

ARKLOW DEVELOPMENT PLAN



1999

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HISTORY

Arklow, or Invermore (the broad estuary), formerly also called Arn-Kell's Lo and Arcloo amongst other names, has a long and varied history going back into the dim ages of the past, being mentioned in the Book of Leinster, where it is stated that Fiacha, a son of Delbaeth, Monarch of Erin, and the six sons of Ollam, were slain by Eoghan of Invermore. This event, according to the chronology of the Four Masters occurred Anno Mundi 3470. The river and estuary were known to Ptolmey, the ancient geographer, and Giraldus Cambrensis also makes mention of the harbour. Arklow, then known as Guariarni, was an important Danish centre under the Danish Kings of Dublin, but, being seized by the Ostem, it changed its name for the appellation Arklow, by which it is still known, though the official name is now Invermore. The Irish name is Tulach Inbhearmor, and Arklow Head in Irish is Glas Cernin (the Green Trencher). The Norse termination low from lue, a flame or blaze, is a common ending in names of Norse coastal towns where beacon fires were lighted to guide ships to harbour, or to give warning of shoals or rocks.

On a commanding site stand the ruins of the Castle, once a seat of the Earls of Ormonde, who still bear the title of Baron of Arklow. According to McFibris's pedigree of the Butlers their ancestor first landed at Arklow (Invermore), whence he marched to Aughrim, in Hy-Many, and thence to Invermore in Connacht, near which he erected the monastery of Burrishool.

Arklow was included amongst the grants of territory for which Henry II caused services to be done at Wexford and an original charter preserved amongst the roles of Kilkenny Castle contains a grant of the Castle and town of Arklow, with all its appurtenances, to Theobald Fitzwalter, the hereditary Lord Butler of Ireland. Fitzwalter founded here a monastery for Cistercian Monks from Furness, Lancashire, dedicated to the Blessed Virgin Mary. Theobald (the third of that name) who died on 26th September 1285 and was buried in the Abbey Church inherited the Barony, which was the chief butlery. Pope John XXIII granted Indulgences to all who visited the Friary on certain festivals and also to those who gave alms to the Friars.

In 1316 the O'Tooles and O'Byrnes who had risen in arms and had burnt Arklow, Bray and Newcastle were defeated by Sir Edmund de Butler. In 1331 the clans rose again and beseiged the Castle, but were again defeated with terrible slaughter - this time by Lord Bermingham. In 1332 Sir Anthony Lucy and a party of citizens of Dublin took possession of the Castle. In 1372, upon an inquisition and quod damnum the jury "found that it would be of no damage to the King or others to grant to the Mayor and citizens of Dublin the customs of all the merchandise brought for sale between Skerries and Alercomshed, otherwise Arclo" (46 Edward III, White Book - City of Dublin).

Upon the dissolution of the monasteries, in the reign of Henry VIII, the Abbey was confiscated and granted, with most of its possessions, to John Travers at the yearly rent. In 1582 Queen Elizabeth, in reply to a petition by the citizens of Dublin, granted a charter constituting the Mayor of Dublin "Admiral between Arklow and the Nannie Water". During 1641 the clans avenged their 14th century losses when they overpowered and annihilated the garrison.

Cromwell passed through the town on his way to Wexford in 1649 and the Castle was ceded without an engagement. James II also when in flight to Waterford, after the Boyne, was entertained at Shelton Abbey, where a road on the demesne is called the King's Road.

In 1798 Arklow was the scene of a bloody engagement in which the Wexford men suffered heavy losses.

The close of the 18th century marks the end of the turbulent, if romantic, portion of Arklow's history. Pigot's Directory (published 1824) describes the town in the following terms: - "Arklow is a seaport and market town, situated on the River Avoca, thirty-six miles South of Dublin, nine South-East of Rathdrum, and eight North of Gorey, is an irregularly built town and the inhabitants very numerous in proportion to its size. The barrack is capable of holding a regiment of infantry and near it stands an ancient Castle, built by a member of the Ormond family about seven hundred years ago, one of whom still retains the royalty of Arklow, although the principal emoluments of the estates belong to the Earl of Carysfort. A Memorial Court for the recovery of small debts is held in this castle six times a year. There is also an old Abbey much spoken of for its antiquity, in removing one of the walls of which, in the early part of the year 1823, several pieces of silver coin were found of the Reign of Henry VI. Here is a fine school, built of stone at the sole expense of the Earl of Carysfort, and opened in May

1823, in which are educated two hundred boys and two hundred girls, on the Lancasterian principle, free of any expense, also a free Catholic School for an unlimited number of boys and girls. The Church is a stone building with a tower, one hall and a very handsome clock. The Rev. Henry L. Bayley is the present Rector. In the Church is held the Sunday school, every Sunday before service when upwards of seven hundred children of the Protestant religion attend. The other public Institutions are a fever hospital, a dispensary which was built in the year 1823 and is supported by donations, a Roman Catholic Chapel, a Methodist Chapel, opened in 1822, and a Savings Bank, lately established, in which deposits are received of from ten pence to fifty pounds a year. In the fishery off the coast upwards of three hundred boats are employed in taking herrings and oysters, the latter are generally sold in the English markets. One mile to the West of the town, on the banks of the River Avoca, is Shelton Abbey, the beautiful seat of Earl of Wicklow where the unfortunate King James II lodged one night in the year 1690 on his way to Waterford after the disastrous Battle of the Boyne, and on the opposite side stands Glenart Castle, the delightful and romantic residence of the Earl of Carysfort. The population is about 11,300. The market day is on Thursday and there are four fairs in the year, viz, on the 14th May, the 9th August, the 25th September and the 15th November."

Though, fortunately for Arklow, its history has been peaceful for the last 150 years it has shared the vicissitudes of the Nation during that period. The famine of 1845-47 took its toll here as elsewhere, while its association with Charles Stewart Parnell is a matter for pride. Parnell's home at Avondale is not far distant and his interest in the town is evidenced by the Parnell Quarries which he established to provide employment for the townspeople. This event itself indicates the changing historical background of towns from military and political to economic spheres. In more recent times, fortunately, the history of Arklow is coloured by economic rather than by military movements, and in this sphere, too, the town has had its vicissitudes.

PART 1

Introduction

Plan Presentation

The Department of the Environment Publication "Urban Development Plans for the 1980's sets out guidelines for the preparation of statutory development plans. It recommends the presentations of the planning documents in three parts,

- Part 1:** Introduction.
- Part 2:** Survey and Analysis.
- Part 3:** Development Plan.

Scope of the Plan

In accordance with the requirements of Section 20 of Local Government (Planning and Development) Act, 1963 as amended by Section 43(1) (e) of the Local Government (Planning & Development) Act, 1976, and Local Government (Planning & Development) Regulations 1994, this Plan has been prepared to replace the previous Development Plan for the Town of Arklow. This plan relates solely to the current administrative area governed by the Council of the Urban District of Arklow. It consists of this Written Statement five 1/5000 scale Map showing Zoning and other objectives. The Plan refers to the 5-year period starting from the date of its adoption by the Council.

General Aims of the Plan

The plan provides guidelines for the public in relation to the Planning Authority's objectives and development control decisions. The Development Plan co-ordinates the activities of the Council as Housing, Sanitary and Roads Authority and its planning policies guide the provision of land for housing, industry and public open space. It provides a comprehensive summary of planning policy to ensure the orderly development of the area, so that new development is of adequate quality taking due account of surrounding properties. The Plan identifies policies to deal with environmental, physical and social problems insofar as these are remediable by good planning.

Statutory Requirements

The public is referred to the Local Government (Planning Development) Acts, 1963 to 1999 and the Regulations made thereunder. The public is also advised that it may be unwise to acquire land with a view to its development unless at least outline permission has been obtained or, alternatively, unless the purchaser is protected by a conditional contract whereupon the sale is contingent upon the necessary planning consent being forthcoming for the development which it is intended to carry out.

Purpose of the Plan

The purpose of planning generally is to guide and direct future development in the interests of the common good. There should be a positive approach to facilitate development in the right locations, to encourage good design and layout and to ensure that services are available when required. The development plan must be recognised as the vehicle by which development in the area will be positively influenced in the coming years. The written statement for this plan sets out the future planning strategy providing for the continued development of the administrative area of the Arklow Urban District Council.

The Development Plan

The development plan for the urban area of Arklow consists of this written statement together with the Land Use – Zoning and Special Objectives Map.

Town Description

Arklow is the most southern major town in County Wicklow. It is situated on the estuary of the Avoca River and on the N.11 National Primary Route between Dublin and the Southeast. It is located 77 kilometres from Dublin, 66 kilometres from Wexford and 26 kilometres from the county administrative centre at Wicklow town.

The town, the area within the Arklow Urban District boundary comprises approximately 664 hectares and includes the townlands of Abbeylands, Knockenrahan Lower, Knockenrahan Upper, Sheephouse, Tinahask Lower, Tinahask

Upper, Yardland, Ferrybank, The Marsh, Ticknock and Lamberton.

The environs, comprising 16 townlands immediately outside the town boundary and within approximately three kilometres radius of Arklow bridge are as follows: -

Ballyraine Lower	Money Little
Ballyraine Middle	Bogland
Ballyraine Upper	Rock Little
Ballintombay	Rock Big
Ballyrouane	Kilbride
Ballynattin	Seabank
Kish	Killiniskeyduff
Money Big	Coolboy

Topography

The total area north of the River Avoca but within the Urban District boundary is 242 hectares. The Marsh which adjoins the river upstream of the bridge comprises some 85 hectares. It has a very important function in that it acts as a flood plain for the river affording valuable protection against flooding to the Town. To the east of the bridge is located a developing industrial and recreational area. This area comprising 23 hectares has been reclaimed progressively from the sea over the last 150 years, and more recently by landfill. North of this area and skirting the North Beach is located 45 hectares of low-lying lands. This area has been developed as a recreational area and caravan park. It also contains the Arklow Pond. In 1990 extensive sea protection works were carried out providing 2.06 km of rock barrier from the Avoca River mouth to Webb's river protecting the landward amenities and endeavouring to recreate a beach lost due to the severe storms of winter 1989/1990.

The Urban District comprises 422 hectares south of the river Avoca. The major part of the town has been developed on the southside and extends along the Coolgreaney and Wexford Roads. Further east and south but inside the urban boundary are the golf links, the south beach and potential development lands at Tinahask Upper. There are also approximately 50 hectares of similar land between the Vale Road and Lamberton.

PART 2

Survey & Analysis

CHAPTER 1

ARKLOW DEVELOPMENT PLAN : DEMOGRAPHY SECTION

1.1 Recent Population Trends

Since the adoption of the 1990 Development Plan, the population of Arklow Urban District Council has increased by some 500 persons. However, this followed a fall of a similar amount in the period 1986-91. The population of the town has therefore remained unchanged in the last decade and stands now (April 1996) at 8,448 persons.

Two further areas may be defined for population analysis. The first is the immediate environs of the town, which is approximated by Arklow Rural and Kilbride District Electoral Divisions (DEDs). The population of this area has fallen slowly during the last decade.

The second is the broader catchment of the town. The Catchment area adopted is the approximate area served by the second level educational establishments in Arklow. Also the area adopted has a population equivalent to the theoretical population served by shops in the town as shown by the Census of Distribution. It includes eight District Electoral Divisions in County Wicklow and three in County Wexford as follows:

County Wicklow - Arklow Rural, Aughtrim, Avoca, Ballinaclash, Ballyarthur, Cronebane, Ennereilly, Kilbride.

County Wexford - Ballylarkin, Coolgreaney, Kilgorman.

The population of this broader area behaved largely in line with the town in the period 1986 to 1991, but failed to recover thereafter.

Table 1 summarises the trends in the period since 1971.

Table 1: Population Trends in Arklow U.D.C, environs and catchment - 1971-96.

Year	Urban District		Environs		Catchment		Towns and Environs		Town and Catchment	
	Num	Ann % Ch	Num	Ann % Ch	Num	Ann % Ch	Num	Ann % Ch	Num	Ann % Ch
1971	6948		1579		5922		8527		12870	
1979	8451	2.5	1783	1.5	6687	1.5	10234	2.3	15138	2.0
1981	8646	1.1	1750	-0.9	6916	1.7	10396	0.8	15562	1.4
1986	8388	-0.6	1828	0.9	7169	0.7	10216	-0.3	15557	0.0
1991	7987	-1.0	1794	-0.4	6917	-0.7	9781	-0.9	14904	-0.9
1996	8448	1.1	1723	-0.8	6865	-0.2	10171	0.8	15313	0.5

The town and environs together experienced net outward migration in the period 1986 to 1991, estimated at 831 persons, with slightly more males leaving than females. This net out-migration offset an estimated natural increase in the population of under 383 persons, to produce an overall population fall of 401 in the period.

In the last five years, natural increase slowed, as a result both of a decreasing fertility rate and an ageing population, but remained positive. At the same time net migration was close to zero, in line with national trends over the period. As a result, the population grew by nearly 500 persons.

Outward migration is concentrated in the 15-24 age group - typical for an area such as Arklow. Although full data are not yet available for the 1991-96 period, it would appear that female migration has recovered less than male

migration. Reasons for this include greater female participation in third level education and the growth of female employment, particularly in the service sector, which tends to be concentrated in the larger towns.

The proportion of the population age 10-14 has fallen from 37 per cent in 1971 to 28 per cent in 1991 and is now lower still. At the same time the proportion over 65 has nearly doubled.

1.2 Population, Household and Workforce Projections

A cohort population projection has been undertaken for Arklow Urban District Council and environs by CAAS (Environmental Services) Ltd. as set out below in Sections 1.2.1 and 1.2.2.

1.2.1 Assumptions Used

In this projection, the following key assumptions have been used:

Migration: this is assumed to remain at net nil - i.e. although there will be a continuing outflow of younger age groups from the area, the balance of migratory flows over all age groups will be nil. This assumption is somewhat more optimistic than the latest available national projections. However, recent economic performance and projections of such performance suggest that the national projections may be somewhat pessimistic. Further, although a national net nil scenario will still be accompanied by population movement within the State from rural to urban areas and to larger urban areas in particular, the risk in terms of required infrastructural provision is an 'up-side' risk. This means that for robustness it is better to err on the high side in terms of the overall result.

Fertility: a continuing decline in fertility is assumed. The Total Fertility Rate (TFR) at national level is now below 2.0. The latest available rate for County Wicklow relates to 1991 and is 2.28. This compares with a national rate at that time of 2.1. It is assumed that the TFR in Wicklow will continue to fall, to reach 2.0 by 2001 and 1.95 a decade later.

Mortality: rates are assumed to remain constant. Though such rates are in fact falling, the error resulting from an assumption of stable rates will be small in terms of the requirements of the development plan, and may be discounted.

1.2.2 Projected Population, Households and Workforce

The results of the projection are summarised in Table 2.

Table 2: Summary of projection results.

Period	Total Population	0-4 Cohort	5-9 Cohort	10-19 Cohort	Retirement Age	Households	Workforce
CHANGE							
1991-1996	390	-44	-126	-44	96	251	310
1996-2001	233	6	-44	-235	59	229	217
2001-2006	231	35	7	-175	85	239	136
2006-2011	191	-3	34	-38	109	195	53
2011-2016	129	-25	-3	41	153	133	-12
1996-2016	783	13	-6	-407	406	797	394
ABSOLUTE LEVEL							
1991	9,781	782	909	1,938	1,022	2,891	3,537
1996	10,171	738	783	1,894	1,118	3,142	3,847
2001	10,404	744	738	1,660	1,177	3,371	4,064
2006	10,635	779	745	1,484	1,262	3,610	4,200
2011	10,826	776	779	1,447	1,371	3,806	4,254
2016	10,954	751	776	1,488	1,524	3,939	4,241

1.3 Employment Section

1.3.1 Census Statistics 1996

The results of the 1996 Census are at the time of writing available only for population. The statistics for households,

economics, employment and unemployment are not yet available. This means that figures used for the period 1991-1996 can only be approximated.

1.5 Economic Profile of Arklow Urban District

Although there are no data on jobs within the Urban District of Arklow, the overall pattern of employment may be gauged from Census of Population data for 1986 and 1991 - the latest years available - which indicate the sectors in which residents of Arklow and environs are employed.

These data are summarised in Table 3.

Table 3: Employment of Arklow and Environs Residents 1986 and 1991.

Year	Agric- ulture	Mining	Manuf- acturing	Build- ing	Electric	Comm- erce	Trans- port	Public Admin	Prof Sery	Other	Total
1986 Male	232	23	735	219	29	347	120	75	117	85	1982
1986 Female	30	0	171	11	7	205	16	24	179	125	768
1986 Total	262	23	906	230	36	552	136	99	296	210	2750
1991 Male	227	14	577	246	9	359	137	71	142	101	1883
1991 Female	20	1	171	19	2	248	14	31	212	137	855
1991 Total	247	15	748	265	11	607	151	102	354	238	2738
Change, Male	-5	-9	-158	27	-20	12	17	-4	25	16	-99
Change, Female	-10	1	0	8	-5	43	-2	7	33	12	87
Change, Total	-15	-8	-158	35	-25	55	15	3	58	28	-12
% Change	-5.7	-34.8	-17.4	15.2	-69.4	10.0	11.0	3.0	19.6	13.3	-0.4
1986 Shares	9.5	0.8	32.9	8.4	1.3	20.1	4.9	3.6	10.8	7.6	100.0
1991 Shares	9.0	0.5	27.3	9.7	0.4	22.2	5.5	3.7	12.9	8.7	100.0

Arklow is a town with a tradition of industrial employment, mainly through Arklow Pottery and the NET fertiliser plant. In 1986, forty-two per cent of employment was in the industrial sector (including construction). By 1991 this had fallen to thirty-seven per cent. Though firm data are not yet available; it is evident that since 1991 it has continued to fall.

Commerce and professional services, taken together, represented a sector almost as important as industry in 1991: they are almost certainly now more important, and together with personal and other services have the fastest growth rate of all sectors of economic activity.

1.5 Unemployment

Unemployment as recorded in the Census of Population in 1991 was 799 persons in the town and environs. At the same date, the numbers on the live register at the Arklow Office stood at 1,396.

The following are the statistics for unemployment:

- 1978 - 3.5% of population
- 1981 - 4.3% of population
- 1986 - 7.7% of population
- 1991 - 8.4% of population
- 1996 - 10% of population approximately.

The 1996 figure is based on figures from Social Service Office.

The unemployment figure between 1991 - 1996 when expressed as a percentage of those employed and unemployed varies between 22 - 25 per cent - a very high rate.

An analysis of the unemployed persons shows that 60 per cent were by occupation either producers and makers, labourers/unskilled workers or transport and communication workers. These occupations account for 44 per cent of those at work and the higher representation amongst the unemployed is indicative of industrial job loses in Arklow. Four out of five unemployed persons had no leaving certificate - 84 per cent of males and 60 per cent of females.

The Unemployment figures for the period of the present plan has remained static or risen slightly up to the end of

1996. In the present house building boom and with extra jobs available on projects such as the Arklow ByPass it may be that the tide has turned and that unemployment has decreased in 1997.

1.6 Job Requirement and Outlook

Assuming that the migration assumptions used in the population projection apply, a total of 217 net new jobs will be required over the next five years - and 353 over ten years - in order to ensure that the level of unemployment in the town and environs of Arklow does not further increase.

1.6.1 New Jobs Required Arklow and Environs

The 1991 census shows 2738 persons at work. If we assume that there was an increase in Employment in the period 1991 - 1996 of some 120 jobs then the figure of employed is some 2850. Based on social services figure of 1000 people unemployed at 1996 the persons available for work are 3850. Taking the figure for increased workforce due to the population structure of 400 persons then the total number of jobs required at 2002 will be of the order of 4250.

Table 4: New Jobs Required Arklow and Environs. Year 2002

Workforce	No. new jobs required	Unemployed as % of Workforce	No.'s Unemployed
4250	1400	0%	0
4250	1120	5%	280
4250	840	10%	560
4250	560	15%	840
4250	280	20%	1120
4250	0	25%	1400

Table 4 above refers to Urban and Environs area and if it is taken that Arklow Urban District Council should only concern itself with the Urban area then the above figures can be reduced by some 15% or 20%. Again if it is assumed that zero unemployment is idealistic and unattainable and that a figure of say 5% to 10% of Urban working population should be the objective then taking both figures for Urban area only and unemployment at the rate of 5% to 10% the fact is that 800 to 900 new jobs will be required by 2002. The conclusion is that Arklow is an unemployment black spot and is likely to remain so well into the next millennium when one considers the difficulty of reducing unemployment from 25% to 5% or even 10%.

