provision to be accompanied by the concurrent development of an indoor community / sports facility on the CE zoned lands.

These lands are on the periphery on the town and are not serviced by public transport or active travel provisions. It is outside both the 2016 and 2022 CSO Census boundaries. There are no footpaths or streetlights on the R772. The proposed Economic zoning at this location is inconsistent with the achievement of compact growth, will contribute to the continuance of a dispersed settlement pattern and encourage car-based development that will not support the modal shift to active modes contrary to RPO 8.1 of the RSES and CPO 9.6 of the County Development Plan.

MA Recommendation 4 - Economic Development and Employment

Having regard to the provision of an evidence-based employment strategy, and the location of employment in areas that can support more sustainable transport options, and in particular to:

- RPO 4.2 of the RSES to require employment development to be planned in collaboration with infrastructure providers to ensure adequate capacity for services is available;
- RPO 8.1 of the RSES for the integration of transport and land use planning consistent with the guiding principles of the RSES transport strategy;
- SCO 5 of the Wicklow County Development Plan 2022-2028 (County Development Plan) to support the integration of land use and transportation to encourage a sustainable mobility;
- Objective CPO 9.6 of the County Development Plan to promote the development of employment generating uses at locations which comply with sustainable transportation objectives of the County Development Plan; and
- the Climate Action and Low Carbon Development Act 2015, as amended, mandatory target to reduce greenhouse gas emissions by 51%, and the Climate Action Plan 2024, and associated actions including the National Sustainable Mobility Policy (2022) targets to reduce vehicle kilometres travelled per year and the National Investment Framework for Transport in Ireland (2021); and

- the policy and objective of the Development Plans, Guidelines for Planning Authorities (2022) under section 6.2.5 for the provision of evidence and rationale underpinning the zoning of land for employment purposes, the Planning Authority is recommended to make the draft Wicklow Town – Rathnew Local Area Plan 2025 without MA 31, Ballynabarny.

5. Education (MA 24)

MA 24 proposes the following changes to SLO7 (Rosanna Lower) (proposed new text in green):

- swap the position of the existing residential zoning (RN) with community education zoning (CE);
- to designate these lands for a ‘future school use and shall not be developed for any other CE use during the lifetime of this plan’;
- ‘Any design shall make provision for the completion of the RIRR from Clermont Grove to the R750 at the Maxol Garage. The RIRR shall be developed in accordance with the delivery programme set out in the future Wicklow Town – Rathnew Local Transport Plan’, and
- no development may occur in this area until an overall final design has been determined for the road network ‘as set out in the future Wicklow Town-Rathnew Local Transport Plan’.

The CE’s Report on the submissions received at draft plan stage state that the draft Local Area Plan has made provision for two CE zoned areas in Rathnew for potential future primary school development: (a) the subject lands, and (b) adjacent to the cemetery.

The Office welcomes the selection of the lands beside the cemetery which is on the Main Street of Rathnew and in the village core, adjoining supporting and serviced by public transport.

However, the Rosanna Lower site (MA 24) is located to the north of the village centre and Main Street, at a peripheral location away from the existing and emerging residential areas of Rathnew (i.e. Tinakilly area, SLO2). It also lacks essential supporting infrastructural services including public transport, footpaths, and street lighting. This would lead to greater reliance on private cars, undermining the Government's commitment to reducing greenhouse gas emissions under section 10(2)(n) of the Act and under the Climate Act.

Furthermore, it is noted that the school is dependent on the delivery of two external components: the design of the Rathnew Inner Relief Road (RIIR) and the preparation of the LTP, which will identify and prioritise active travel routes. Given the timeframes of these projects (5-10 years for the RIIR¹), the Office considers that there is insufficient rationale to designate this site as a school.

This location is contrary to RPO 9.21 of the RSES which identifies that statutory plans shall designate new school sites at accessible and public transport friendly location and Policy Objective CPO 7.11 of the County Development Plan to ensure sites for educational development are highly accessible.