There is, in short, a requirement for considerable growth in employment. A number of sites are currently being developed in the town for industry. These include the Yellow Lane Industrial Estate, now fully occupied, the Cemetery Road Industrial Estate, where the last sites are under negotiation at the time of writing this draft, and the Kilbride Industrial Estate (outside the UDC boundary). In addition, an increase in employment in the Quality Ceramics plant is in process.

In addition to these on-going developments, a number of important new industrial development initiatives are currently under consideration:

- A proposal to develop a new East Coast ro-ro ferry freight terminal serving the "central corridor" euro-route through Moston in North Wales.
- The plans for Arklow Industrial Park with direct access from the new motorway ByPass.
- Redevelopment of a portion of the existing port area within the town of Arklow.

Each of these developments may be expected to have considerable employment impacts, and each will benefit from the other. In particular, there is an expectation that storage and warehousing activity will be attracted by proximity to the new ferry terminal as well as convenient access to the national primary road system.

On current growth rates and assuming that the completion of the Arklow ByPass will have a positive effect on the service sector jobs it is expected that at least 200 further jobs over the next five years in this sector. This expected growth will have to be accommodated within the existing properties, by redevelopment of existing properties or by redevelopment on the River Walk area or to the rear of Main Street at Castlepark.

The amount of land required for industrial development will be examined further in Chapter 8 - Land Use.

PART 2

Economic Factors

CHAPTER 2

2.1 Industrial Functions and Trends

2.1.1 Unemployment

The statistics for unemployment between 1978 and 1996 are as follows:

1978 - 3.5% of population,
1981 - 4.3% of population,
1986 - 7.7% of population.
1991 - 10% of population.
1996 - 10% of population or 850 people.

2.1.2 Employment

The main sources of employment at present is in the following industries:

Fertiliser	Medicated Soap
Pottery	Surgical Implants
Engineering	Saw Milling
Boat Building	Dog Food
Cardboard containers	Sanitary Ware
Road Building Materials	Pharmaceuticals
Food Processing	

2.2 Road Making Materials

Roadstone Limited operating at Arklow Rock produces about 500,000 tons of high quality road construction aggregate per annum, most of which is exported to England and Germany using bulk cargo ships from their own jetty.

With 19 feet of water at low tide ships up to 4,300 tons can use the jetty. Roadstone has operated the quarry for almost thirty-five years and it is estimated that it has sufficient rock for another 20 years of operation.

The annual input into the economy of the town is about £1 $\frac{1}{4}$ million. There are 35 people employed.

2.3 Fertilisers

Irish Fertilizer Industries suffered a down turn in the 1980's both in production and employment. They have maintained their position in the 1990's. They are the major employers in the area with a large input into the economy of Arklow with a net wage bill of £4 million per annum in addition to £3.5 million paid to suppliers in the local catchment under the headings of transport, shipping, raw materials and contractors.

The annual output of fertilisers is 580,000 tons using the following raw materials:

200,000 tons of ammonia, 120,000 tons of dolomite limestone. The ammonia is hauled by rail from the company's plant in Cork and the dolomite limestone is hauled by road from Co. Kilkenny.

This industry is of major importance to Arklow Harbour as its exports of fertilisers accounts for 150,000 tons out of a total of 200,000 tons annual exports.

2.4 Pottery

Noritake/Arklow Pottery closed during 1998 having been in operation for over fifty years. It employed about 140 people of which eighty were female. Efforts to secure an alternative industry and to retain the existing skills of pottery employees are seen as essential.

2.5 Qualceram

When Armitage Shanks went out of production in the late 1980's the business was restarted by some of the former employees. The new business venture started production in 1988 as Quality Ceramics producing sanitary ware. The company employs 105 people at present and its major markets are Ireland, U.K, France and Holland and the Gulf States.

Qualceram put almost £2 million per annum into the local economy. The success of this totally Arklow based company has been the town's major industrial success story of the 1990's and the company has purchased much of the redundant Noritake/Arklow Pottery premises for the purposes of expanding their manufacturing process.

2.6 Servier

This subsidiary of a major French Pharmaceutical company started production in 1989. It has continued to expand since and now has two production plants i.e. a Pharmaceutical Plant and Chemical Synthesis Plant. It produces 17 million boxes of medical tablets per year and has export markets in Australia, New Zealand, South Africa and most of the E.C. countries. It employs 38 people at present and this is expected to rise in the next year.

2.7 Allied Signal / Iropharm

This firm was set up in 1982 and has continued to grow since then. It produces materials and ingredients for the Pharmaceutical Industry. It has laboratory facilities where it carries out its own research and development. It employs 60 people at present and contributes more than £1 million pounds to the local economy in wages, goods, and services.

2.8 Killarney Enterprises Ltd. / Soap Company

Established since 1987 and currently employs 60 people. It produces a medicated soap.

2.9 McGhan

Established since 1990 and employs 130 people in the production of medical implant products. It contributes approximately £2 million per annum to the local economy.

2.10 Glenhaven Foods

Established since 1994 and employs 50 people. It is involved in poultry food production. It exports to U.K, Spain, Turkey and Cyprus.

2.11 FAS Community Employment Programme

The 1997 FAS programme for the Arklow area is currently in operation and the number of employees or trainees is as follows:

Community Employment	=	262 operatives
External Training Course	=	24 trainees
Youth Training Course Ballyraine	=	24 trainees
Youth Reach (15-18 yrs age group)	=	40 trainees
Total No of people per annum	=	350

2.12 Social Services

The following is the number of persons in receipt of social services:

Register at late 1996 = 1,497 Arklow Electoral Area.

Arklow Urban District Council and Environs area = 1,000 people approximately.

Arklow Urban District Council = 850 people approximately.

The 1,497 people for Arklow Electoral area break down as follows:

	MALE	FEMALE
Under 25	216	164
Over 25	791	326

ARKLOW HARBOUR

Arklow Harbour has played an important part in the economic life of the town over the centuries. Its location on the East coast and within a short voyage of the major western ports of England gives it a strategic position for both English and European business. It is the home port for the largest shipping fleet in Ireland namely Arklow Shipping Limited.

The main users of the port at present are Irish Fertilisers Limited and Woodfab Limited. There is also a sizeable fishing fleet and two firms involved in ship and boat building namely Arklow Slipway Limited and Arklow Marine Services.

The closing down of a number of large firms in the past decade such as Noritake, Arklow Gypsum Limited, Shanks and Ergas affected the Harbour badly but in the current economic climate it is likely that these firms will be replaced by other industries. The locally based firm of Quality Ceramics has already replaced Shanks, and is now larger than the original firm.

The port lost a large volume of Irish Fertilisers Limited business due to the switching of the transport of ammonia from their Cork Plant from ship to rail transport. I.F.I. are still a large customer of the port and this business like others could be increased if larger tankers could use the port.

PRESENT PORT FACILITIES

There are 4 berths on the North Quay which can accommodate ships up to 1,400 tons drawing up to 14 feet. The Harbour Commissioners consider that these berths will require major remedial works as a result of damage done by moving and loading operations.

The Dock area on the South side caters for fishing, yachts and for boat building and repairs by the adjoining boat yard of Arklow Slipway Limited.

The Harbour walls are generally in bad repair and will require urgent rebuilding to maintain the commercial port, leisure boating, and the public roads adjoining the walls.

DREDGING

A major item of expenditure over the years for the Harbour Commissioners is the cost of dredging. The sand bar at the mouth of the harbour limits the size of vessel that can use the port and this is not helped by the very low tidal range peculiar to this stretch of coastline. The problem is further exacerbated by the large volumes of gravel carried down the Avoca River during floods necessitating frequent dredging of the berths as well as the bar at the harbour mouth.

PORT OPERATIONS

Table 5 gives the number of Irish and foreign vessels using the port from 1987 - 1995.

Table 5: Vessels at Arklow 1987 - 1995.

YEAR	IRISH	FOREIGN
1987	24	204
1988	20	206
1989	33	214
1990	42	161
1991	38	138
1992	26	191
1993	35	234
1994	31	198
1995	38	149

Table 6: Imports and Exports 1987 -1995.

	1987	1988	1989	1990	1991	1992	1993	1994	1995
IMPORTS (000 tons)	86	81	89	125	103	85	56	53	68
EXPORTS (000 tons)	131	152	194	150	133	224	300	258	202

FISHING

About 100 people are engaged in fishing in Arklow. Apart from the smaller fishing boats, whose operations are confined to local fishing grounds, the fleet consists of 18 boats ranging from 50 to 90 feet in length. The fleet operates as far North as Howth and South to Dunmore East and as far East as Wales. The main species of fish caught are cod, squid, plaice and ray and whelk close to coast.

HARBOUR DEVELOPMENT PLAN

Arklow Enterprise Council acting as Consultants on behalf of the Harbour Board have prepared a report on a possible development plan for the harbour. The scheme adopted would have four phases with the work being carried out over a five-year period and estimated to cost £8.3 million. The scheme would consist of:

1. Construction of new North and South breakwaters including the removal of the existing North and South piers and the dredging of the channel and river berths to 6 metres below M.L.W.S.T.
2. Provision of berthing facilities inside the North breakwater.
3. Upgrading the North Quay berths.
4. Reconstruction of the lay-by berth.
5. Construction of fishing berths and other facilities for fishermen in the inner dock area.
6. Upgrading of roads in the harbour area.

Economic benefits would result from this development under a number of headings: -

- (a) Significant cost reductions will be enabled on existing traffic through the use of larger vessels.
- (b) Increased use of the Port by existing users.
- (c) New users will be attracted to Arklow through its increased competitiveness, safety, reliability, new services and facilities.
- (d) Substantial expenditure savings will be made through virtual elimination of dredging costs.

The project was presented to the Government as one which could be appropriately funded by the European Community Structural Fund but the request has not met with success to date.

MARINA

Outline Planning Permission has been granted for the provision of a marina to be located downstream of Arklow Bridge. Consideration is also being given to another proposal to provide a sheltered marina by excavating a basin to the rear of Arklow Shipping Offices with an entrance to it from the harbour, located between Home Fuels and Arklow Shipping Offices. If either of these proposals come to fruition it would be of tremendous benefit in attracting tourists both native and foreign to the town.

PART 2

Social Factors

CHAPTER 3

3.1 Education

The planning of educational facilities is a matter for the Department of Education and the relevant School Authorities.

The overall objective in relation to educational facilities is to ensure that the current and proposed provision will be sufficient to cater for the projected school population. The specific areas of interest are the overall capacity of space (i.e. games / play areas) associated with the school.

Given a school population projection and based on a survey of current schools, it is possible to determine whether a new school is required or whether additional open space is needed and therefore whether it is necessary to zone additional land for this purpose. Apart from zoning land and keeping potential school sites free from development (if required), the Council has a limited role in this area.

The primary schools in Arklow cater for pupils in the urban area and for a distance of three to four kilometres radius from the Town Centre, roughly equivalent to the town and its environs.

The secondary schools draw from a wider catchment, which would include Castletown and Coolgreaney in County Wexford, Aughrim, Avoca, Rathdrum, Redcross, and Brittas Bay. This catchment area has a population of about 7000 in addition to the Urban District population. Table 7 sets out details of primary and secondary schools as at 1996.

3.2 Conclusion

The population of primary cycle age is likely to be static or fall slightly over twenty years. There will therefore be no new land requirements other than those arising from the amelioration of existing conditions.

At secondary level, the number of pupils is likely to fall by in excess of 20 per cent over the next ten years, stabilising thereafter.

Table 7: Existing Schools.

CURRENT NUMBERS						
	Area of Site (ha)	Playspace	Capacity of School	Students	Pop. of area served	Student per 1,000 of pop.
Primary						
Arklow Boys N.S.	1.52		460	330		32
St. Peter's Infants (Boys)	0.80		250	158		15
St. Michael's (Girls)	0.75		540	409	10171	40
Carysfort N.S.	1.00		120	96		9
Templeraíneay	0.40		400	355		35
TOTAL			1770	1348		
Secondary						
Community College	3.08	1.74	430	446		29
St. Mary's College	3.60	2.80	650	599	15313	39
Scoil Chaoimhin	1.66	1.13	300	308		20
TOTAL			1380	1353		

3.3 Cultural & Social Facilities

3.3.1 Libraries

A branch of the County Library service is located in the former Technical School building on St. Mary's Road. The County Librarian is satisfied that these facilities will meet the needs of the town for the foreseeable future.

3.3.2 Arklow Maritime Museum

A Maritime Museum, which portrays Arklow and Ireland's Maritime history, is located in the same building as the Library on St. Mary's Road. This museum deals comprehensively with the Maritime history of Arklow particularly with that of boat building, lifeboat and fishing activities.

3.3.3 Municipal Recreation

The Arklow Leisure Centre at Seaview Avenue provides indoor facilities for Bowls, Handball, Squash, Racquetball, Badminton, Football, Basketball and Table tennis in addition to a fully equipped Gymnasium and Sauna. Outdoor facilities include Swimming Pool, Tennis Court and Athletics Track, pitch and putt and adventure playground. Refurbishment, covering and heating of the Swimming Pool is proposed.

3.3.4 Sports Fields

The town is well provided for with regard to playing pitches relative to its population. In this regard the Council and the relevant clubs have shown great foresight.

3.3.5 Community Facilities

Arklow, for a town of its size, is reasonably well served with privately owned community facilities. There are a number of priorities, which have been in existence over the lifetime of previous plans but have not been achieved. These will be carried forward as amenity objectives over the next ten years.

1. Indoor heated swimming pool,
2. Maritime Park,
3. Marina,
4. Theatre/Arts venue,
5. Additional recreational open space,
6. Bowling facilities.

3.3.6 Swimming Pool

History

The existing swimming pool locally known as 'The Centre' was opened in 1958 and was leased to the Arklow Development Company. In 1985 the Urban Council acquired the complex which consisted of an outdoor swimming pool, covered changing areas and recreation hall. Heating and roofing of the pool was recommended to the Department of the Environment in 1986 and the Department was prepared to sanction the raising of a loan for this work. Unfortunately, the Council was not in a position to afford to raise a loan, as the repayments would have been too much of a burden on the Councils finances at that time.

In August 1994 the Arklow Indoor Heated Swimming Pool Committee was established. The primary task of this committee is to bring to reality the provision of a modern heated swimming pool facility to Arklow. Consultant architects were appointed and detail drawings and specification produced. Grant assistance has been applied for to the Department of the Environment. The Department of the Environment requested Wicklow County Council to commission a feasibility study for pools at Arklow, Wicklow and Bray. The feasibility study has been submitted and the Arklow Pool project has been approved in principal. Tender documents have been prepared and submitted to the Department of the Environment.

Existing Pool

The existing outdoor swimming and ancillary buildings were constructed in the 1950. The pool measures 33 x 22 m. The structural condition and state of repair of the existing complex is poor and totally inadequate by modern standards. Pool use varies from 2 - 8 weeks per year depending on the weather.

Proposed Pool

The project has been developed and designed to fulfil the essential requirements of a modern leisure pool. Features include enclosure of the pool area in a totally new insulated structure, reconstruction and refurbishment of the pool with installation of modern heating, air conditioning and control of water quality. The new pool is designed to provide year-round use and will consist of two functional pool areas for sports/leisure and children's activities respectively. The main pool comprises a 25 x 10m area with five championship standard swimming lanes. Facilities include sauna, plunge pool, cafe, public toilets, changing areas and staff offices.

PART 2

Engineering Services

CHAPTER 4

This chapter deals with -

- 4.1. Sanitary services, water supply and sewerage.
- 4.2. Roads, traffic, and parking.
- 4.3. Waste disposal.
- 4.4. Flood relief.
- 4.5. Coastal protection.
- 4.6. Burial grounds.
- 4.7. Public housing.
- 4.8. Major derelict sites.
- 4.9. Industrial sites.

4.1.1 Water Supply

Existing situation

The Arklow Town Supply was designed and constructed in the 1920's. It has been improved over the years with various minor schemes including the following:

(a) Storage

1. New storage tank at Lamberton capacity 3863 m³.
2. High level tower at Lamberton capacity 650 m³.
3. New storage tank at Mountain Bay capacity 680 m³. The above 3 tanks afford the town two days storage which is good and is adequate for some time into the future.

(b) Raw Water Sources

The existing town demand is 3500m³/day (770,000 gals/day). The original supply source was the Ballyduff reservoir and its catchment streams. This set up was totally inadequate to meet the demand in times of even low rainfall. It was augmented in the 1960's by a new source at the Goldmine river at Woodenbridge which at times of drought is the only raw water source for the town. The Council is allowed to take 750,000 galls / day from the Goldmine River, which equals the town demand.

(c) Treatment

The 1920's scheme used a system of slow sand filters to treat the water. These were unable to meet the ever-increasing demand over the years. In 1980 the Urban District Council installed a dissolved air filtration system capable of treating 3500m³ (750,000 galls/day) as a temporary solution to the treatment problem. This plant was installed as a temporary and emergency measure but is still the only means of treatment after 16 years.

During the 1980's other improvements were carried out including:

1. New chlorinating plant for water disinfection,
2. Fluoridation plant, which is paid for by Department of Health as fluorine is beneficial in resisting dental decay.

(d) Watermain Network

The existing watermain system is a mixture of types and quality, which reflects the development of the town over the 20th Century. The older areas, mainly the centre of Town are supplied with cast iron and lead pipes that have deteriorated greatly. The newer areas are in P.V.C. pipes and are generally in good order.

The Urban District Council has continued, where finance allowed, over the years to replace the older system but due to lack of finance this is at a slow rate. Leaks have averaged one per week over the past 10 years. These have occurred in the older mains and will continue to create both supply problem and financial problem for the Council.

4.1.2 Drinking water monitoring

The supply is tested in accordance with E.U. regulations. These regulations specify the number of tests required

and maximum admissible concentration of many parameters. Since the introduction of mandatory testing under E.C. (Quality of Water Intended for Human Consumption) Regulations, 1988, the quality of Arklow drinking water has been very good.

The Eastern Health Board carries out drinking water sampling independently of the Council. The testing is carried out at the Public Health Laboratory. The results are monitored by the Environmental Protection Agency.

4.1.3 Future improvements

These are set out in P.H. McCarthy's report to the Council in February 1994. The main recommendations are:

1. Raw water sources: The proposal is to increase the supply to 4410m³/day from the following sources:

(a) Goldmine River intake improvement works. This proposal was completed in 1997 and will improve the availability of the supply and also make it more cost effective

(b) Groundwater: Testing carried out in the Ballyduff area has confirmed the availability of a conservative 1000m³ of water. This proposal when brought to production should ensure adequate raw water for the foreseeable future.

2. Treatment: The P.H. McCarthy report recommends the construction of a 1.5million rapid gravity treatment plant at Ballyduff. This is now long overdue as the existing D.A.F. Plant continues to deteriorate and has no spare capacity.

3. Watermains and Distribution System: The report recommends the expenditure of £1.19 million on improvements to the existing system when implemented this should end the ongoing leaks problem.

4. New storage tank at Tinahask: The report recommends the expenditure of £0.271 million storage tank (1500m³ capacity) to serve the Tinahask area of the town.

Future objectives

In order for the town to continue to develop and grow it is desirable that the recommendations of the P.H. McCarthy report 1994 are completed during the lifetime of the plan.

4.1.4 Sewerage System

During the 1930's and 1940's a piped sewerage system was laid in the older parts of the town. The system was designed on a combined basis and was discharged untreated directly into the River Avoca.

As the town developed the older systems became increasingly overloaded as the flows from the higher areas being developed were piped directly into the existing network. By the 1970's major surcharging problems were being experienced with regular flooding in the lower areas of the town.

In 1973 the Council commissioned P.H. McCarthy Consulting Engineers to examine and report on the drainage requirements and sewerage treatment for the entire urban area. On completion of these examinations the following schemes were constructed:

- Wexford Road / Coolgreaney Road improvements - completed 1980.
- Arklow Main Drainage Northside - completed 1982.
- Arklow Main Drainage Southside - completed 1986.

In July 1988 the Consultants presented a preliminary report to the Council proposing the collection of sewage on south sides of the Avoca River and discharge via a long sea outfall following preliminary treatment and pumping.

In June 1990 the Department of the Environment requested Arklow Urban District Council to reconsider the scheme in the light of the Draft E.C. Municipal Waste Directive and the Environmental Action Programme. In particular the Council was asked to include for full secondary treatment prior to sea outfall and an E.I.S. on the scheme.

In December 1991 a Draft preliminary report was presented to the Council. The proposals in this report included.

- Construction of new Interceptor Sewers on the north and south banks of the Avoca River to collect sewage flows in existing sewers. Flows in the southside interceptor will be carried from south to north via a siphon laid in the bed of the river.
- Construction of a Pumping Station in the North Quay for the discharge of sewage to a Treatment Works at Seabank via a pipeline behind the sea protection wall and thence along sea road. There will be storm overflows to the Avoca River from the Pumping Station.
- A Sewage Treatment Works at Seabank to effect Biological Treatment by means of extended aeration. This will involve aeration of sewage in oval shaped concrete tanks where the organic matter is broken down. The resultant liquor is decanted in circular settlement tanks, the liquid overflowing for discharge to the Sea Outfall and the settled sludge will be removed for pressing and stabilisation with lime. The treated sludge will be disposed of to landfill.
- Construction of the Sewage Treatment Works is to be staged. Stage 1 will cater for a population equivalent of 15,000 to the year 2016 and Stage 2 for a population equivalent of 27,000 to the year 2036.
- A Marine Outfall Pipeline constructed from the Treatment Works, a distance of 990m out into the Irish Sea.
- Repair and replacement of elements of the Existing Sewerage System at Ferrybank, Harbour Road and South Green.
- The extension of the sewerage system to include previously unsewered areas including Vale Road, Emoclew Road, Ticknock Bridge, Kilbride, Dock Area, Love's Lane, Briggs Lane, Sea Road and Seabank.

The total cost of the Works is estimated at £9.11m for Stage 1 and £1.12m for Stage 2 at 1992 prices.

Planning Permission

The scheme and an Environmental Impact Statement were submitted to Wicklow County Council for Planning Permission for the Development in March 1993. Wicklow County Council issued a Notice of decision to grant permission with conditions. Following objections to and deliberations including an oral hearing by an Bord Pleanála planning permission with conditions for the Development was granted in February 1994.

Compulsory Purchase Order

Arklow Urban District Council issued an Order for the Compulsory Purchase (CPO) of the land at Seabank. This purchase was contested and an Inspector appointed by the Minister of the Environment held a sworn public inquiry in Arklow in 1994.

The Minister confirmed the C.P.O. on November 1995.

Benefits of the Arklow Drainage Scheme

The benefits include the following:

- (a) Removal of 12 No. Foul sewer outfalls to the Avoca River with consequent improvements to the river and realisation of the development potential of the riverfront area.
- (b) Secondary treatment and sea outfall in compliance with National and E.C. standards.
- (c) Improvements to existing sewer system with consequent relief of problem sewers e.g. replacement of River Walk sewer.
- (d) Improvement to surface water system with consequent relief of flooding e.g. South Green, Hudson Square etc.
- (e) Areas requiring new or improved drainage will be completed e.g. Vale Road, Emoclew Road, Ticknock Bridge, Kilbride, Dock area, Love Lane, Briggs Lane, Sea Road and Seabank.
- (f) Improvement of bathing water quality.

Future objectives

As Planning Permission for the Arklow Drainage Scheme expires in 1999 it is an objective of this plan to have the scheme progressed and completed within the life of this plan.

4.2 Roads, Traffic and Parking

4.2.1 Existing Conditions

The geographical position of Arklow and its location to the National and Regional road network means that large volumes of regional traffic plus local traffic have to be carried through the town's streets. The Main Street currently forms part of the National Primary Route. The route between Bridge Street and Wexford Road is subject to continual traffic congestion. The congestion in Main Street means that regional traffic uses South Quay, South Green, Abbey Street and Yellow Lane to bypass the Main Street causing severe damage to roads and traffic hazard to the residential areas.

4.2.2 Arklow By-Pass

Work started on the Arklow ByPass in autumn 1996 and was completed in January 1999. The works include the construction of 11km of dual carriageway, 8km of minor roads; two grade separated interchanges, fourteen bridge structures and underpasses.

The effects of the new ByPass on traffic within the Town will be great. The main effects include:

- (a) Reduction of traffic overall within the Town by approximately 50%. This will mean a reduction of 400 vehicles per hour at peak times, including large heavy vehicles which cause most of the congestion.
- (b) The bypass with consequent reduction in traffic will facilitate the introduction of traffic management measures that would otherwise not have been feasible.
- (c) The ease of movement for internally generated traffic will allow further development within the town e.g. Tourism, Main Street shopping and commercial developments.
- (d) The facility of the ByPass will allow further housing development and will make the town attractive as a regional housing area.
- (e) The bypass will facilitate further industrial development within the Town. Wicklow County Council is progressing the creation of an industrial park at the Southern interchange.

4.2.3 Port Relief Road

The creation of this road has been an objective of the previous two Town Development Plans. This road was to form a link between the Port area and the N11. When the Arklow ByPass is completed it will create an almost direct route to the Southern interchange. During the period of the 1990 Town Plan part of this was completed i.e. the bridge over the railway and the road therefrom to the N11. The completion of this road will benefit the town as follows:

- (a) Create a direct route particularly heavy goods vehicles from the Port and existing Roadstone Quarry.
- (b) It will facilitate the proposed creation of the Roll-on Roll-off Cargo terminal at Roadstone Jetty.
- (c) It will allow the further redevelopment of the Port area and the future development of the lands (including Urban District Council lands) to North and South of the proposed road.

4.2.4 Castle Park Relief Road

In the 1970's work commenced on the construction of a road at Castlepark to the South of Main Street designed to act as a relief road which would divert some local traffic off Main Street, in addition to opening up back lands for development. The new Garda Station, the Health Centre, Department of Social Welfare Offices and the Electricity Supply Board Offices are located in this area as well as a new carpark. Some premises on Main Street, which previously were serviced from the front, can now be serviced from the new road.

There are two vehicular access points to Castlepark, one from Main Street at Dunnes Stores and the second from Abbey Street. The junction with Main Street is substandard due to lack of width and visibility. The original intention was to extend the new road to join with Main Street at the Parade Ground. The proposal however met with some opposition and was not proceeded with.

4.2.5 South Quay Widening

This proposal to widen the South Quay road between Arklow Bridge and Harbour is an objective of this Town Plan.

4.2.6 Urban Roads and Footpaths

Progress was made during the period of the 1989 Plan to improve substandard road layouts, surfaces, footpaths, and public lighting to urban roads. It is an objective of this Town Plan that all roads shall have tarmac/asphalt running surfaces and that footpath surfaces shall be upgraded to an acceptable standard. This will be financed through internal receipts, Department of the Environment grants and Development levies.

4.2.7 Car Parking

The following chart shows the carparking spaces immediately available to the central commercial area of the Main Street.

Area / Location	Spaces
Upper Main Street	98
Lr. Main Street	47
River Walk	36
Castlepark	29
St. Mary's Road	26
Parade Ground	12
Main Street Carpark	87
Castlepark Carpark	<u>110</u>
Total spaces =	419

Usage of carparking spaces

A recent survey carried out in August 1996 showed that on-street parking, usage was 110% at peak and 102% on average.

Usage in the carparks was as follows:

Main Street Peak 121% - Average 116%.

Castlepark Peak 73% - Average 71%

The usage of Castlepark carpark has increased dramatically since the road widening improvements were carried out on Laffins Lane giving direct access from Lower Main Street to Castlepark.

The Upper Main Street area is adversely affected by a lack of car parking. It is an objective of this plan to achieve adequate car parking for this area.

4.2.8 Conclusions Roads and Traffic

1. On completion of the Arklow By-Pass a traffic survey shall be carried out to determine the traffic decrease within the Town. The impact of the traffic decrease shall be assessed and a long-term traffic plan evolved to take account of conditions then pertaining.
2. The widening of South Quay shall be an objective of the Plan.
3. The land reservation and construction of a Port Relief Road shall be an objective of the Plan.
4. The purchase of land and the construction of car park at Upper Main Street shall be an objective of the Plan. In order to finance this development parking charges on existing parking may be levied.
5. The provision of satisfactory lighting surfaces and footpaths to Urban Roads shall be an objective of the Plan.

4.3 Waste Management

The current facility for domestic refuse collection for the Town shall be continued. Disposal shall be on charge basis to the County Council disposal facilities.

The provision of Urban Centre for waste recycling and transfer station for refuse collection shall be an objective of this plan. A site at North Quay in the ownership of Urban District Council shall be reserved for this purpose.

4.4 Flood Relief

The River Avoca catchment and Arklow Town are vulnerable to floods from storms of 20-year recurring intensity. The two most recent floods occurred in 1965 and August 1987. Both these storms caused flooding in Ferrybank, Lower Main Street, South Quay, South Green and Tinahask areas. The flooding has been the subject of a report prepared by P.H. McCarthy Consulting Engineers on behalf of Wicklow County Council. It is an objective of this Town Plan to assist in the prevention of flooding from the Avoca catchment within the Arklow Urban District Council boundaries by the following means:

- (a) Maintaining the existing flood plain free of Developments west of Arklow Bridge.
- (b) Enlarging the centre arches of the Arklow Bridge.
- (c) Creating an embankment at Safeway Garage and beyond to prevent flooding in Ferrybank.
- (d) Raising the river walls on South Quay and on riverwalk west of Arklow Bridge. Note: The raising of river walks on South Quay is included as part of the proposed works for Arklow Main Drainage Scheme.

4.5 Coastal Protection

The North and South beaches and sand dune systems have been subject to coastal erosion over the years. In the case of the south beach, protection works carried out in Summer and Autumn of 1989 were successful in saving the sand dune system, Arklow Golf Links and the road to the Roadstone Quarry in the storms of mid-December, 1989. On the North beach however, the protection works from the Old Gypsum factory northwards to Seaview Avenue were severely damaged and the unprotected sand dunes from the Seaview Avenue for a distance northwards into the Arklow Holidays Caravan Park were almost completely destroyed in the December storms. As a result houses in the Seaview Avenue area and industrial and commercial premises in the North Quay area were flooded as well as the recreation area adjoining the leisure centre. Much damage resulted also to the roads and caravans in the caravan park.

Arklow Urban District Council and Wicklow County Council in co-operation with Department of Marine completed in 1990 a rock revetment from Old Gypsum Factory to Porters Rock. This has protected the North Beach area and its residents over the intervening years.

However sand erosion from the beaches has continued and the Council commissioned the Danish Hydraulic Institute to prepare a report for the preservation of the beaches and thereby ensure the continued stability and effectiveness of the rock revetments in coping with storms of 50 year recurrence intensity.

It is an objection of this Plan to complete the main recommendations of the Danish report by means of:

- (a) The construction of an offshore rock embankment type breakwater, parallel to the beaches in order to maintain beach levels.
- (b) The Harbour Board during dredging is to deposit dredged material in order to provide sand nourishment to the beaches.
- (c) The construction of a groin at the North end of North Beach.

4.6 Burial Grounds

The Urban District Council during the period of the 1990 Plan took over the running of St. Gabriels graveyard on behalf of the County Council. The graveyard has adequate grounds for the next five years.

The Urban District Council in conjunction with County Council will continue to improve the graveyard by further drainage, roads, surfacing, parking facilities and landscaping.

4.7 Public Housing

During the period of the 1990 Plan the Inbhear Mor Park site was completed. Pre 1940 refurbishment schemes for existing housing stock were completed at Mellows Avenue and Rory O' Connor Place. Work has started on Phase 1 of Vale Road site and Phase 2 is due to start in mid 1998.

The Councils housing programme for 1998 and thereafter during the life of this Plan will be carried out at those

sites identified on the Land Use Map.

4.8 Major Derelict Industrial Sites

There are a number of Industrial sites that require development to prevent their continued dereliction. These include -

- (a) Flogas site
- (b) Old Gypsum Plant site
- (c) Sites at South Quay.

It is Council policy to assist private developers in the redevelopment of these areas.

4.9 Industrial Sites

During the period of 1990 Plan the Council continued the development of the Industrial sites at (a) Yellow Lane Knockenrahan, (b) Croghan Heights Industrial Estates. The position now is that all sites at Yellow Lane are sold. The Croghan Heights Estate has 60% of the sites sold.

During the lifeline of the current Plan it is envisaged that the majority of the future major industrial development will take place outside the urban area in the county environs.

PART 2

Amenity

CHAPTER 5

5.1 Open Space

The existing open space within the town is set out in various Categories in Table 8 differentiating between private and public and active and passive recreation areas.

Table 8: Existing Open Space.

Category	Location	Size (ha)	ha/1000 population
1. Parks and Gardens	Lake and Nature Reserve beside North Beach, Abbey Park, Main Street Park.	14	1.64
2. Playgrounds	South Green, St. Peter's Place, Fernhill.	0.6	0.07
3. Playing fields, public.	Athletics Track Pitch & Putt Course, Rory O'Connor Place / Church View.	7	0.82
4. Playing fields, private.	G.A.A. Soccer Clubs, Schools, Tennis Club.	18	2.10
5. Large Private Open Space	Golf Club	37	4.3
6. Agriculture / Horticulture	Various	165	19.4
7. Marsh		81	9.5

5.2 Parks and Gardens

Parks and gardens include the lake nature reserve and lakeside walk adjacent to the North Beach, the Abbey Park and Main Street Park.

The lake and nature reserve contains a wide variety of wildlife including migratory birds and is being stocked by the Urban Council on an ongoing basis. Motor traffic is confined to a roadway running north to the vicinity of the Caravan Park leaving the rest of the walks reserved for pedestrians.

The two small town parks located beside the official carparks and close to Main Street are formally laid out with flower beds and park seats with a band stand provided in the Main Street park.

5.3 Playgrounds

In addition to playgrounds attached to schools there is a small playground maintained by the local residents at South Green and four maintained by the Urban Council at Inbhear Mor Park, North Beach, St. Peter's Place and Fernhill.

5.4 Playing Fields

1. **Public:** - Included in this category are the athletics track, pitch and putt course and the kick-about pitches in the open space between Rory O'Connor Place and Church View.

2. Private: - Of the 18 hectares in this category almost 6 hectares are attached to the three secondary schools. The remainder is provided by the two G.A.A. Clubs, Arklow Geraldines and Arklow Rock Parnells, three Soccer Clubs, Arklow Town, Arklow Celtic and Arklow United and by Arklow Tennis Club.

Arklow Rugby Club has facilities outside the Urban District Council area adjoining the national primary road about four kilometres north of the town.

5.5 Large Private Open Space

Arklow Golf Links located behind the South Beach and between the harbour and Roadstone Quarry straddles the Urban District boundary with the County. This zoning was changed to recreational open space from Industrial in 1978 Development Plan in view of the fact that this is a links course the only one of its kind between Dublin and Rosslare. It would not be feasible to relocate the course as similar suitable sand dune type land is not available within a reasonable distance of the town.

5.6 Vacant, Reserve Land

This category includes lands not yet built on in housing developments such as south of Churchview and Knockenrahan Upper.

5.7 Marsh

This large tract of land on the North bank of the Avoca River is swampy and unsuitable even for rough grazing. It does however give a sense of space to the town and is a habitat for wildlife. It is also of extreme importance as it functions as a flood storage plain during times of very high flow in the river when the flood capacity of the bridge is exceeded. It saved the town from more severe flooding in the 1965 and 1986 floods. The Council has purchased this land during the period of the current Town Plan. It is the objective of the Council to maintain this area as a wild life conservation area and also to allow some public access. These two objectives will have to be carefully designed and monitored as the achievement of both objectives will be difficult as wildlife and human activity are not compatible.

5.8 Bathing Beaches

Of immense amenity value to the town area the bathing beaches and sand dune systems at the North and South beaches. Both beaches were subject to severe coastal erosion. Following the completion of the coastal protection substantial amenity works have been carried out on both beaches with the provision of landscaped embankments car-parking and beach access points. Further development would enhance the amenity value and would also be effective in increasing the popularity of Arklow for holiday purposes.

The Council is still paying off a large loan on the coastal protection works. This has hindered its ability to finance necessary further works. The recommendations of the Danish Hydraulic Institute for completion of coastal protection when implemented would improve the beaches immensely as it proposes the retention of sand on the beaches.

It will be an objective of the proposed plan to improve North and South beaches by improving facilities lighting walkways on embankments, planting etc.

The Arklow Pond

The Arklow Pond or Boating Lake as it is known locally consists of a shallow lagoon surrounded by sand dunes. The Arklow Urban District Council has been managing the area for conservation and amenity purposes. The site is very popular with residents and visitors alike and has substantial amenity/Tourism potential. The Urban District Council has had a management plan prepared for the area and intends to use the recommendations of the plan for future development.

5.9 Forest Walks

Glenart Woods now under the jurisdiction of Coillte Teo., just outside the Urban District boundary area open to public for forest walking. These are located just a short distance from the Western end of the river walk.

5.10 Recreation Facilities

Apart from the facilities provided by the two G.A.A. Clubs, three soccer clubs and Arklow Tennis Club within the town and Arklow Rugby Club on the Dublin road outside the town, there is an outdoor Swimming Pool in the

Entertainment Centre; a Sports and Leisure Centre; municipal tennis courts beside the Leisure Centre; a municipal pitch and putt course and Arklow Golf Club. The town has two athletics clubs, Boxing and Cycling Clubs and for sailing enthusiasts there is the Sailing Club at the North Quay. Sea Anglers are also catered for by some of the local fishing boats.

5.11 Swimming Pool

The existing pool was opened in 1958 and was leased to the Arklow Development Company. This pool is an outdoor type measuring 33 m x 22 m. It is surrounded by ancillary buildings including a large public building which was previously used as public dance hall.

The Council acquired "The Centre", complex and surrounding lands in 1985 and have endeavoured since then to get an indoor heated pool within the complex.

The present position is that tender documents have been prepared and approval to same is awaited from the Department of Environment. The complex includes five championship lanes in a 25 m x 10 m pool with changing areas, leisure areas, cafe creche and offices. It is an objective of the proposed Town Plan to complete the project as soon as possible.

5.12 Leisure Centre

This complex comprising indoor football pitch, squash, handball and racquetball courts fitness room, saunas, lounge bar and coffee shop was built by the Council in the early 1980's. During the period of the current Town Plan the running of the complex was privatised on account of running cost losses. The entertainment centre facilities have proved a great benefit to the sports and fitness orientated people of the town particularly in winter and periods of bad weather when outdoor facilities are not available. It is an objective of the proposed plan to improve facilities at the Leisure Centre.

5.13 Recreation Facilities

The public facilities at the North Beach including the Swimming Pool and Entertainment Centre also includes pitch and putt, tennis courts and an athletics track for recreational purposes.

The North Beach area apart from the facilities described above also includes a fresh water pond and wild life area with surrounding 40 areas of land behind the beach, which is used for more passive recreational purposes.

The private clubs including the 2 GAA Clubs, 3 Soccer Clubs, Golf Club and Rugby Club have carried out enormous expansion during the period of the current Town Plan. The improvements include major expansion of playing training and practice areas, plus landscaping and expansions to Clubhouses and facilities.

The Council is indebted to those clubs and their members for their great work on behalf of the Town and its people. It is an objective of the proposed Plan to facilitate the further expansion and improvement of the private recreational facilities.

5.14 Archaeological and Historic Interest

The items of interest in this category are set out in Table 9 below.

Table 9: Archaeological and Historical Interest.

Description	Feature of Interest
Ruins of Ormond Castle	Historical
Fr. Murphy's Monument at Parade Ground	Historical
Fr. Murphy's Plaque at Coolgreaney Road	Historical

5.15 Architecture and Civic Design

A high level of architectural and civic design has been achieved over the period of the previous plan coupled with the removal of street overheaded cables have added significantly to the visual amenity of the street scape. It would be expected that existing and new developments would achieve these same high standards. Arklow

streetscape study is dealt with at the back of this Development Plan in a report prepared by the Conservation and Amenity Section of CAAS.

5.16 Avoca River

Much good work has been done in recent years in improving and landscaping the river walk close to the town. This work should be continued westward along the river to the Urban District Council boundary. Some of the land between the railway and the river needed for landscaping is already in public ownership with only a small amount of extra land needing to be acquired.

Greater use could be made of the natural amenity of the Avoca River. It does suffer from the disadvantage that Main Street is built with its back to the river with long back gardens which are either unused and derelict or have buildings which are completely run down. In order to improve this aspect the owners of these backlands will be encouraged to redevelop them by providing shopping facilities, and/or tourist orientated facilities.