MA Recommendation 5 – Education

Having regard to the provision of education uses at locations that can serve existing and developing local residential communities and are accessible by walking, cycling and public transport, and in particular to:

- RPO 9.21 of the RSES to designate new school sites at accessible, pedestrian, cycle and public transport friendly locations;
- Policy Objective CPO 7.11 of the Wicklow County Development Plan 2022-2028 to ensure sites for educational development are highly accessible;
- section 3 (Location of Schools) of the Provision of Schools and the Planning System: A Code of Practice for Planning Authorities, the Department of Education and Science, and the Department of the Environment, Heritage and Local Government (2008); and

¹ As per MA 44: Appendix 3: Infrastructure Delivery Schedule, Phasing and Implementation of the draft Local Area Plan

- the Climate Action and Low Carbon Development Act 2015, as amended, mandatory target to reduce greenhouse gas emissions by 51%, and the Climate Action Plan 2024, and associated actions including the National Sustainable Mobility Policy (2022) targets to reduce vehicle kilometres travelled per year and the National Investment Framework for Transport in Ireland (2021),

the Planning Authority is recommended to amend MA 24 by omitting the first bullet point, specifically:

~~*'Lands zoned CE shall be reserved for future school use and shall not be developed for any other CE use during the lifetime of this plan.'*~~

The Planning Authority is advised to engage with the Department of Education in identifying a more suitable and accessible located school, that can support existing and developing local residential communities, as per its submission on the draft Wicklow Town – Rathnew Local Area Plan 2025.

6. Integrated Land Use and Transport Planning

The Office welcomes the Planning Authority's commitment to prepare a Local Transport Plan (LTP) for Wicklow Town – Rathnew, as proposed under MA 11. The LTP will be prepared following adoption of this draft Local Area Plan. To ensure integration of land use and transport planning, as per RPO 8.1 and 8.6 of the RSES, the key provisions of the LTP should be integrated into the Local Area Plan area via a variation under section 13 of the Act, and any amendments should be made to the draft Local Area Plan accordingly.

This is a particular important given the Part 8 consent for the pedestrian and cycle bridge over the train line, connecting the Wicklow Port Access Road (PAR) / R999, Wicklow Train Station and Station Road (Planning Reference 24407), the objective to extend the DART to Wicklow Train Station under Measure RAIL3 of the Greater Dublin Area Transport Strategy 2022-2042 and proposed MA 13 regarding the selection of Transit Oriented Development (TOD) site(s). In this regard, the Office recommends that the Planning Authority inserts additional wording to MA 13 to examine the lands to the north of the train station (north and south of the R999) for

uses and densities that maximise the provision of public transport and investment, as part of the preparation of the Local Transport Plan.

Having regard to the above, the Office recommends that additional text is inserted into MA 22 (SLO4 – Bollarney North) to deliver a quantum, type and density of development that supports the delivery of the new pedestrian and cycle bridge and DART extension to Wicklow Town.

With respect to MA 28 and the proposal to change the zoning of lands measuring 3.6 ha from CE to RN1 at Marlton – Ballynerrin Lower, the Office recommends additional text is included in SLO 11 to seek pedestrian and cycle connections westwards, towards the Ballynerrin Road. This will improve permeability between the site and the existing public transport network, school, creche and local services, as per CPO 12.13 and 12.14 of the County Development Plan.