This type of development coupled with boating and other activities on the river could form a focal point for visitors in the town centre and effect an enormous improvement in this area.

5.17 Works to be completed in period of proposed Town Plan

1. Completion of Heated Swimming Pool Project.
2. Passive recreational works to Marsh.
3. Inbhear Mor Park - children's play area and football pitch area.
4. Tinahask - football area and recreation area.
5. North Quay - complete football area at Athletics Track.
6. Improvements to facilities at North and South Beach.
7. Improve River Walk.
8. Facilitate the creation of a Marina.
9. Improve existing public open areas.
10. Continue to assist in the provision of training and playing facilities for all sporting organisations subject to the availability of suitable land.

5.18 Conclusion

The Town has provided superb recreational facilities over the years. With almost three hectares of recreational open space per 1,000 of population Arklow, by any standard, is well provided for. It also has adequate passive open space and has the added advantage of the north and south bathing beaches within the town and other excellent beaches within easy reach up and down the Coast.

The objective elsewhere in the Town Plan of all housing developments providing 10% recreational and 10% passive open space will ensure that this facility for the townspeople will continue.

With increasing population necessitating the development of new housing estates the objective in the existing Development Plan is to provide playground and playing field facilities in all the major residential neighbourhoods.

PART 2

Townscape

CHAPTER 6

6.1 Introduction

Streetscape Consultants CAAS have dealt with the buildings in the Main Street area in the Streetscape Study following Chapter 11.

It is proposed under this section to review the following the Townscape under the following headings:

- Beaches, Port and River.
- Housing Estates.
- Trees and Landscaping.
- Major roads and footpaths.
- Tidy Towns Competition.

6.2 Beaches, Port and River

The format of the Town means that beach port and river are within the built up urban area. This is an exceptional feature for any town and it is something that adds enormously to the charm of the town. The three areas have been improved enormously over the last decade e.g. landscaping on North and South Quays, improvements to riverwalk etc. There are a number of improvements which should be carried out during the period of the proposed plan:

- beach improvements,
- decorative improvements to North and South Quay areas including the Bridge. The view East and West from the Bridge is a superb feature of the town and should be maintained and improved to a high standard.
- redevelop buildings to Quays and behind Main Street to the highest architectural standard.
- maintain fishing, sailing, and boatbuilding, provide Marina in area east of bridge.

The Avoca River forms the central spine of the town with a beach on either side of the river mouth. The working port is located on the North Quay together with sailing and yachting facilities further west. Above the bridge, the River Walk on the southern side stretches beyond the urban boundary and The Marsh, which is a Natural Heritage Area and the flood plain for the Avoca River, is located on the northern side.

The above are remarkable features of the town and there are few towns which have beaches, working port, fishing, sailing and river features within their urban boundaries. The Council has endeavoured to maintain and improve these natural attributes through coastal protection works, River Walk improvements and landscaping of North and South beaches.

There are a number of further improvements which should be progressed during the period of this plan including:

- improvements to Quay walls
- maintaining and improving views from Arklow Bridge
- improving the visual appearance of the bridge, quays and riverside buildings
- maintain fishing, sailing, boat building and provide marina in area east of bridge
- improve beaches
- improve River Walk and marsh area

6.3 Housing Estates

The more recent estates such are Inbhear Mor Park, Churchview, Tyndalls Lane and Asgard Close have been designed and constructed to a high architectural and landscape standard and with normal maintenance will remain an asset to the town. The same applies to the private estates of 90's vintage.

The older estates such as Rory O'Connor Place, Mellows Avenue, Connolly Street and Griffith Street were also of good architectural and construction standards. The Council has in the past 6 years improved these estates and

with further small decorative improvements they can become assets to the townscape.

Housing, both public and private, of the late 60's and 1970's are generally of poor standard of site layout, architecture and construction. These include public housing estates to the west of Wexford Road, Fernhill, private estates off Dublin and Coolgreaney Roads, Mountain Bay, Abbeyville etc. The Council has found it necessary to carry out considerable works on roads and services since they have been taken over. There are still many improvements required in these estates and these will be further addressed during the period of the proposed Town Plan.

6.4 Trees and Landscaping

The Townscape from the aspect of trees and landscaping is examined in sections as one traverses the town from North East to South West as follows:

6.4.1 Dublin Road

This road is the main entrance to the town from Dublin. It crosses the town boundary at Ticknock Bridge and has hedgerow trees similar to the field boundaries. The Urban District Council have landscaped and maintained the grassed areas near Love Lane at the town entrances with attractive flower bed planting and ships anchor. There have been a number of new improvements in the past 5 years as follows:

- New stone walls at Templarainey Church and School, Highfield, Inbhear Mor Park, Old Clinic, along Marsh area and opposite Safeway Garage.
- Tree planting at Briggs Lane entrance, Marsh, Inbhear Mor Park, Dublin Road at Hills Garage, Beech Road, and I.F.I. Road
- Shrub planting at Inbhear Mor Park, Pound Hill, Highfield.
- Flower beds at Beech Road entrance and Sean Behan's garage.

6.4.2 Brittas Bay Road

This road crosses the town boundary at Porters Bridge. Here, when, travelling North out of town there is a build up of trees, hedgerows and vegetation which gives a definite separation between the Urban area and Countryside. Planting has been carried out at the caravan park but more is needed. Closer to town there are good trees at Kynock and Edenville. Works carried out since 1990 include:

- New planted area at Beresford Terrace.
- Planting at open space opposite Mountain Bay.

6.4.3 Ferrybank

This area has some mature trees at junction with Seaview Avenue. Seaview Avenue is initially lined with trees on both sides and there is new planting down to Leisure Centre. This has a nice effect and these trees have a high amenity value. The following works have been completed since 1990:

- Open space, trees and shrubs planted at North East side of the bridge.

6.4.4 North Quay Area

This area has been extensively planted during the 1990's. These trees have a high amenity and they have improved the visual aspect of the area from the bridge.

6.4.5 North Beach Area

This area has been extensively landscaped since the area was devastated by the storms of 1989 and 1990. The landscaping and natural regeneration has taken over again to give the whole area including the boating lake and wildlife thereon a passive recreational effect. The Flogas site and Gypsum sites when redeveloped should be relandscaped to screen these areas.

6.4.6 Avoca River

The River represents a view of well-wooded banks when looking upstream from the bridge. The trees on the North side form the woodland edge to the river and its flood plain is of high amenity value.

The south side has been made into a linear park and then into a walk along the river to the town boundary. The path along the Riverbank west from the bridge passes initially by a green area between the path and the river

This green area contains three hawthorns, one cherry, two hawthorns and a poplar all mature trees over 10m high. Then in the next green section there is a chestnut, 2 cherries, a willow and a poplar. These trees all have a high amenity value. The path then passes by the car park that leads on to the Main Street and continues as a riverside walk with trees on both sides. These trees are limes and sycamore on the town side and willow on the riverside. Further along towards the town boundary the trees are just on the riverside of the path and are mainly willow. There are a number of works that require attention in the period of the proposed plan.

- Continue the policy of providing surfaced path to the urban boundary.
- Repair the landscaping where damaged by the sewer development works for the Vale Road housing and GAA developments.
- Continue the programme of decorative lighting.
- On completion of the Bypass and new Avoca River crossing examine the position re landscaping on south side of river but particularly on the north side with a view to strengthening the existing trees and thereby screen the I.F.I. factory from view.

6.4.7 Main Street

The Main Road crosses the bridge and turns right into Main Street. There are no trees in the Main Street until one comes to the new park on the north side of the street which backs down to the river. This park was created in late 1980's and the park and trees there and in car park have now matured. This park is a good passive amenity for the residents of the town and the trees and flowers give a pleasant ambience to the Main Street.

Further up the Main Street the road widens in front of the Catholic Church. There are 3 lime trees in the car park area in front of the Church. The car park is particularly poor architecturally and does not match the recently improved surfaces and brick paved Main Street. There is scope for a further 3 trees (lime) further west in front of the Church. The trees together with the tree and other small planting in the grounds of the Urban District Council offices across the road give a nice arboreal effect at this part of the Street. There are no trees on Upper Main Street.

Since 1990 the Main Street and Upper Main Street have been refurbished with undergrounding of ESB cables, brick paved footpaths, new public lighting, new road surface and street furniture.

6.4.8 Vale Road

At the Roundabout Vale Road swings North and the West round St. Saviours Church and along by the railway. St. Saviours Church set on a hill is framed by scots pine trees which are seen from many different views to the Church and these emphasise the architectural magnificence of this building.

The road goes out to the Urban District Council boundary and has no further important trees just hedgerow trees in keeping with those in the field hedges.

6.4.9 Wexford Road

This road goes south from the roundabout. There is a new open space and new planting at M.A. Healys. The section up to Knockenrahan has roadside trees on both sides of the road mainly mature limes. There are also some recently planted trees that are maturing.

There has been recent planting at the green areas at Knockenrahan which are maturing nicely. The Urban District Council has carried out extensive planting of trees and shrubs on both sides of the road at the urban boundary. The planting on the lands owned by Servier Pharmaceuticals is maturing nicely and in the future will form a nice visual southern entrance to the town.

6.4.10 Estates of Cemetery Road and Wexford Road

The estates off Wexford Road including St. Peters Place, St. Johns Villas, Fr. Redmond Park etc. have a small park near the Wexford Road. This park has 3 mature trees at the Wexford road end and some younger trees planted at the other end. These trees are of high amenity value to the park itself. The park and adjoining footpaths and lane have been improved over the past few years but further improvement works are necessary.

These estates together with Fernhill and Croghan Heights have been extensively planted and the benefits of this work will be seen over the coming years.

6.4.11 Coolgreaney Road

This road goes west from the roundabout west of St. Saviours Church to the Cemetery and the urban boundary at Ballyrooaum Bridge. The pine trees at St. Saviours Church have been mentioned already. The lime trees in the houses before the school and the cypresses after the school give an effect of mature trees to the road.

There are two dramatic cypresses of high amenity value at Lamberton Lodge. There is a plantation of trees at sheephouse and mature planting associated with the Healy residence. There are typical yew trees at the Cemetery.

6.4.12 Centre of Town South of Main Street

This area starts at Yellow Lane / Mellows Avenue where there has been recent planting just South of Navvy Bridge. The planting in Rory O'Connor Place and Churchview is maturing and will become a nice feature of the town. The Griffith Street area could improve with planting. The Abbeyville area requires some further planting. Hudson Square has been improved greatly by the shrubs and planting.

South Beach and South Quay

The South Beach area is devoid of trees, though the area has been improved by the restoration works after the 1989-90 storms. The area could be improved by some selective planting.

The South Quay and dock area have been improved greatly by the landscaping and planting of the last five years.

Conclusion

The main recommendations following this survey -

1. To retain the trees identified as having a high amenity value for the town.
2. Where trees have to be removed either due to age, disease or to allow development then they should be replaced.
3. To continue the policy of the current Town Plan by continuing to plant trees and shrubs.

6.5 Roads and Footpaths - Visual Amenity

Road and street improvement works can have a great beneficial visual effect on the townscape. For example the Main Street, Upper Main Street, Ferrybank, Mellows Avenue, Tyndalls Lane improvement works have changed these streets greatly from the visual aspect.

In the period of the proposed Town Plan it is an objective to complete at least the following roads:

- Dublin Road footpaths in co-operation with Wicklow County Council.
- Wexford Road in co-operation with Wicklow County Council.
- Vale Road including road surface and footpaths in co-operation with the County Council.
- Coolgreaney Road and Cemetery Road including surfacing and footpaths.
- Lower Main Street, Abbey Street, and Abbeyville from Abbey Street to Rory O'Connor Place.
- Sea Road including road surfacing and new footpaths.
- Lower Main Street including new footpaths and road surfacing.

The works involved in upgrading roads and streets include:

- Overlaying the roads with wearing course macadam to give a smooth running surface.
- New kerbing where necessary and creating new footpaths or overlaying existing in brick paviour, concrete or tarmac.
- Undergrounding overhead cables.
- Provide new public lighting with modern lamps, removing existing timber poles.
- Improving street furniture including bins, bollards, seating etc.
- Improved signage and lane markings.
- Providing areas for trees and landscaping where feasible and planting same. Provide hanging baskets to poles and buildings. Owners/occupiers will be invited to improve their properties through redecoration and provision of window boxes.

6.6 Tidy Towns

Table 10 below shows the marks awarded Arklow Urban District Council in the Tidy Towns Competition 1990 - 1997.

<u>YEAR</u>	<u>MARK AWARDED</u>	<u>MAX MARK</u>
1997	192	300
1996	190	300
1995	177	300
1994	172	300
1993	169	300
1992	166	300
1991	162	300
1990	154	300

The table shows that the improvements carried out by the Urban District Council during the period of the present Town Plan has been reflected in the steady rise each year in the marks awarded.

Table 11: Shows the County Wicklow Results.

	<u>CENTRE</u>	<u>1996 MARK (%)</u>
Category A		
	Donard	181 (60.3%)
	Kiltegan	194 (64.7%)
	Knockananna	185 (61.7%)
	Redcross	158 (52.7%)
	Stratford-On-Slaney	206 (68.7%)
Category B		
	Ashford	175 (58.3%)
	Aughrim	209 (69.7%)
	Avoca	165 (55.0%)
	Delgany	184 (61.3%)
	Dunlavin	188 (62.7%)
	Glenealy	171 (57.0%)
	Laragh	173 (57.7%)
	Manor Kilbride	143 (47.7%)
	Newcastle-Wicklow	164 (54.7%)
	Roundwood	169 (56.3%)
	Shillelagh	190 (63.3%)
Category C		
	Blessington	162 (54.0%)
	Enniskerry	201 (67.0%)
	Rathdrum	153 (51.0%)
Category E		
	Arklow	190 (63.3%)
	Wicklow Town	177 (59.0%)
Category F		
	Bray	192 (64.0%)
	Greystones	178 (59.3%)

Table 12: National Results for Category E Towns (Towns of population 5000 - 10,000).

<u>TOWN</u>	<u>POINTS</u>
Tullamore	236
Killarney	222
Shannon	217
Skerries	213
Tramore	207
Cavan	201
Portlaoise	195
Arklow (8th)	192
Dungarvan	192
Middleton	191
Youghal	191
Nenagh	190
Thurles	190
Cobh	188
Castlebar	181
Ballinasloe	181
Wicklow	177
Carrick on Suir	176
Enniscorthy	176
Athy	175
Raheny	172
New Ross	171
Balbriggan	165
Carrigaline	166
Maynooth	159
Ballina	153
Tuam	153
Mallow	150
Monaghan	99

6.7 General

The marks are given in the following categories:

- | | |
|-------------------------------------|------------------------------------|
| (a) Overall Development approach. | (f) Tidiness. |
| (b) Wildlife and Natural Amenities. | (g) Residential Areas. |
| (c) Landscaping. | (h) Roads, Streets and Back areas. |
| (d) The Built Environment. | (i) General impression. |
| (e) Litter Control. | |

The town scored highly in all categories but there is a need for improvement in letter control tidiness and in particular areas such as around dock, approach roads etc.

Conclusion

- The Council recognises the work of the Arklow Tidy Towns Action Committee.
- The Council in conjunction with the Arklow Tidy Towns Action Committee, other bodies, and the people will continue to maintain the progress of the past six years as set out in Table 10 above.
- The Council in conjunction with Tidy Towns Committee, other bodies and the townspeople will endeavour to maintain and improve Arklow's position in category E of the Tidy Towns competition within the period of this Plan.

6.8 Road and Footpath Improvements

The Council recognises the effect that road and street improvement works have on the visual aspect of the town. This also has the advantage of reducing public liability claims, which in the period of the current Town Plan have been a huge drain on the resources of the Council.

It will be an objective of the proposed Town Plan to bring roads, footpaths, street furniture, landscaping to a high standard.

PART 2

Tourism

CHAPTER 7

7.1 Tourism

Arklow was popular as a holiday resort over a long number of years reaching its peak during the Second World War and the years following. With the changing pattern of tourism in the 1960's as car ownership increased people preferred to move around visiting various places of interest rather than having the old style of holiday which involved spending one or two weeks in the same resort. This marked the decline of Arklow as a holiday resort. It is also possible that the town lost some of its attraction for holidaymakers when it started to expand industrially in the 1960's and 1970's with the setting up of N.E.T. (now I.F.I.) and Noritake amongst others.

7.2 Tourist Accommodation

Arklow has 5 Hotels (including Clogga Bay with 10 rooms) with 78 bedrooms ranging from Grade 3 Star to 1 Star. (See Table below).

There are a good number of self-catering establishments but there is no approved hostel or caravan park. There is a need for upgrading of all forms of accommodation.

Note: Arklow Holidays Limited Caravan Park is not Bord Failte registered. The Company has over 200 spaces, located at the urban boundary behind the North Beach. The 200 spaces are used mainly for permanent caravans or mobile homes and there are only a few spaces for touring caravans.

Table 13: Approved Accommodation - Arklow 1990 and 1997.

	1990		1997	
	No:	Rooms:	No:	Rooms:
Hotels	5	95	5	78
Town House (B&B) / Country House (B&B)	10	38	18	71
Farmhouse (B&B)	2	12	4	18
Self Catering	6	-	18	49
Hostels	0	0	0	0
Camping & Caravan	0	0	0	0

Table 13 shows a decrease in Hotel Rooms, almost a two fold increase in Town House and Country House accommodation and a three fold increase in Self-Catering during the period 1990 - 1997. The town had no facilities in the Hostels, Caravan and Camping sector although a hostel has since been established.

7.3 Tourism Statistics

Table 14 shows the numbers of visitors to the Republic of Ireland and the revenue generated for the years 1988 and 1996.

Table 14.

	1988		1996	
	Numbers	Revenue	Numbers	Revenue
<i>Overseas Visitors</i>	2.425m	593.8m	4.682m	1450.4m
<i>Northern I. Visitors</i>	0.582m	46.1m	0.60 m	84.6m
<i>Domestic</i>	4.164m	311.1m	6.17 m	578.8m

Table 15: How Did Tourists Spend Their Money?

%	Total	Britain	Mainland Europe	North America	Rest of World
<i>Bed & Board</i>	28	22	34	26	22
<i>Other Food & Drink</i>	29	35	24	29	27
<i>Sightseeing / Entertainment Internal</i>					
<i>Transport</i>	9	9	8	10	8
<i>Shopping</i>	18	20	12	25	28
<i>Miscellaneous</i>	10	7	18	3	11

Table 16: What Activities Did They Engage in 1,000?

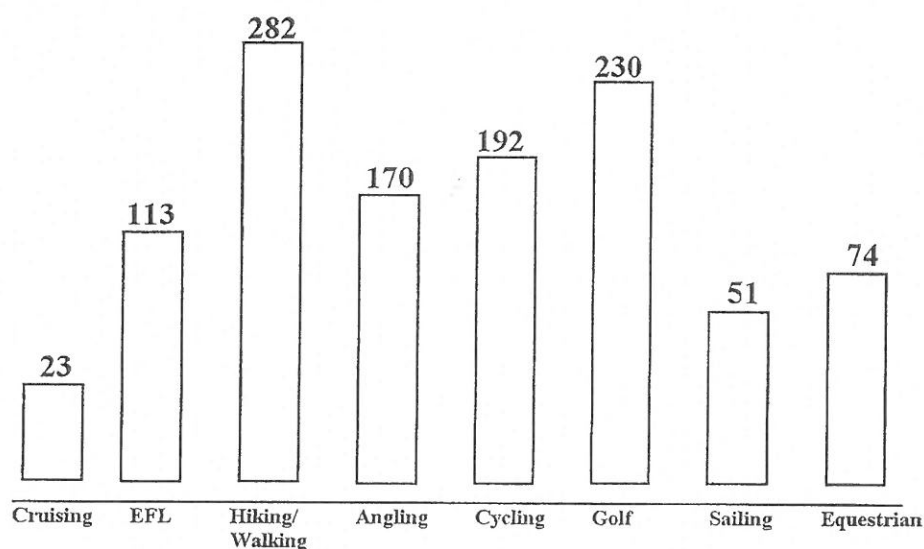


Table 17: What Pastimes Did They Engage In?

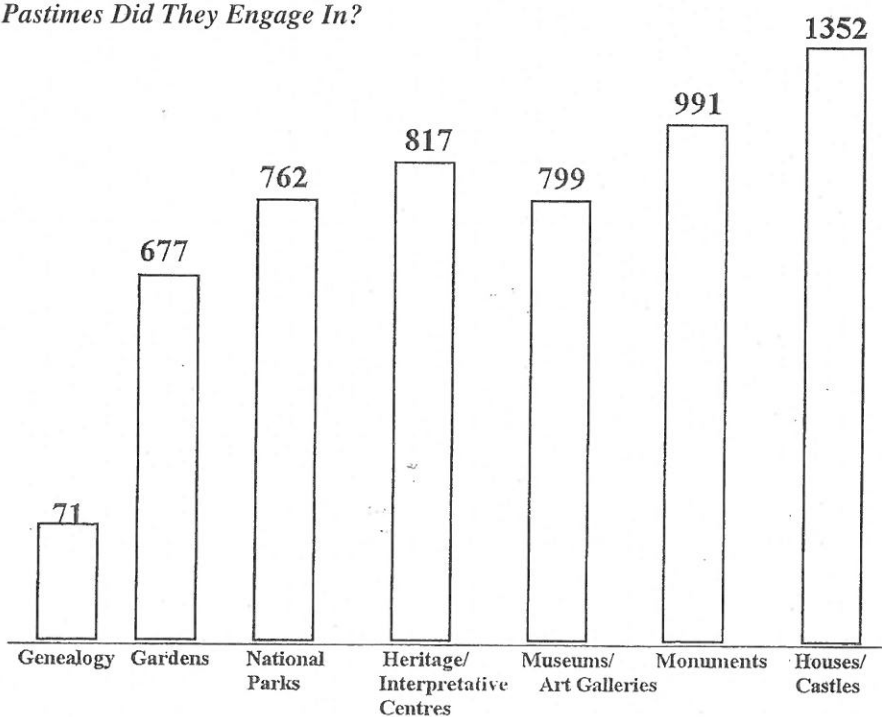


Table 18: Profile of Visitors Numbers to County Wicklow's Attractions.

The following is a breakdown of visitor numbers to day visitor attractions in County Wicklow, where available between 1990 and 1995.

ATTRACTION	1990	1991	1992	1993	1994	1995	+/- '90-'95
	FEE-PAYING ATTRACTIONS:						
Powerscourt Gardens, Enniskerry	140,065	128,588	133,385	133,098	133,506	156,012	+11.4%
Powerscourt Waterfall, Enniskerry	116,067	122,015	114,078	109,635	109,606	119,472	+2.9%
Glendalough Visitor Centre	74,037	84,066	97,089	106,588	101,779	104,801	+41.5%
Clara Lara Funpark	60,000	64,000	69,000	83,000	80,000	102,783	+71.3%
Mount Usher Gardens, Ashford	n/a	n/a	n/a	23,000	24,000	27,500	_____
National Garden Exhibition Centre	not open	not open	not open	21,000	22,000	25,000	_____
Avondale House, Rathdrum	13,334	22,981	23,000	25,000	21,000	20,500	+53.7%
Russborough House, Blessington	19,600	21,300	23,000	25,700	22,000	18,600	-51.1%
National Aquarium, Bray	closed	closed	90,000	101,000	n/a	n/a	_____
Kilruddery House & Gardens, Bray	n/a	n/a	3,050	2,576	n/a	n/a	_____
Agricultural Heritage Display, Enniskerry	closed	closed	Closed	1,000	1,200	1,800	_____
Arklow Maritime Museum	1,185	1,010	1,006	959	965	972	-18%
TOTAL RECORDED	284,363					577,440	
AVERAGE ATTENDANCE	40,623*					57,744*	

Overall Growth 1990-1995 = 103%

* This figure is for illustration purposes only and should not be taken as the REAL figure for visitors to all attractions in that year as it is only based on those who supplied attendance figures to this survey for both years.

Table 19: Free Attractions.

Avoca Handweavers, Kilmacanogue	150,000	180,000	220,000	260,000	325,000	385,000	+156%
Avoca Handweavers, Avoca	50,000	50,000	60,000	65,000	70,000	75,000	+50%
Turlough Hill Station, Wicklow Gap	10,000	10,000	10,000	10,000	10,000	10,000	+0%
TOTAL RECORDED	210,000					470,000	
AVERAGE ATTENDANCE	70,000*					156,666*	

Overall Growth 1990-1995 = 123%*

* This figure is for illustration purposes only and should not be taken as the REAL figure for visitors to all free attractions in that year as it is only based on those who supplied attendance figures to this survey for both years.

Note: n/a = Figures confidential or not available
 ^ = Numbers supplied by Perspectives in Irish Tourism, 1994 Bord Failte.

CONCLUSION

1. Table 14 shows that Tourism has been a major growth area in the period of the current Town Plan. During the period of this Town Plan this trend should continue and Arklow U.D.C., in conjunction with the relevant agencies, will endeavour to ensure that the town benefits from this growth.
2. Table 16 shows that Arklow has all the activity facilities required by Tourists within the urban area or in close proximity.
3. Tables 17 and 18 indicate the areas that Arklow are weak in and that need improvement during the period of this plan.

7.4 General

7.4.1 Review of existing Tourist Attractions

There has been a steady improvement in facilities during the period of the present Town Plan including

- Expansion of food and drink options with improvements in both quality and range.
- Tourist Office provided at Urban District Council Offices.
- Entertainment has improved particularly the upgrading of licensed premises.
- Arklow has a very strong tradition of music and festival events and the Town has continued to improve these aspects of its attractiveness for tourists.
- Arklow has a great tradition of Arts and Crafts both within the Town and its hinterland e.g. Arklow Pottery, Wicklow Vale Ceramics, Avoca Handweavers.
- Standards of accommodation has improved greatly during the 1990's. Designation under the seaside resorts scheme was granted in 1996.
- Infrastructure, Streetscape and Townscape were greatly improved.

7.5 Objectives of Town Plan

7.5.1 Food and Drink

The Town will continue to maintain its good reputation and will improve both its facilities and quality.

7.5.2 Entertainment

Arklow's tradition in both Music and Arts is outstanding and will be built upon and improved wherever possible. The Council will continue its support for street festivals and generally to assist in improving evening entertainment.

7.5.3 Visitor Services

The Council will support the provision of a permanent Tourist Office in the town.

7.5.4 Streetscape, Townscape Facilities

The Council will continue improvements to both streetscape and townscape facilities that improve facilities for tourists such as carparking, public toilets, signage etc.

7.5.5 Accommodation

The Council will continue to facilitate the improvement of both number and standards of tourist accommodation. In this regard the seaside resort designation granted will be a major bonus and attraction to facilitate future development.

7.5.6 Visitor Attractions

The Council recognises that there is a necessity for a dedicated visitor attraction. The Council will endeavour to achieve the creation of a Maritime Park especially if it can be linked to the existing facilities at North Beach and

linked to the proposed Swimming Pool and to future marina on Avoca River/North Quay area.

The Council will support proposals from private sources in regard to visitor attractions.

It should be borne in mind that in summertime there can be more than 20,000 holidaymakers per day in Arklow and its adjoining areas such as Brittas Bay, Clogga etc. These people when the weather is not favourable for sun bathing, swimming etc. are available to visit special attractions.

7.5.7 Special Visitor Attractions

The Council recognise that special interests such as angling, equestrian, golf, walking, sailing etc are important contributors to Tourism and will facilitate an expansion in these areas e.g. sea angling charter boats.

7.5.8 Infrastructure

This is probably the most significant element and it is the area in which the Council can have a major impact. The Council will, in conjunction with the County Council, advance projects such as rejuvenation of the Avoca River under the Life Programme. Marine and Port Developments and redevelopment of tourist areas such as River Walk and derelict areas in the Harbour areas will also be progressed.

The completion of the Arklow By-Pass in 1999 will be a major opportunity for Arklow and its tourist business:

- It will divert unwanted traffic from the town.
- It will free up the streets for day-trippers, shoppers etc.
- Generally it will give the town a chance to reorganise itself in a way that was not available for generations.

7.5.9 Arklow and day-trippers

The potential for Arklow from holidaymakers in Brittas Bay, Clogga etc. has been dealt with earlier. Arklow is ideally situated for off peak day-trippers. The road improvements mean that the town is within a 1-hour journey from the country's largest centre of population in Dublin. The town should be able to facilitate major weekend day trip traffic bearing in mind its facilities in food and drink, facilities for shopping boosted by market or street trading and particularly bearing in mind its strength in Arts and Crafts. It will be an objective of the proposed Town Plan to facilitate the expansion of day trips to the town.

7.5.10 Regional Airport

Bord Failte statistics show that $\frac{2}{3}$ of tourists visiting this country arrived by air, the majority of whom are from Britain, America and Europe.

An airport in the vicinity of Arklow serving counties Wicklow, Wexford and South Dublin would not only boost tourism but also would improve the attractiveness of the area to a prospective industrial and facilitate existing industry.

PART 2

Land Use

CHAPTER 8

8.1 Existing Land Use

The existing Land Uses as at 1997 within the town boundary is shown in Table 19.

Table 19: Existing Land Use 1997.

LAND USE	AREA (HA)	DENSITY HA PER 1000 POPULATION
Residential	229	27
Residential but not yet developed	92	37.80
Educational	12.8	1.50
Open Space:-		
Public	21.6	2.55
Private	51.7	6.10
Industrial	38	4.5
Commercial	26.75	3.15
Agricultural Horticultural	112.95	

Note: Of the 92 ha. shown as undeveloped, only 70 acres can be described as available for development.

8.2 Outstanding Planning Permissions

Table 20 - contains a list of outstanding residential planning permissions.

Table 20: Outstanding Residential Planning Permissions

PLANNING REF. NO.	APPLICANT	LOCATION	NO. OF HOUSES
P30/90	T. Tallon	Briggs Lane	12
P3/95	D. & P. Bermingham	Tinahask	87
P2/93	F. Doyle	Knockenrahan	16
P67/96	Noonan	Mountain Bay	110
P76/96	Kavanagh & Mellon	Knockenrahan	31
P3/97	Oakleigh Investments Ltd.	Mellows Avenue	21
P97/96	I Walker	Upper Main Street	9
TOTAL			286

Note: The developments by Noonan (110 No.), D. & P. Bermingham (87 No.) and Kavanagh - Mellon (31 No.) are currently under construction and assuming that these developments are completed in 1998 then the balance of outstanding planning permissions is 58.

8.3 Building Condition and Obsolescence

The majority of the houses in the derelict and obsolescent categories are located in the older part of the town in

the Lower Tinahask area. An Action Area Plan was prepared by Brady-Shipman-Martin, Urban and Regional Planning Consultants dealing with the redevelopment of derelict areas in Hudson Square, Old Chapel Ground and Greggs Hill. The Council adopted this Action Area Plan in December 1982. There has been a steady improvement in the elimination of obsolescence during the period of the current Town Plan. The Council have, where the sites could be purchased, carried out redevelopment e.g Tyndalls Lane. The private sector has also carried out redevelopment but progress has been slow.

During the period of the proposed Town Plan redevelopment should speed up on account of the demand for centre of town dwellings and as the value of derelict sites increases and redevelopment becomes economically viable. It is an objective of the proposed Town Plan to foster the redevelopment of derelict and obsolete sites and that this redevelopment be completed during the period of the proposed plan.

8.4 Land Requirements

8.4.1 Industry

The amount of land required for new industry in the short and long term is based on the estimated number of new jobs needed and the desirable density of workers per hectare. The density per hectare depends on the type of industry. In some cases (e.g Servier) industrialists desire to have prestigious sites with a high standard of landscaping and layout. In the 1990 Plan a figure of 40 persons per hectare was taken but taking into account the architectural, landscaping, parking, layout etc. requirements of modern industries a figure of 30 persons per hectare is adopted for the proposed plan.

As stated previously the 1996 census figures for employment/unemployment are not available at time of requirement. The 1991 figures for Arklow and its environs show 2738 persons in employment at that time. If it assumed that the situation has improved in the meantime the employment situation in 1997 is 3000 approximately. The live register at the Arklow Social Services Office at end of 1996 shows approximately 1000 unemployed in Arklow and Environs.

This matter has been examined in some detail in Chapter 1 Section 1.6 which shows that a total of 857 new jobs will be required in order to reduce the unemployment rate to 10% of population by 2006. This represents a land requirement of 30 hectares.

There are a number of reasons why this figure should be increased:

- 10% unemployment is high and an objective of 5% unemployment should obtain.
- The uptake of industrial land has increased in the past 2 years e.g Industrial lands at North Quay, Tinahask Upper and Kilbride has all been taken up and only 1.6ha remain at Croghan Industrial Estate.
- The Arklow Bypass completion should increase the demand for Industrial Land.
- The proposed Ro-Ro terminal and port-relief road when completed will require extra industrial land for warehouses etc.

For the above reasons a figure of 40 hectares of industrial land is considered necessary.

Lands that are zoned industrial in the current Town Plan and which are proposed to be similarly zoned in the proposed plan include:

(a)	Urban District Council or I.D.A. land at Croghan Industrial Estate	=	7.5 ha
(b)	Boehringer / Byrne's land east of railway line at Knockenrahan	=	14.5 ha
	TOTAL:	=	22 ha

These figures show that a further 20 ha of industrial zoned lands will be required and this land will be located outside the urban area.

8.5 Industrial Lands in Arklow Environs Area

Although there is a good demand for small industrial sites from existing industries within the urban area it still remains that major industries are likely to locate in the environs of the town within the County Council area.

Table 21 below shows the areas of land currently used for industry or available for industrial use.

NAME	AREA HA	COMMENT
Roadstone	97.9	Industry ongoing
Servier	22.83	Industry ongoing
Iropharm	16.2	Industry ongoing
I.F.I.	45.0	Industry ongoing
Kilbride	9.75	Industry ongoing
Boehringer	36.84	Available for industry
ByPass Industrial Park	26.00	Available for industry
TOTAL	254.52	

8.6 Housing

8.6.1 Public Housing

Arklow Urban District Council has an outstanding record in public housing. In total the Council have built some 1100 houses, which represents almost 50% of the housing in the urban area. There are still 350 dwellings in the Urban District Council ownership.

Public housing is dependant on Department of Environment finance and compliance with their guidelines. The Department of the Environment through their Social Housing memorandum requires that within Arklow Urban District Council estates should be of maximum 40 houses. This means that pockets of land of size 4 to 5 acre will be required to be zoned for public housing. The requirement during the period of this Plan is for 24 - 30 acre (approximately 11 ha).

The public housing programme will also be complimented by the following:

- Purchase of private housing,
- Social housing e.g. Respond,
- Subsidised private sites.

8.6.2 Private Housing

The projections of land requirement for private housing during the period of the proposed plan present some conflicting statistics.

- (a) The population projection Table 2 Chapter 1, Part 2, would indicate a need for some 100 houses.
- (b) The number of houses built in the period 1986 - 1995 was approximately 250 excluding obsolete house replacement.
- (c) The number of houses built during 1996 and projected for 1997 is approximately 250.

Based on (a), (b), (c), above the number of houses projected per year is 20, 30, or 125 respectively. There are a number of reasons for taking an optimistic view of the housing land requirements

- (a) The completion of Arklow ByPass will make Arklow an attractive dormitory area or North Wicklow an extension of South Dublin
- (b) The proposed Industrial Park, Ro-Ro project and the ongoing improvements over the past 2 years of the commercial industrial and tourist activity within the town and environs combined with the existing social, amenity and educational facilities will make the town an attractive place to live.

It is considered reasonable therefore to allow a figure of 750 houses over the five-year period. The requirement for housing land allowing for 20% open space requirement is 50 hectares.

There are some 90 hectares of residential land zoned in the current Town Plan. There are a number of reasons for some further rezoning.

- (a) Some 25 - 30 hectares of the land currently zoned residential has been rezoned for the past two Town Plans. It is unlikely to be available for building in the period of the current Town Plan.

- (b) All the land currently zoned is not serviceable.
- (c) Part of the lands zoned will be required for public housing or industrial purposes.
- (d) It is prudent in the interests of keeping land costs at a socially acceptable level to have adequate lands zoned for housing and particularly for first time buyers.

8.7 Schools

There is an area of 4 hectares zoned in the current Town Plan for an eight room Primary School and a 500 Pupil Secondary School that could possibly be needed in the long term. It is proposed to reduce this area to approximately 2.6 hectares, which should be adequate for future educational and civic uses.

8.8 Open Space

There is adequate open space, both passive and recreational, within the Urban District to cater for the present population. An area of 2.5 hectares is proposed to be zoned in Tinahask Upper in the new plan, which will cater for this district as it is developed.

8.9 Review of the Performance of the Current Development

The town suffered badly in the 1980's due to the failure of existing industries resulting in massive unemployment and emigration. This downturn during the period of the Plan (1990-1997) continued in the first half of the plan.

The pick up in the economy since 1995 has meant that industrial estates at Kilbride and Knockenrahan were completed and the estate at Croghan Road is almost complete. Considering the circumstances in the eighties and early nineties the objectives of the plan with regard to industry were generally achieved.

There was a steady improvement in both the commercial and tourist aspects of the town. Housing needs in the public and private sectors were satisfied.

The Arklow ByPass objective was achieved though the creation of the Port Relief Road and widening of South Quay remain to be achieved in the proposed plan.

The Sewerage Scheme was progressed through preliminary stage, planning and C.P.O stage. The completion of the scheme will be an objective of this Plan.

Water supply progressed with the completion of the Woodenbridge Intake Improvement Works. Again the completion of the groundwater source and the completion of a new treatment plant at Ballyduff will be an objective of this plan.

The objective for an ambulance station in Arklow was achieved.

The provision of an Indoor heated swimming pool for the town is now at tender stage.

The objectives in the areas of amenity works open space, landscaping and streetscape were generally achieved.

PART 3

The Development Plan

Chapter 9: Strategy Section.

Chapter 10: Development Control.

Chapter 11: Objectives.

PART 3

Strategy

CHAPTER 9

9.1 Arklow Development Plan

This Development Plan is for the Arklow Urban District Council administrative area and replaces the Development Plan of 1990 which was extended in 1996 and 1997.

The Development Plan was prepared in accordance with the requirements of Local Government (Planning and Development) Acts 1963 to 1993 and in accordance with the following brief: -

- The Plan shall be prepared in the format set out in the Department of the Environment Publication of (July 1983) Urban Development Plans for the 1980's.
- The Plan shall take cognisance of the Wicklow County Council Development Plan and Wicklow County Council Plan for the Arklow Environs.
- The Plan shall take cognisance of the Arklow Harbour Development Plan and any other significant development plans and proposals of other Statutory Bodies or Agencies or other organisations.
- The relationship of the Action Area Plans for Tinahask and Abbeylands to the Development Plan.
- The effect of new Planning Legislation, Regulations, guidelines and directives issued by the Department of the Environment from time to time.
- The Plan shall give particular emphasis to the Arklow coastal erosion problem, the Avoca River and the Harbour.
- The Plan shall assess the industrial and tourism potential of the town and area.

The Department of the Environment's publication Urban Development Plans for the 1980's sets out guidelines for the preparation of statutory development plans.

The Plan has been presented in the following format:

- Part 1:** History and Introduction.
- Part 2:** Survey and Analysis.
- Part 3:** Development Plan.

Parts 1 and 2 of the Plan have been carried out.

Part 2 the Survey and Analysis have been carried out in Chapter 1 to Chapter 8 and the findings form the foundation on which the Development Plan is based.

Part 3 of the Development Plan is comprised of three Chapters as follows:

(a) Chapter 9:

The Strategy Section dealing with the framework of policies and objectives over the coming 20 years.

(b) Chapter 10:

Development Control Guidelines.

(c) Chapter 11:

The Detail Section dealing with the policies and objectives.

9.2 Development Plan Strategy

Arklow is located on the East coast of Ireland, on the National Primary route, N.11, Dublin to Wexford which forms part of the Euroroute (E01) Rosslare to Larne, within 45 miles of Dublin and 50 miles of Rosslare the gateway to Continental Europe. It also has the benefit of being located on the Dublin-Wexford railway line and has a harbour capable of handling shipping to Britain and the Continent.

It is ideally situated therefore to expand its present function as an industrial town, as a service centre for the surrounding area, and a focus for tourism in the region.