MA Recommendation 6 – Integration of land use and sustainable transport

Having regard to the need to the integration of land use and sustainable transportation, and in particular to:

- RPO 8.1 and RPO 8.4 of the RSES for the integration of land use and transport planning;
- RPO 8.3 of the RSES that future development is planned and designed in a manner which maximises the efficiency and protects the strategic capacity of the metropolitan area;
- RPO 8.6 of the RSES to prepare local transport plans for selected settlements in the region;
- the Climate Action and Low Carbon Development Act 2015, as amended, mandatory target to reduce greenhouse gas emissions by 51%, and the Climate Action Plan 2024, and associated actions including the National Sustainable Mobility Policy (2022) targets to reduce vehicle kilometres travelled per year and the National Investment Framework for Transport in Ireland (2021);
- CPO 12.3 to prepare a local transport plan for Wicklow-Rathnew of the Wicklow County Development Plan 2022-2028 (County Development Plan);

- sustainable mobility objectives CPO 12.1 and CPO 12.2 of the County Development Plan;
- cycling and walking objectives CPO 12.13, CPO 12.14, CPO 12.15, CPO 12.16 and CPO 12.17 of the County Development Plan; and
- public transport objectives CPO 12.20, 12.22 and CPO 12.21 of the County Development Plan,

the Planning Authority is recommended to include new wording in:

- (i) MA 11 to incorporate the key provisions of the forthcoming Local Transport Plan for Wicklow Town – Rathnew into the Wicklow Town - Rathnew Local Area Plan 2025 area as a Variation under section 13 of the Planning and Development Act 2000, as amended (or any equivalent provision under the Planning and Development Act 2024);
- (ii) MA 13 to examine the lands to the north and south of the Port Access Road (PAR) / R999 adjoining the Part 8 pedestrian and cycle bridge (Planning Reference 24407) as a designated Transit Oriented Development (TOD) site as part of the preparation of the Local Transport Plan for Wicklow Town – Rathnew;
- (iii) MA 22 to deliver a quantum, type and density of development that supports the delivery of the new pedestrian and cycle bridge and the DART extension to Wicklow Town; and
- (iv) MA 28 to provide pedestrian and cycle linkages through and between the new RN1 lands and the surrounding existing developments to improve permeability and provide shorter and more direct access to existing schools, public transport, local services and amenities in and around the Ballynerrin Road.

7. Rathnew Village Centre: Charvey Court Lands (MA10)

MA 10 proposes to insert a new opportunity site (OP5) for Charey Lane in Rathnew Village and proposes new text and maps.

Further to the above, the Office notes that there are internal conflicts between the draft Local Area Plan and MA 10, regarding the access arrangements for this site. The draft Local Area Plan states

any significant development would be contingent on access being only from the Glenealy Road due to the deficiencies of the Charvey Lane – R752 junction unless substantial improvements / reduction in traffic flows at this junction arise” (pg 30).

Whereas MA 10 states ‘vehicular access shall be via Charvey Lane, with high quality pedestrian and cyclist access across the site linking Charvey Lane to the R772’.

Observation 1 – Rathnew Village Centre: Charvey Court Lands

Having regard to the regeneration of Rathnew Village centre and proposed MA 10, the Planning Authority is advised to review the wording regarding the access arrangements for Opportunity site 5, to ensure internal consistency.

Summary

The Office requests that your authority addresses the recommendations and observation outlined above. As you are aware, the report of the chief executive of your authority prepared for the elected members under section 20 of the Act must summarise these recommendations and the manner in which they will be addressed.

At the end of the process, your authority is required to notify this Office within **five working days** of the making of the Local Area Plan under section 31AO(5) of the Act. Where your authority decide not to comply with the recommendations of the Office, or otherwise makes the Local Area Plan in such a manner as to be inconsistent with the recommendations of the Office, the chief executive must, in the notice letter, inform the Office accordingly and state the reasons for the decision of the planning authority.

Please feel free to contact the staff of the Office in the context of your authority's responses to the above, which we would be happy to facilitate. Contact can be initiated through plans@opr.ie.

Is mise le meas,

A handwritten signature in black ink that reads "AM O'Connor". The signature is written in a cursive, slightly slanted style.

Anne Marie O'Connor

Deputy Regulator and Director of Plans Evaluation

Designated Public Official under the Regulation of Lobbying Act 2015