To promote the strengthening of its local and regional role it is the policy of the Planning Authority:

- (a) To encourage the establishment of manufacturing and service industry by the provision of services to industrial land.
- (b) To provide for the projected increase in population by making the necessary utility and community services available.
- (c) To promote the expansion of the tourist industry in the town by upgrading the general environment and encouraging the provision of tourist orientated facilities.
- (d) To control development in the town in accordance with the land use map.
- (e) To discourage large scale out-of-town shopping developments. It is an objective of the Council to protect, maintain and improve the socio-economic and environmental assets of the plan area in an efficient and orderly manner which will maximise the use of existing resources and promote development in a substantial way. The purpose of this objective is to incorporate the principles of Local Agenda 21 and Government advice in the form of the National Sustainable Development Strategy.

9.3 Strategic Objectives - Land Use

The strategy for land use in the long term is to continue the emphasis in the 1986 Development Plan on the preservation of the town centre as the focal point of commercial and community activity and to discourage the duplication of such facilities in the outskirts of the town which would weaken that role. To help improve the attractiveness of the central area it is the policy of the Planning Authority to encourage the development of the river frontages of the properties on the north side of Main Street, to provide shopping, restaurant and other tourist orientated facilities which together with increased use of the river for recreational activities would create a focus for tourists to the area.

9.4 Public and Private Housing

The projections for public and private housing requirements, which will require some 60 ha., of land can be met within the Urban area for the life of the proposed plan. If a 10 - 20 year term view is taken the development is likely to move outside the urban boundaries and become the responsibility of the County Council. New services particularly water and sewerage will be required at that stage. Generally the housing land requirement will have to be kept under review both in respect of medium and long term prospects for the following reasons:

- The projected requirement for land at this time may be inadequate if Arklow continues the very recent trend becoming a dormitory town.
- The desirability of providing varied housing land to allow freedom of choice both in type location and particularly the social aspect of reasonably priced land for public housing and lower income persons.
- The desirability of the County Council within the Environs area meeting any shortfalls in the Urban area and particularly to lessen ribbon development which is wasteful of land and services resources.

9.5 Industrial Development

Industrial development will be catered for in Tinahask Upper and at various smaller lots within the urban area. The plan allows in the event of the creation of Ro-Ro Port at Roadstone and the Port Relief to the South of the town that further industrial development will take place along this road. The plan also allows that areas close to the town centres North and South Quays and Dock area which are currently zoned heavy industrial can be developed for light industrial, crafts, leisure activities, commercial and housing developments.

Wicklow County Council has granted outline permission for an industrial park on 26 hectares of land located

the southern end of the town. Future industrial development will be largely catered for in the county environs.

9.6 Education

Additional Primary and Secondary Schools, as required, can be located in the South Western section of the lands zoned residential in Tinahask Upper.

9.7 Water Services

Water Services will be provided as set out in Section 4.1.3.

9.8 Sewerage Services

Sewerage services will be provided as set out in the Preliminary Report of December 1991 and as set out in Section 4.14.

9.9 Roads

There are a number of traffic proposals designed to relieve traffic congestion in the town centre and ensure free flow of traffic and improve road safety. These are as set out in Section 4.2.8.

9.10 Flood Protection

A flood protection scheme as set out in Section 4.4, is proposed to reduce the danger of flooding of houses and other property similar to that which occurred in 1965 and 1986 floods on the Avoca River.

9.11 Coastal Protection

It is proposed to carry out the recommendations of the Danish Hydraulic Institute as set out in Section 4.5, in order to protect the North and South beach areas.

9.12 Waste Management

It is proposed to continue waste management in accordance with Section 4.3.

9.13 Harbour

It is proposed to facilitate the development of the harbour in accordance with the major development plan prepared by the Harbour Board which would increase both the size and number of ships using the port, benefit existing industry, attract new industry and improve facilities for the fishing fleet.

9.14 Ro-Ro Container Port

It is proposed to facilitate the development of a container port at the Roadstone jetty in conjunction with private interests and the County Council. It is proposed to construct a Port Relief Road in conjunction with County Council to facilitate the development of the Ro-Ro Container Port and this road will allow heavy traffic from the Port area to bypass the Main Street and also encourage further industries development to the South East of the town.

9.15 Redevelopment

It is the intention to promote and encourage the redevelopment of Hudson Square, Chapel Ground and Greggs Hill in accordance with the approved Action Area Plan.

9.16 Tourism and Amenity

It is proposed to improve the amenities of the town by promoting the greater use of the Avoca River for leisure purposes and by the improvements and landscaping of the River Walk to the Urban District Boundary and by encouraging the provision of a Marina and a Maritime Park in the harbour area. It is also proposed to promote and encourage tree planting in the town generally.

9.17 Indoor Heated Swimming Pool

It is proposed to provide a heated indoor swimming pool at North Beach area.

9.18 Listed Buildings

It is intended that the following buildings will be listed for protection. These are buildings the protection of which it is the intention of the Planning Authority to consider in the event of application being made to alter or demolish.

Table 22: Listed Buildings.

Building	Location
Bank of Ireland	1 Main Street
P. Boland	22 Main Street
Allied Irish Banks	23 / 24 Main Street
Gallaghers	27 Main Street
Murphy's	49 Main Street
Liam de Paor	4 Lower Main Street
Hibernian Insurance	1 Bridge Street
Arklow Pharmacy	17 Upper Main Street

PART 3

Development Control

CHAPTER 10

10.1 Introduction

The Planning Authority is required to control development by ensuring that permissions granted under the Acts are consistent with the policies and objectives of the Development Plan. This part of the Development Plan Review is concerned with the standards that will be applied to development proposals.

10.1.1 General

Under Section 26 of the 1963 Act the Planning Authority is required to control development by ensuring that permissions granted under the Acts are consistent with the proper planning and development of the area, having regard to the policies and objectives of the Development Plan. Chapter 10 of this Plan is concerned with the operation of appropriate standards in Arklow. The Plan provides for the flexible application of prescribed standards and controls in special circumstances where a proposed development is otherwise consistent with sound planning and development principles and the preservation and improvement of amenities.

10.1.2 Effects of Areas outside Urban District

Where appropriate, the Planning Authority will have regard to:

- The probable effect of their decision on an application on any place outside their functional area, and,
- Any other consideration relating to development outside their area.

10.1.3 Demolition/Change of Use - Houses

The Local Government (Planning & Development) Regulations, 1994, require that permission be obtained for the demolition of a dwelling or part of a dwelling or the change of use of a dwelling, or part, to uses other than residential use.

10.1.4 Sub-Division - Houses

Section 3 of the 1963 Act defines the use as two or more dwellings of any structure (a house, part of a house, a flat or bed/sittingroom) previously used as a single dwelling, as a material change of use of the structure and as such is a development requiring permission under Section 24 of the Act. The Council will not normally allow the subdivision of houses within residential areas.

10.1.5 Interest in Land

An applicant for permission must have sufficient estate or interest in the relevant land to enable him to carry out the proposed development.

10.1.6 Development Standards

In assessing whether a proposed development is in accordance with the proper planning and development of the area, it is necessary, apart from the wider policy issues and objectives, to relate it to a series of more specific and detailed planning principles, standards and regulations which are outlined in this Development Plan. These are set out under the following headings:

- Land Use Zoning Objectives,
- Site Development Standards,
- Residential Development and Design Standards,
- Design Considerations,
- Public Buildings
- Shop Fronts
- Buildings or structures of artistic, architectural or historic interest
- Advertising Signs and Structures
- Industry
- Petrol Filling stations and Service Stations,
- Roads and Traffic, Parking Accommodation, Loading and Unloading,
- Bonds and Development charges.

10.1.7 Land Use Zoning Objectives

The purpose of land use zoning is to indicate the development objectives of the Planning Authority for the use solely or primarily of particular areas for particular purposes.

In regard to time, therefore, no limit can be put to the period within which any zoning objectives can be achieved. Consequently, in areas where re-development is envisaged the ultimate desirable use is indicated.

The following are the zoning objectives:

- To protect and/or improve residential amenities.
- To provide for long term residential amenities.
- To provide for and improve Town Centre facilities.
- To provide for and improve neighbourhood facilities.
- To provide for industrial and related uses.
- To preserve and/or extend recreational amenities including open space.
- To protect agricultural and related uses and to prevent any development which is considered premature.

While this plan covers a period of five years, it is necessary to indicate some of the longer term zoning objectives so as to allow for phasing of development in the long term. It is important that development be phased so that the expansion of the town is carried out in an orderly manner. The objective is to prevent a haphazard urban sprawl and to make efficient and economic use of services. The two phases for residential developments are:

(a) Residential

Residential land is that land capable of being serviced now. Development within the catchment of the Croghan Industrial Estate pumping station will be subject to special financial contributions towards the provision and upgrading of public water supplies and sewerage facilities.

(b) Long Term Residential

Long term residential land is land which may not be carried out during the period of the Development Plan. However, development may be carried out if public sanitary services become available. Applications for small scale developments may be considered in this zone.

The residential and long-term residential zones are indicated on the **Zoning Objectives Map**.

10.1.8 Non-Conforming Use

Some uses exist in locations where they do not conform to the Use Zoning Objectives of this Plan. Where extension to or improvements of premises accommodating these uses are proposed, each shall be considered on its merits and permission may be granted where the proposed development does not adversely affect the amenities of premises in the vicinity, generally complies with the particular use zoning objective, and does not prejudice the proper planning and development of the area. The Planning Authority is especially conscious of the possible adverse effects of industrial and commercial development in too close proximity to, or in juxtaposition with dwellings.

10.2 Site Development Standards

10.2.1 General

Density measures the relationship between buildings and persons and surrounding space. High quality environment is possible over a wide range of densities. Too low densities waste urban land. Over-development can adversely affect adjoining amenities, generate more traffic than the roads can accommodate, reduce private open space and raise sunlight, daylight, air and ventilation problems.

10.2.2 New Housing Development

Where land is being developed for housing the following considerations will apply:

- (a) The need for land to be used economically.
- (b) The capacity of the infrastructure to cater for future population.

- (c) The adequacy of present and future community facilities.
- (d) Suitable density.
- (e) Adequate privacy for individual houses, flats, etc.
- (f) The safety of proposed layouts and the capacity of existing roads to absorb further traffic.
- (g) Adequate provision for car parking, open space, landscaping and planting.
- (h) Integration with existing development and the preservation of attractive features on site.
- (i) The setting out of each individual house to achieve a minimum distance of 1.2m between the building and its boundary on either side.

10.2.3 Residential Densities

Where apartments/flats are considered suitable the following maximum densities shall apply:

Two storey development	- 24 per acre;
Three storey development	- 30 per acre;
Four storey or higher	- 34 per acre.

The following maximum densities shall apply in areas where no specific densities are detailed in the development plan:

- 8 per acre for detached dwellings
- 9 per acre for semi-detached dwellings
- 14 per acre for terraced dwellings
- Higher densities may be permitted where the development is of an exceptional quality of design and finish, generous in open space provision and allows for the retention of trees and other features.

10.2.4 Housing Layouts

Studies of road accidents on residential roads show that those most at risk are children in the proximity of their own homes. Two of the main causes of accidents are high vehicle speeds on residential roads and the unexpected emergence of children from behind parked vehicles. Long, straight roads that tend to encourage undue speed should be avoided in design. Where these are unavoidable, housing should face short loops or cul-de-sac off them. For environmental and safety reasons housing should not normally front directly onto major roads. Kerbside parking should also be avoided; resident parking should be provided either within the curtilage or in group parking schemes. Visitor parking should be provided in conveniently located groups and such groups differentiated to minimise the visual impact of extensive paved areas. As a norm, one car space per dwelling unit, plus visitor car parking at the rate of two spaces for every four dwellings will be required. Rear gardens of houses should not back onto the public road.

10.2.5 Building Lines

Building lines will be determined having regard to:

- (a) The category of road
- (b) Safety of road users
- (c) Future road widening proposals
- (d) Need for greater amenity
- (e) Form of development in the area

In general development:

- (1) Shall not be carried out in front of established building lines or in a position which would be in conflict with a building line which may be determined,
- (2) Shall not be less than 10 metres from the edge of the carriageway of the road in new residential areas. Reductions may be permitted in certain cases but a minimum of 6 metres shall be provided for drive-in space for a car. Where road gradients exceed 3% near junctions, traffic lights or where the road is elevated or other abnormal conditions occur building lines in excess of the above standard may be required. In industrial areas the general building line shall not be less than 13m composed of a 1.8m landscaped strip on the frontage, a 5m deep parking bay and a 6m circulation lane. Substantial rear building lines may be specified where a new industrial development is proposed backing onto existing or proposed residential developments.

10.2.6 Site Coverage

Site coverage standards are designed to both ensure a proper level of development on a site and to avoid the adverse effects of over-development. It also ensures that adequate space is available for circulation, car parking etc. and to safeguard sunlight and daylight within the proposed layout of buildings. Initial site coverage is applied in order to allow for the future expansion of new facilities without compromising other requirements in relation to open space, car parking and landscaping.

The site coverage is determined by dividing the total area of ground covered by buildings by the total ground area within the site curtilage. The site coverage standards in the table below should be complied with. The Planning Authority may choose to relax the above requirements in circumstances such as within built-up urban areas or on derelict or obsolete sites.

Table 10.2.6(a): Site Coverage Standards.

Use Classes	Maximum Site Coverage	Maximum Initial Site Coverage
Residential	50%	40%
Retail or Commercial	80%	60%
Industrial	60%	40%
Wholesale	60%	40%
Retail Warehousing	50%	30%
Distribution	50%	30%

Plot Ratio

Plot ratio standards express the relationship between the gross area of a site and the total gross floor area of a building. Plot ratio is obtained by dividing the gross floor area of a building by the gross site area. The purpose of plot ratio is to prevent the adverse effects of over-development on the layout and amenity of buildings on the one hand and to ensure a proper sense of enclosure with buildings on their sites, on the other hand. The following equation provides the plot ratio figure:

$$\text{Plot Ratio} = \frac{\text{Gross Floor Area of Building}}{\text{Gross Site Area}}$$

The plot ratio standards in the table below will generally apply:

Table 10.2.6.(b): Plot Ratio Permissible.

Use	Ratio
Residential	1
Industrial or Wholesale	1.25
Retail or Commercial	1.5

10.2.7 Amenity Open Space

Developers will be required to reserve a minimum of 10% of the area of a proposed housing development site as amenity open space. Where the development proposal is such that the open space provision, by reason of its shape, location or size, does not lend itself to use as beneficial open space the developer will be required to make a payment to the Planning Authority as an alternative to providing the open space. This payment will be related to the density, the value of the land and the cost of the development of the open space. The developer will be required to pay the charge in such a manner as the Planning Authority may direct and before work on the site commences. The provision of the beneficial open space will then become the responsibility of the Planning Authority and will be made in relation to the needs of the community as a whole.

10.2.8 Recreational Open Space

A standard of 2 hectares per 1,000 population will be used for the provision of recreational open space. This is additional to the 10% amenity open space attached to individual housing estates.

10.2.9 General Advice to Developers

A comprehensive site survey indicating all existing site features, walls, hedges trees, buildings, watercourses, etc. will be required for submission with applications for housing estates. Developers will be expected to integrate the most attractive features into the design. As with landscaping, this will usually improve the quality of development and is thus in the developer's own interest. In the development of private building estates, roads and services are to be provided in advance of house construction. Developers will be required to give security to the Council in the form of a cash deposit to ensure their satisfactory completion and maintenance until the roads, open spaces, car parks, sewers and watermains are taken in charge by the Council. In the case of large developments, provision of roads and services may be phased with the approval of the Council. In the case of large housing estates adjoining railway lines, the applicant shall consult the Coras Iompair Eireann on their requirements. The design and layout of services and roads, including footpaths and public lighting, requires the approval of the Council. All services, including E.S.B. public lighting cables, telephone and television ducts are to be provided underground in new developments.

10.2.10 Bonds

Conditional to the granting of planning permission, development work shall not be commenced on the site until security has been given for the satisfactory completion and maintenance of the following services: -

- Roads, Paths, Verges, Open spaces, Car parks, Sewers, Drains, and Water Mains, and Public Lighting. Security shall be given by way of cash deposit only and shall not be refunded in full until such time as the Planning Authority is satisfied of completion of the services to be provided. The amount of the security bond will be related to the estimated cost of the development works and services.

10.2.11 Infill Housing

In areas other than new development areas the Council will encourage single replacement housing units and small pockets of infill housing. To off set the physical disadvantages of small sites, some relaxation of standards and contributions may be allowed. Infill housing should reflect the existing character of the street by paying attention to the proportion, height, massing, and materials of surrounding building. They should also maintain existing building lines, roof pitches and heights and window and other details.

10.2.12 Alterations to Developments

Applications for alterations and extensions to private houses have to be considered individually and it is not possible to lay down general rules for them. There is a great variety of existing housing in Arklow, which precludes omnibus advice. It will however be advantageous if applicants would pay special attention to the following points:

1. Extensions that would obstruct the view from a neighbour's window, or overshadow windows, yards or gardens and new windows in blank walls that reduce a neighbour's privacy should be avoided.
2. The pattern of the existing building should be followed as closely as possible.
3. It is essential to integrate the extension with the existing building by using similar finishes and similar fenestration.
4. A more satisfactory external appearance will usually be achieved in the case of single-storey extension to the side of a house by setting it back at least 150 mm behind the front wall of the original building.
5. Traditional ridged roofs are likely to cause fewer maintenance problems than flat ones. It is difficult to obtain a satisfactory external appearance with flat roofs, particularly on two or three storey buildings and a ridged roof will usually be required in such circumstances.
6. In general dormer extensions should not be such as to obscure the main features of the existing roof, i.e. they should not break the ridge or eaves lines of the roof. Front dormers should normally be set back at least three tile courses from the eaves line and should be clad in a material matching the original. If matching materials are no longer available the same effect can be achieved by removing part of the original roof cladding form a less conspicuous part of the roof and using it in the new work.

7. For safety reasons, drive-ways should:

- (a) Have a vehicular entrance not wider than 3 metres.
- (b) Have an area of hard standing (parking space) 2.5 metres X 5 metres.
- (c) Not have outward opening gates.

8. Much better visual effects can be achieved if neighbours who intend to construct driveways get together and agree on a similar type of layout and boundary wall treatment. Where adjoining householders intend to construct driveways, a more efficient use of garden space can be achieved by the use of a shared vehicular entrance to serve both. The Council, at the applicant's expense, will carry out alterations to the public footpath, which are required.

10.2.13 House Conversions to Flats

Houses suited for family accommodation may not be converted to flats. However, the sub-division of larger houses, housing above business premises and housing on the busier traffic routes, may be permitted. Permission to convert to flats will not normally be granted unless the average size of unit is 38 sq. metres or more. At least one bathroom and toilet will be required for every two adults, or for every floor of a house, together with kitchen facilities, if not provided separately within each unit. One parking space should be provided per unit insofar as this is physically practicable.

10.3 Design Considerations

10.3.1 General

The visual aspects of a proposed development will be examined with special regard as to whether a free standing building or an infill of part of a street facade is proposed. Where development is proposed in part of a terrace, recognition of horizontal features, such as parapets, eaves and cornice lines, lines of window heads, string courses, etc., must feature in the design. Where windows or other existing elevational features have established a vertical emphasis on the facade, this should be recognised in the new development.

Generally materials must be matched and the design of existing boundary walls, railings, etc., reflected in the new development. More stringent requirements will arise where an adjoining building has a special architectural quality.

The Planning Authority will require that consideration be given to the needs of the disabled in the design and layout of buildings. In particular in the case of buildings intended for public use, the Planning Authority will require that these buildings be designed generally in accordance with "Access for the Disabled" published by the National Rehabilitation Board.

10.3.2 Shopping Centres

In preparing schemes for a Shopping Development applicants should comply with the Local Government (Planning & Development) General Policy Directive (Shopping) 1998 and with the following criteria:

1. High design standard;
2. Adequate off-street parking and loading space;
3. Proper provision for pedestrian circulation;
4. Provision for street furniture (phones, litter boxes, seats etc.);
5. Provision of public facilities (e.g. toilets, creche, clinic);
6. Satisfactory tenant mix;
7. Some residential and residential service trades (e.g. doctor, dentist, shoemaker);
8. Properly sited services area (e.g. refuse collection);
9. Utilities (E.S.B. transformer station) areas;
10. Hard and soft landscaping, including the retention of existing trees.

10.3.3 Industry

New industrial developments should comply with the following main criteria:

1. Adequate off-street car parking and loading areas;

2. High standard of architectural design of buildings, walls, hard and soft landscaped areas, restrained advertising;
3. Where the width of the adjoining public road carriageway is less than 9m, the width of each vehicular access opening to factories and similar premises (other than petrol stations) may, subject to planning permission, be increased to 9m provided they are suitably located with respect to road junctions or to similar openings in adjoining premises. Generally the building line must be at least 13m from the road boundary. A main access road likely to be used as a bus route must have a minimum width of 16m comprising a 9m carriageway and two 2m wide footpaths and two 1.5m wide grass margins. All side roads, including cul-de-sacs, should have a minimum width of 14m, comprising a 7.3m wide carriageway and two 1.85m wide footpaths and two 1.5m wide grass margins.

10.3.4 Petrol Stations

A road frontage of not less than 21.5m is required for a new petrol station. The frontage must be kept clear of any structures (apart from a boundary fence) for a depth of not less than 4.5m from the street boundary of the site. No pump, hosepipe or other service may be situated less than 4.5m from the street boundary of the site, nor may it be adapted to serve a vehicle standing on the public street. Where the petrol pumps and other services are sited not less than 9m from the street boundary of the site the street frontage of the station may be reduced to 12m. The station should have not more than two vehicular openings onto a street. The width of each opening may not exceed 7.5m. The street boundary of the station shall be defined, except at openings, by a wall or railing to a height of not less than 0.50 over the level of the adjoining street. Where the street width is greater than 15m a vehicle entrance or exit shall not be sited nearer to a road junction than 33.5m or 23m in the case of a junction with a street of between 7.5m and 15m in width. Where the junction occurs on the opposite side of the street from the petrol station site, no vehicle entrance or exit may be sited nearer than 23m to the junction where the width of the intersecting street exceeds 7.5m. Canopies and other overhead structures should be in scale with surrounding buildings.

Applicants are advised to consult the Fire Officer in relation to installations for the storage and distribution of dangerous substances.

10.3.5 Building Height Control

A high building is defined as one that is significantly higher than neighbouring or nearby buildings. In deciding an application for a high building, the following criteria will be considered:

1. The degree of overshadowing and consequent loss of light caused to surrounding property.
2. The degree of overlooking (particularly of residential property) and consequent loss of privacy to surrounding premises.
3. The extent to which there is a disruption of the scale of an existing streetscape.
4. The extent to which the building detracts from the structures or spaces of architectural or historic importance.
5. The extent to which the building detracts from important landmarks.
6. The detrimental effect on any existing building having special visual identity (e.g. a spire, a dome, a tower or other high buildings).
7. Any attractive view from significant vantage points that would be obscured by the building.
8. The degree of obtrusion of the building on the skyline.
9. The scale of the building in relation to surrounding open space, together with the effects of the building on the quality of the space.
10. The area of the site, and whether it is sufficiently large to provide a visual transition (by way of open space or a base of lower buildings) from the scale of surrounding development.
11. The visual relationship of the building to existing or proposed open areas.

12. Whether the purpose or civic importance of the building would justify its prominence.
13. Whether the building may be used as the site for any advertising structure and the possible effect of such structure on the amenity and environmental quality of the adjoining area. (An advertisement will generally only be permitted on a high building if it is accepted that it forms part of the design of the building or complementary to the design of the building and is otherwise compatible with the use zoning regulations).

10.3.6 Advertisements

With regard to applications for advertisements, the Planning Authority's primary concern will be the protection of amenities. The Council is opposed in principle to advertisements in residential areas, or on or near buildings of architectural or historical importance, in open spaces, near the river and coast and to internally illuminate plastic signs. Well-designed commercial signs add colour and interest to shopping and commercial areas. Control should be exercised to avoid clutter. The number of signs attached to a building in such areas will be limited.

No sign should be obtrusive or out of scale with building facade. It should be of clean line and well related to features of buildings, such as fenestration, cornices, string courses, etc. Signs that project above the level of building parapet or obtrude on the skyline will not be permitted.

10.3.7 Trees

The value of mature trees in any development and the importance of preservation will be a prime consideration in the determination of applications for sites containing trees of amenity value. Identification of trees for preservation, the precautions to be observed, and the methods to be used in protecting them is the concern of this section of the Plan. Where it is necessary to remove trees to facilitate essential development, the Council will require the planting of semi-mature trees as conditions of any planning permission. Where development is proposed in existing landscapes of which mature trees are a feature, a proper tree survey shall be submitted with the plan lodged for permission. This survey should show the location and type of all trees 3 metres in height or more. It should give the girth of the tree, the spread, the height and the species, together with a report from a competent Tree Specialist as to the condition of the trees. Trees which have been identified as being suitable for preservation at the planning stage shall be marked on the approved plans and protected by the erection of a 1.5m high railing or fence around the area at the drip line (or at such other area as may be agreed with the Council). Where mature trees or groups of trees within a proposed development have been identified as being suitable for preservation, the design shall be such that no development shall be within 7m of the trees proposed to be retained. This is a general requirement that may be increased or decreased subject to considerations of the height and spread and species of the trees involved. The plans should distinguish clearly those trees which are to be retained, topped or lopped, or are to be felled, together with any additional planting proposed. Applicants and developers are referred to the manual "Trees on Development Sites" published by An Foras Forbartha. The Planning Authority may, by condition, require new buildings to be kept at a tree falling distance from varieties being retained.

10.4 Roads and Services

10.4.1 General

The standards required by the Council for carriageways, gradients, footpaths, junctions, road drainage, sight lines, boundary walls, vehicular accesses, service roads, lay-bys, pedestrian ways, screen walls, open space treatments, public lighting, water supply, drainage and underground services, street furniture, etc., may be ascertained by direct enquiry at the Council's offices. The standards set out in "Geometric Design Guidelines RT 180" (An Foras Forbartha 1977) will form the basis of the Council's road requirements. A road width of between 5.5 metres and 7.3 metres will normally be required for all local access roads in housing developments. Normally two 2 metres wide footpaths must be provided. "Recommendations for Site Development Works for Housing Areas" published by An Foras Forbartha in 1974 shall apply to all residential developments. Development that responds to the advice contained in Design Bulletin 32 ("Residential Roads and Footpaths") published by the Department of the Environment and the Department of Transport HMSO 1977 will be encouraged. Other than in respect of access roads, to which Design Bulletin 32 above refers, the advice contained in "Roads in Urban Areas" (HMSO 1966) shall apply. The material widening of a means of access from a public road requires planning permission, provided the road pavement width is 4 metres or more.

10.4.2 Parking / Commercial Parking

The standards set out in Table 10.4.2a shall apply to all new development, be it new construction or additions, or material changes in use of existing buildings. As the unloading of service vehicles at shops and other commercial premises causes obstruction to other road users, it is essential that parking and service space for development is provided within the curtilage of the premises. In built up commercial areas at least 25% of the sites shall be left without covered structures for the purposes of off-loading, circulation and temporary refuse storage. Fuel servicing points shall be sited so that vehicles need not stand on the public thoroughfare or on the public footpaths during unloading.

Where parking is permitted in sight of the general public, adequate landscaping must be provided to soften the appearance of parking areas. When considering application for parking space in front of existing premises, the Planning Authority will have regard to the desirability of retaining existing boundary walls or railings, and retaining some green or planted areas between the street and building line. In commercial areas provision of parking at the rear of the development is desirable where preservation of the streetscape determines it.

Table 10.4.2.A: Car parking Standards.

LAND USE	UNIT NET AREA	PARKING SPACES / UNIT
Auditorium, Theatre, Cinema, Station	Seat	0.33
Church	Seat	0.33
Bank	92.9 sq. m.	5.00
Nursing Home	Per bed	0.33 (min 3 spaces)
Offices	92.9 sq. m.	4.00
Shopping Centres, Retail Stores	92.9 sq. m.	6.00
Individual Shops	100 sq. m.	4.00
Bowling Alley	Lane	4.00
College Vocational Schools	1 Student Seat	.50
Schools	Per Class Room	1.00
Houses and Flats	Per Unit	1.50
Boarding Houses	Per Bed	1.00
Hospital	Per Bed	1.50
Hotel, Motel, Motor Inn etc. (excluding function rooms, bars, etc.)	Bedroom	1.00
Manufacturing	92.9 sq.m.	3.00
Warehousing	92.9 sq. m	2.00
Ballrooms, Private Dance Clubs	12 sq. m.	3.00
Restaurant	15 sq.m.	1.00
Bar, Lounges, Function Rooms	12 sq. m.	1.00
Playing Fields	Net retail floor area Per Pitch	15.00

Surgery?

In implementing the above standards, however, the Council will reserve the right to alter the requirements having regard to each particular development.

1. Required Dimensions

Car Parking Bay 5m x 2.5m (16ft. x 8ft.) (End-on parking)
 6m x 2.5m (20ft. x 8ft.) (Parallel to kerb)

Loading Bay 6m x 3m (20ft. x 10ft.)

Circulation Aisles - 6m in width (20 feet)

2. Other requirements

Where the provision of car parking is required by the Plan in relation to a development such provision may be met by providing the required spaces within the development, or where the Council requires, by a contribution in accordance with the powers contained in the Local Government (Planning and Development) Act, 1963.

Where car parking bays are being provided by the developer it will be necessary for the bays and aisles to be marked out with lines 100 mm wide in a durable material and to the required dimensions as stated above, in accordance with the recommendations set out in RT 181 published by An Foras Forbartha. It will be necessary to provide all car parks with durable permanent surface.

3. Loading Bays

Each new premises proposed for office, commercial or industrial use must include within the curtilage of the building one or more loading bays of a size adequate to cater for its specific needs and the requirements of the type of vehicle serving the premises. The location of these loading bays must be such as not to obstruct the circulation of vehicles on the site involved or other required parking spaces.

10.4.3 Engineering Utilities

The Planning Authority will provide sanitary services to facilitate the development of appropriate zoned lands. It should not be assumed that because an area is indicated for development that applicants will automatically receive permission because they apparently comply with zoning objectives. The introduction of drainage of new areas will be on a strictly phased basis and until such time as services are available in an area, the Planning Authority may refuse permission on prematurity grounds. Applicants are advised to consult with the Council in advance in regard to the availability of services in areas where there is some doubt about the position. Developers will be required to provide separate surface water drains and storm drains where separate systems of sewerage are available or are intended to be made available in the future. Development will not be permitted on lands that, in the opinion of the Council, are liable to flooding.

10.4.4 Septic Tanks

In exceptional circumstances, where no piped public sewage facilities are available, or are unlikely to be available within a reasonable time, the Planning Authority may permit the use of septic tanks or other treatment works provided the development is of a suitable character and density to be so serviced without creating a health hazard or nuisance. In deciding such applications the Planning Authority will have regard to the advice of the Eastern Health Board. Septic tank installations, where permitted, shall generally conform to the advice contained in the Report: SR6: "Recommendations for Septic Tank Drainage Systems" published in 1991 by Eolas. Invariably consents would be conditional on the applicant connecting, at his own sole expense, to the public main drainage system whenever it is extended to the site. Consents will also be subject to a financial contribution under Section 26 towards the cost of future public sewerage facilities that will facilitate the development, notwithstanding the use of septic tanks or other drainage works in the interim.

10.4.5 Industrial Effluents

In the case of industrial effluents, developers and property owners will be required to ensure that effluent discharged has a Biochemical Oxygen Demand (B.O.D.) not in excess of that of domestic sewage and that the Solids in Suspension (S.S) do not exceed 400 parts per million. Attention is drawn to the Local Government (Water Pollution) Acts, 1977 and 1990, and in particular the licensing provisions contained therein.

10.4.6 General Archaeological Policy

It is the policy of the Local Authority to facilitate public access to the National Monuments in State care and Local Authority ownership within the town.

It is the policy of the Local Authority to preserve and maintain the known existing archaeological monuments within the town (i.e. "The Recorded Monuments"). The integrity of the setting of archaeological sites should be safeguarded.

10.5 Communication Antennae, T.V. Aerials, Satellite dishes and Wirescape

While planning applications for permission for communications and T.V. antennae and dishes will be considered on their merits, the following policies will apply: -

- (A) They will not be permitted where they would erode the street scape quality and the inherent architectural, artistic or historical character of the street scape or of individual buildings.
- (B) They will not be permitted on the street facades of the building.

- (C) Permission may be granted for such facilities on the rear walls or in discreet and unobtrusive positions on the sides of buildings.
- (D) Permission may be granted for such facilities on roofs where the skyline is not adversely affected. Locations on flat roofs will be considered where these are not obtrusive or visible from public areas.
- (E) Electricity, phone, communal T.V. and other cable services shall be placed underground and where overhead cables are necessary they shall be placed in unobtrusive positions.

10.6 Tourist Attractions, Accommodations and Signs

With regard to signs advertising tourist facilities the Council's policy is to allow the erection of standardised signs by licence under section 89 of the Local Government Planning and Development Act 1963 and Local Government Planning and Development Regulations 1994 on roadside margins in accordance with approved specifications. This policy of encouraging a colour coded system for tourist facilities will result in safer and more attractive roads, and will facilitate recognition by visitors.

The standards that will apply are "Criteria for the Provision of Tourist Attraction and Accommodation Signs", County and City Managers Association and Board Failte Working Group, July 1988.

10.7 New Shopfronts

The design of new shopfronts should relate to the architectural characteristics of the building, of which it forms part. The Planning Authority will take into consideration the following when deciding upon an application for permission for a new shopfront: -

Permitted or Encouraged

- (A) Retain elements of original shopfront.
- (B) Integration of new shopfront with building as a whole.
- (C) Respect scale and proportioning of streetscape.
- (D) Break up long runs of horizontal facades by elevational modelling and vertical proportioning.
- (E) Use of fascias, pilasters and stall risers.
- (F) Provide stall riser at least 300-600mm high.
- (G) Corporate image must be compatible with buildings and streetscape.
- (H) Use of traditional canopies (rectangular wings).
- (I) Open security grilles only of design and colour compatible with the character of the individual buildings and street scapes, generally acceptable behind shopfront window.

Not Permitted

- (A) Painting over natural brick or stone on some buildings.
- (B) Large expanses of undivided glass.
- (C) Construction of fascias above the level of first floor window sills.
- (D) Obscuring, defacing of windows or other architectural details.
- (E) Use of public footpath for security stanchions or roller shutter fixings.
- (F) Permanent removal of shopfront and creation of openings uncharacteristic of the street.
- (G) Direct trading to the pavement.
- (H) Use of plastic or Dutch canopies over windows or doors.
- (I) Use of solid metal shutters or security grilles.
- (J) Use of plastic or aluminium except where it is treated in an appropriate colour and where it resembles traditional materials so closely as to be almost indistinguishable from them.

PART 3

Objectives

CHAPTER 11

11.1 Implementation

The implementation of the Development Objectives assumes that the necessary capital, permissions and approvals will be forthcoming for Central Government. Should finance or authorisation not be available or should the compulsory acquisition of lands not be authorised by the responsible Minister the objectives will not be implemented within the Plan period.

11.2 Specific Objectives

11.2.1 Housing

1. Complete the housing scheme at Vale Road
2. To construct Council housing within the next five years to meet the housing needs of the town and to discharge it's statutory objectives under the Housing Acts.
3. As a priority, to co-operate in providing housing by means of private sites and joint venture schemes as the need arises.
4. To provide for the construction of halting sites or provision of accommodation for travelling families as necessary.

11.2.2 Employment

1. Facilitate the development of industrial land at Tinahask Upper.
2. To co-operate with the County Council in the development of Ro-Ro container Port at Roadstone Jetty.

11.2.3 Engineering Services

1. To co-operate with the County Council in the completion of the Arklow By-Pass
2. The co-operate with the County Council in the construction of a port relief road at the southern end of town and spur road to Tinahask.
3. Widen South Quay from Arklow bridge to its junction with Harbour Road.
4. Provide car parking at Upper Main Street
5. Reconstruct the footpaths and re-surface the roads within the town.
6. Improve junction between Johnstown and Coolgreaney Road.
7. Improve the sewerage system by providing a treatment plant at Seabank with long sea outfall.
Complete the works as set out in preliminary report Stage I of the Arklow Main Drainage Scheme.
8. Improve the water supply system by the development of a new source and treatment works.
9. Carry out flood prevention works in order to reduce the possibility of flooding from the Avoca River.
10. Carry out coastal protection works at North and South beaches in order to maintain existing rock embankments and existing beaches.

11.2.4 Open Space and Amenity

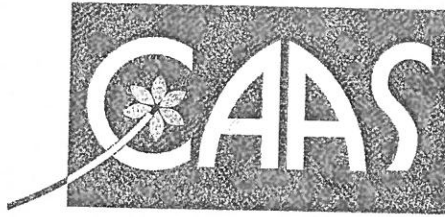
1. Promote and encourage tree planting in open spaces and road verges
2. Improve visual amenity by placing overhead electricity and telephone cables underground.
3. Improve and landscape the river walk westwards to the Urban District Council boundary.
4. Floodlight the Ormonde Castle ruins in the view of the Riverwalk
5. Re-organise and landscape the open area adjacent to the Church at the Parade Ground.
6. Reserve a site for a Marina at the North Quay.
7. Promote and encourage the establishment of a Maritime Park at the Harbour or adjoining area.
8. Provide an indoor heated swimming pool at north beach area

11.2.5 Other Services

1. The Council in conjunction with Wicklow County Council will provide a Fire Station at Croghan Industrial site.
2. The Council in conjunction with Wicklow County Council will endeavour to provide a civic amenity centre for the town.

11.2.6 Renewal

1. Promote and encourage the rehabilitation and infill development of the Lower Tinahask area at Hudsons Square, Old Chapel Ground and Greggs Hill.
2. Promote and encourage the rehabilitation and re-development of obsolete industrial areas at North and South Quay and port areas.



Arklow Streetscape Study

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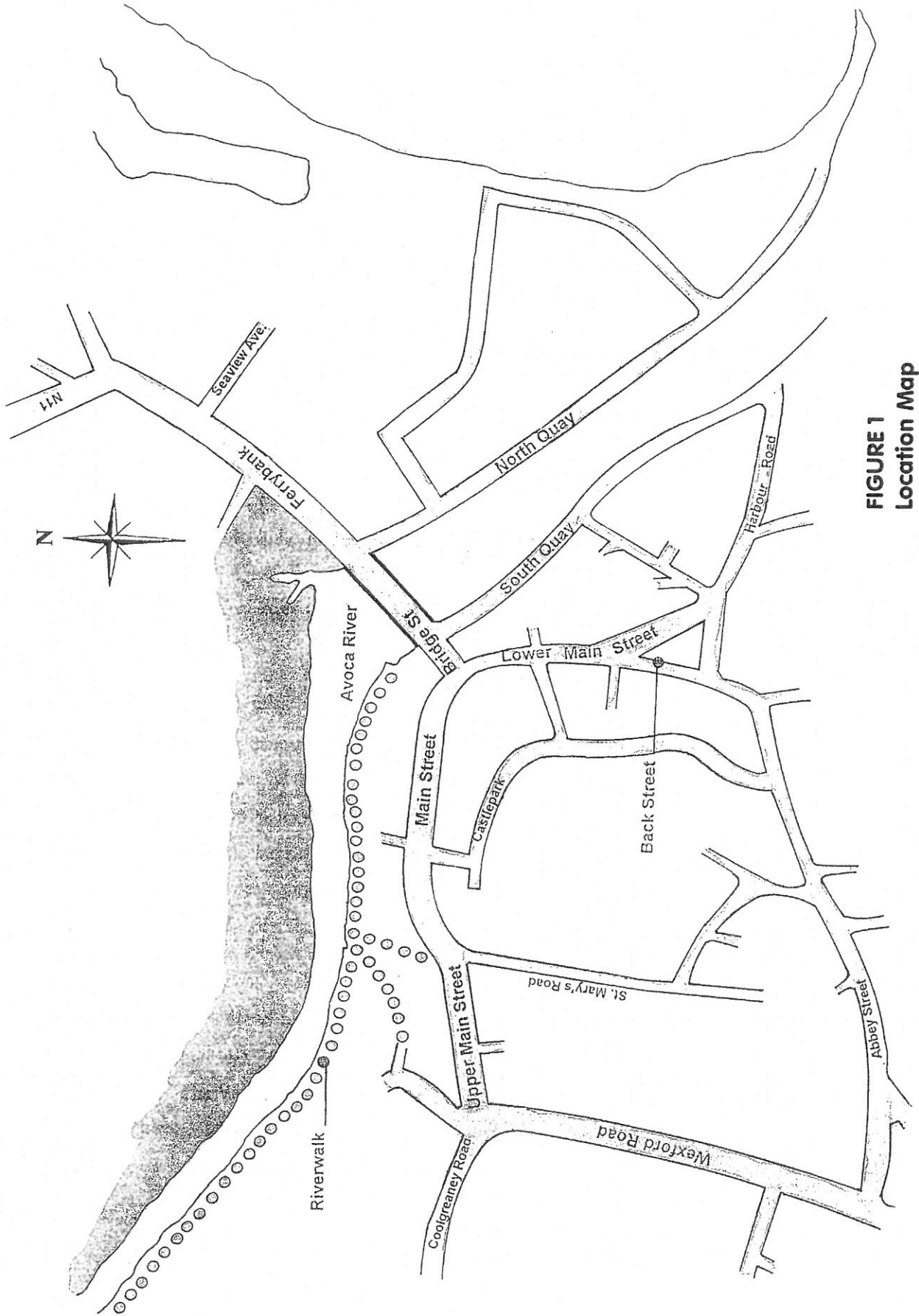


FIGURE 1
Location Map

1. INTRODUCTION

This report has been prepared by CAAS Environmental Services Ltd. at the request of Arklow Urban District Council. It is an update of the 1988 townscape report prepared by An Foras Forbaithe for Arklow U.D.C.

1.1 OVERVIEW OF TOWN

(See **Figure 1: Location Map**)

Arklow can trace its origins to the maritime Viking raiders of the ninth century who established a longphort (harbour) here. The port is still a busy part of the commercial life of Arklow, which together with the associated industrial facilities combine to give Arklow its most dominant characteristics.

1.1.1 Elements of Character

From the neat district of Ferrybank, and passing over the longest arched bridge in Ireland, the view of the Quays and the various industrial buildings provide the most vivid image for the traveller. There are some particularly fine buildings in Arklow such as the Masonic hall, the Protestant and Catholic churches, the A.I.B. and Bolands. The Main Street contains buildings of a good standard and is generally well kept. These elements give the town a distinct character and an almost foreign flavour.

1.1.2. Approaches to Town

The Dublin and Sea roads merge at Ferrybank which is the finest approach to the Town. The Wexford Road, Coolgreaney Road, and Vale Roads are all tolerably good with some recent and some established tree planting.

1.1.3. General Building Condition in the Central Area

With a few exceptions Arklow has been spared intrusive modern developments, and dereliction is not a major problem. The condition of buildings in the central area is generally good. New shopfronts are of a high standard, and poor modern examples have been kept to a minimum. An old Graveyard on the Main Street was converted to a public park, which has not been completely successful (see section 3.3 *The Park*).

1.2. Brief Policy Aims of U.D.C.

It has been the policy of Arklow U.D.C. to establish and maintain a river walk along the south bank. Arklow U.D.C. are interested in upgrading this resource but are concerned that the provision of pedal boats for hire is damaging to the amenity value of the river.

Arklow U.D.C. are interested in providing 'relief' spaces in the town in association with managing car-parking along upper main street.

Arklow U.D.C. have a long term policy of increasing the amenity value of the parade ground by upgrading of physical fabric, pedestrianisation and other means.

1.2.1 Feasibility of Policy Aims

The provision of a river walk has been successful and is well used. The provision of pedal boats is an important public amenity and it is desirable that the proprietor and Arklow U.D.C. reach a mutually acceptable agreement (See section 3.1 *Riverwalk*).

Backlands have already been put to some use in Arklow, which would suggest that relief spaces or any new amenity areas would be of small scale, however this does not exclude the possibility of their provision. It is possible that relief spaces and car parking are worthy of a separate study inclusive of an investigation into the effect that a bypass will have on the town.

It is unclear whether pedestrianisation of the parade ground is either feasible or recommended, however it is clear that the amenity value of the space can be improved by other means.

1.2.2 Review of Previous CAAS / An Foras Forbaithe Report of June 1988

The recommendations of the previous report can be summarised thus;

1. A review, in conjunction with the E.S.B. and Bord Telecom, of overhead wiring and transmission poles.
2. A reduction and / or elimination of inappropriate hanging signs and other such advertising material.

3. The corner shop at the junction of Bridge street and Main street be structurally surveyed and remedial works, where warranted, be implemented in the interest of public safety.
 4. That the following structures be listed;
Bank of Ireland, Penstons, C.H. Birthistle, Boyle, P. Boland, A.I.B., Gallaghers,
C.N. Butler, Murphys, Liam de Paor, Hibernian Insurance, Arklow Pharmacy.
These buildings and shopfronts are of a high standard architecturally and because of their particular location period and decor, contribute enormously to the townscape.
 5. Extensions to the shopfronts where envisaged are undertaken in a manner architecturally similar to existing.
 6. Where new shopfronts and /or redecoration are planned the design should extend to the entire facade of a particular building.
 7. Awnings to be the subject of control. A recent one (Hoynes Hotel) covers one of the two Jacobean doorcases in the town. They can be intrusive unless integrated in terms of size, shape and colour into the overall design of the shopfront. Graphics on these can be successful.
 8. The town abounds in standard wall hung signs. Signs, hand painted and integrated into shopfront design as at Murphys, C.N Butler, The Pork shop and Le Patissier are recommended.
 9. Town Park - lamp standards, trees, or other vertical features be to provided at leftt and right hand extremities to improve alignment and definition vis-a vis Main Street. Add a street map and remove gable advertising on right.
 10. Where particularly offensive alterations/intrusions have been made that reinstatement be sought. i.e. railing at A.I.B., wall advertising material, Bank of Ireland.
 11. That a detailed landscape proposal for the parade ground be prepared and implemented on a phased basis.
 12. That the observations of this report be brought to the attention of the individual owner/occupiers.
- Various minor recommendations are made in relation to the approach roads. These include;*
1. Grouping of town signs into a general landscaped area.
 2. Review of lamp standards, telegraph poles and trailing wires.
 3. Laying of new pavements, kerbs, and verges where necessary.
 4. A review of the location and size of many large advertising hoardings.
 5. Restoration of pavements, kerbs, grass verges, trees, etc. that have been broken or removed.
 6. More rigid control of additions/alterations to the many fine terraces on the approach roads particularly on the Wexford approach road.
 7. The redesign of Wexford, Coolgreaney, Woodenbridge roads, and Main Street junction to incorporate a vertical feature such as an obelisk.
 8. A review of the entire road frontage of Paice an Piarsaigh possibly the towns worst eyesore on this very scenic approach to the town, which otherwise has many splendid houses, gardens, and roadside boundaries.
 9. More control on painting of entire facades, i.e. Avonmount, and more attention given to the use of colour on doors, windows, and reveals.
 10. There are many important entrances, i.e. Shelton Abbey and Arklow Bay Hotel that are in a run down condition and require general upgrading.

11. The railings and lamp standards on the bridge would benefit from repainting in black gloss to improve line and definition.

1.2.3 Implementation Of Report Recommendations

Many of the recommendations of the previous report have either been acted on, or are part of the policy of Arklow U.D.C. There is a greater appreciation of the importance of preserving worthy older elements, and sensitivity in the design of newer ones, with the aim of generating a coherent and attractive townscape. Other recommendations are either no longer relevant or need to be updated (such as that relating to the derelict property at the corner of Bridge Street and Main Street, now a vacant site). Where applicable these will be covered in the next section.

2. DEFINITION OF STUDY AREA OF PRESENT REPORT

In general the recommendations concerning the approach roads in the previous report are still applicable. It is therefore the intention of this report to concentrate on the central area, which is worthy of intensive study.

2.1 Identification Of Areas Of Particular Attention

Contained within the central area are a number of areas where general recommendations are not sufficient. These include the Parade ground, the Town Park, the River walk and Hudson Square.

2.2 Setting Of New Targets For Recommendations

Arklow U.D.C. have been very successful in improving the physical environment of Arklow. The removal of the overhead wires on Main Street, provision of new lampstandards, hanging baskets and general amenity works undertaken illustrates a commitment and sensitivity that inspires confidence in the policies of Arklow U.D.C. It is the intention of this report to consolidate these improvements and augment the development of the town within the provisions of the existing policies.

3. AREAS WORTHY OF PARTICULAR ATTENTION

(See Figure 2: *Location Map Showing Areas Worthy of Particular Attention*)

In this section, areas are located and identified which possess a special character and distinct importance within the town. Each area has its own specific elements of character and therefore, its own specific problems. These problems are identified and discussed in order to facilitate further study and the formulation of recommendations for each area.

The areas discussed are:

1. *Riverwalk*
2. *The Parade Ground*
3. *The Park (off Main St.)*
4. *Hudson Square*

The Riverwalk, The Parade Ground and The Park are all located around the central area of the town and therefore, are linked, sharing the same problems in many cases. For the purposes of clarity, they are dealt with separately.

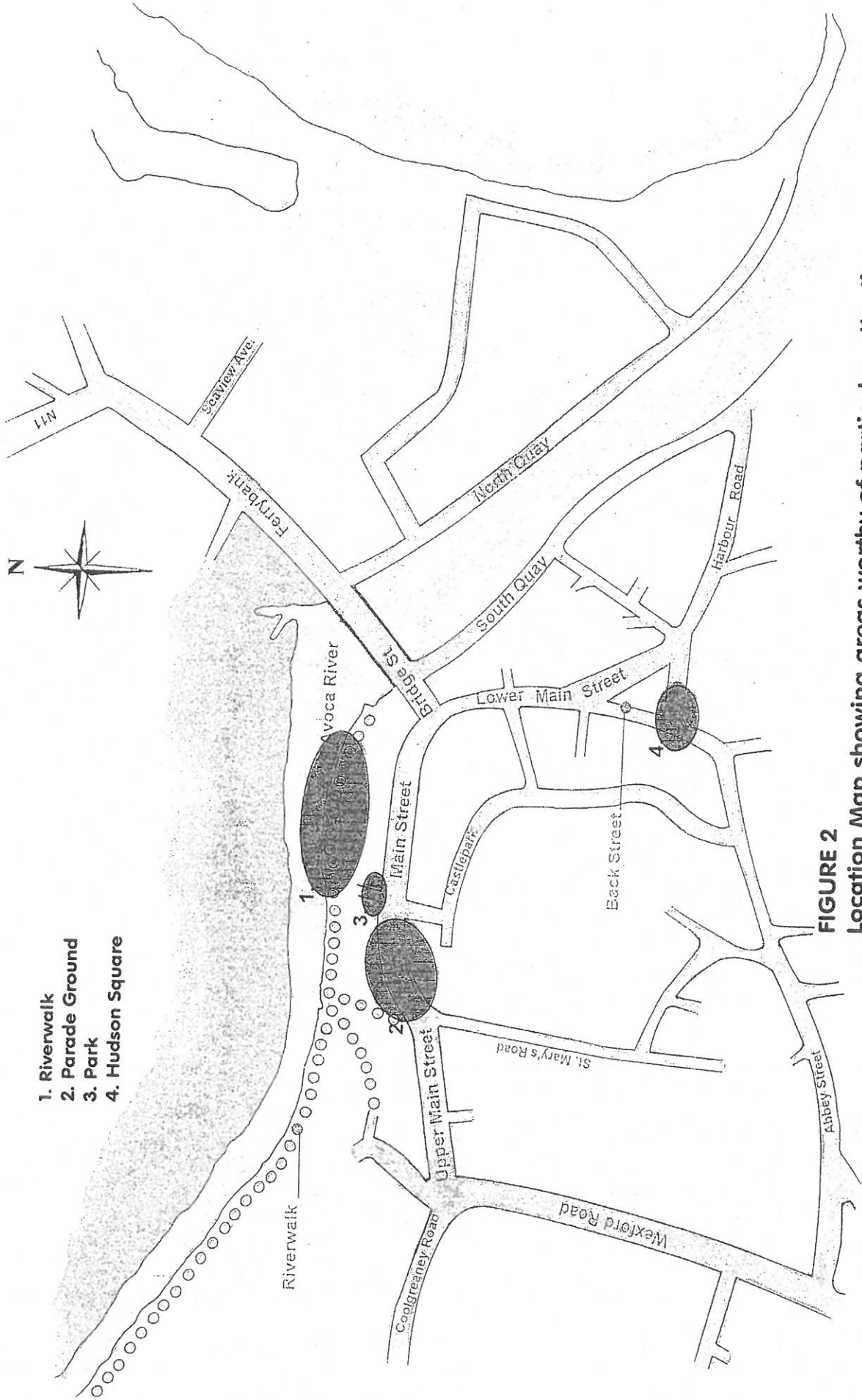
3.1 Riverwalk

(See *Plate 1*)

This walkway possesses an air of rusticity and tranquillity that is quite surprising due to its proximity to the bustling town centre. Access is from two points on the Vale road in the north of the town, from upper and middle Main street or from the Quays. The route follows the river on the outskirts of the town, down to the bridge, where it meets the south side of the quays.

The first point of entry that concerns this streetscape study is that at the top of middle Main St., between Duggans optician and Hoyne's hotel. This route is not obvious and would probably go unnoticed to visitors, with little knowledge of its existence. The addition of signs or some other method of drawing attention to the route would be desirable.

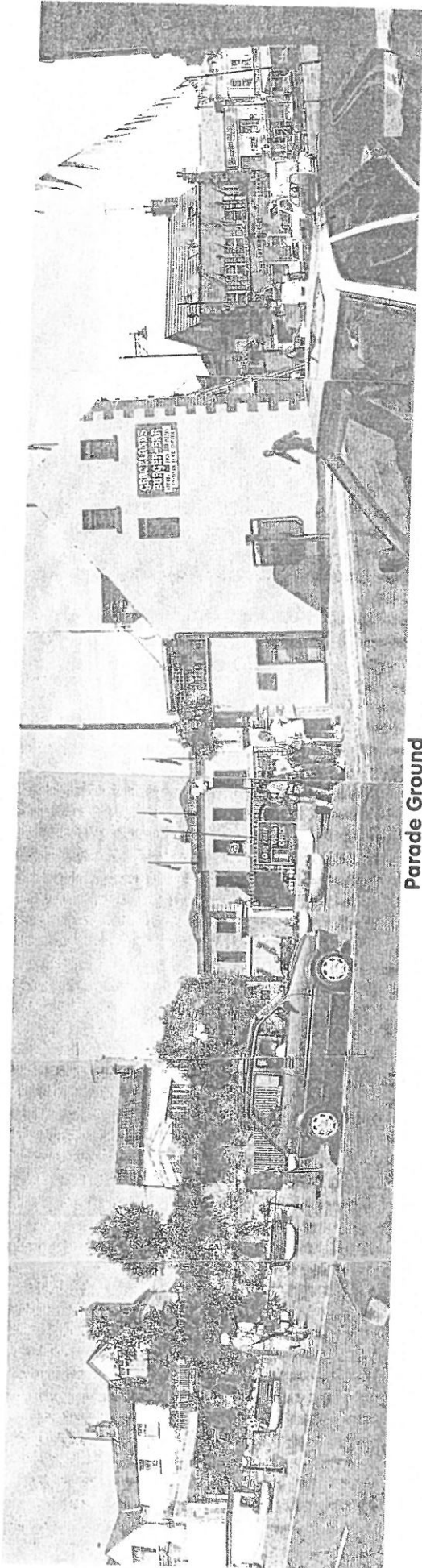
The next entry point is further down Main St., through the Park (see section 3.3). At this point on the river, paddle



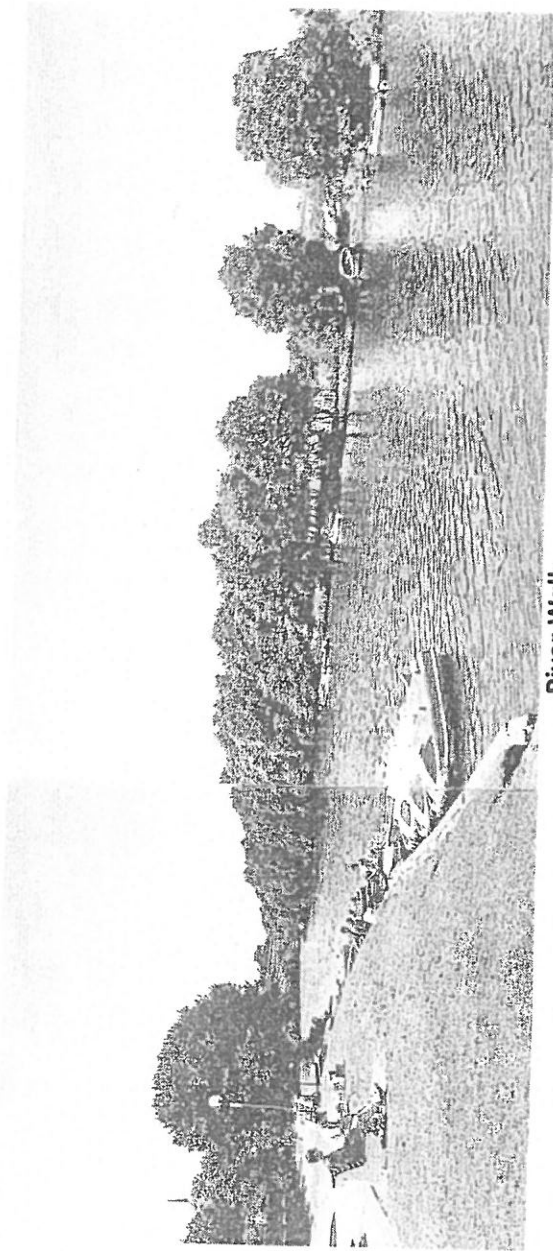
- 1. Riverwalk
- 2. Parade Ground
- 3. Park
- 4. Hudson Square

FIGURE 2
Location Map showing areas worthy of particular attention

PLATE 1: AREAS WORTHY OF PARTICULAR ATTENTION



Parade Ground



River Walk

boat hiring has become established. The natural scenic value of the northern bank and the sensitive landscaping carried out on the southern bank create an attractive view. At present, the boats are unobtrusive, perhaps even adding to the town's holiday atmosphere. However, the scenic value of the area may suffer, should more boats appear on this section of the river. Another effect of such a business in this vulnerable area is the damage that can be caused by potential customers attracted to the river. This can include problems such as erosion of the grassed areas and the danger of bringing large numbers of people in such close proximity to the water. For these reasons, some form of co-operation between the owner of this business and the U.D.C. needs to be formed.

The view towards the quays is dominated by the large expanse of concrete which forms the bridge. The stone construction of the bridge on the quay side is attractive and a similar style on the Riverwalk side would be appropriate.

3.2 Parade Ground

(See *Plate 1*)

This area is located between upper and middle Main Street. Its position as a focal point is strengthened by the presence of important buildings such as the church and the U.D.C. offices. The remains of the castle suggest that this area has been the core of the settlement down through the centuries. The pedestrian area was extended some years ago, which appears to work successfully. This success is mainly due to the tasteful landscaping that has taken place and the addition of co-ordinated street furniture that has the effect of visually breaking up the large expanse of walkway. This effect is further aided by the use of different coloured setts which define the boundaries of the walkway and the seating area.

The enclosure of the area is strongest where the Parade Ground meets middle Main Street (individual buildings are discussed in sections 4.1.3 and 4.1.4). The enclosure towards upper Main Street is weaker and perhaps should be strengthened.

The housing above the castle remains, weakens the scenic value of the area, as does the billboard on the side of the Ormonde cinema. Some form of screening should be employed to lessen the negative visual impact. The white railings around the residential area are also obtrusive.

Full use has not been made of the southern side of the street as a focal point. Powerful elements such as the 1798 monument and the church are not used to their fullest potential. In view of the 200 years' celebrations that will be held throughout the country in 1998, consideration should be given to preparing a detailed plan for this area, to be implemented in the short-term.

3.3 Park

(See *Plate 2*)

This area of public open space, once a cemetery, is located on the northern side of middle Main Street. As a focal point, it is not very successful, due to several factors.

- The walled frontage onto the street permits very little of the grassed area to be seen at street level.
- The vertical influence is very strong, i.e. the presence of lamp standards, parking and information signs, bollards, the pillars of the bandstand, the office block on the right, etc. This takes from the horizontal perspective, further reducing the visual impact of the grassed area.
- The most dominant features when viewing the area from the street are the billboard on the side of 'Donal's' and the office block behind it.

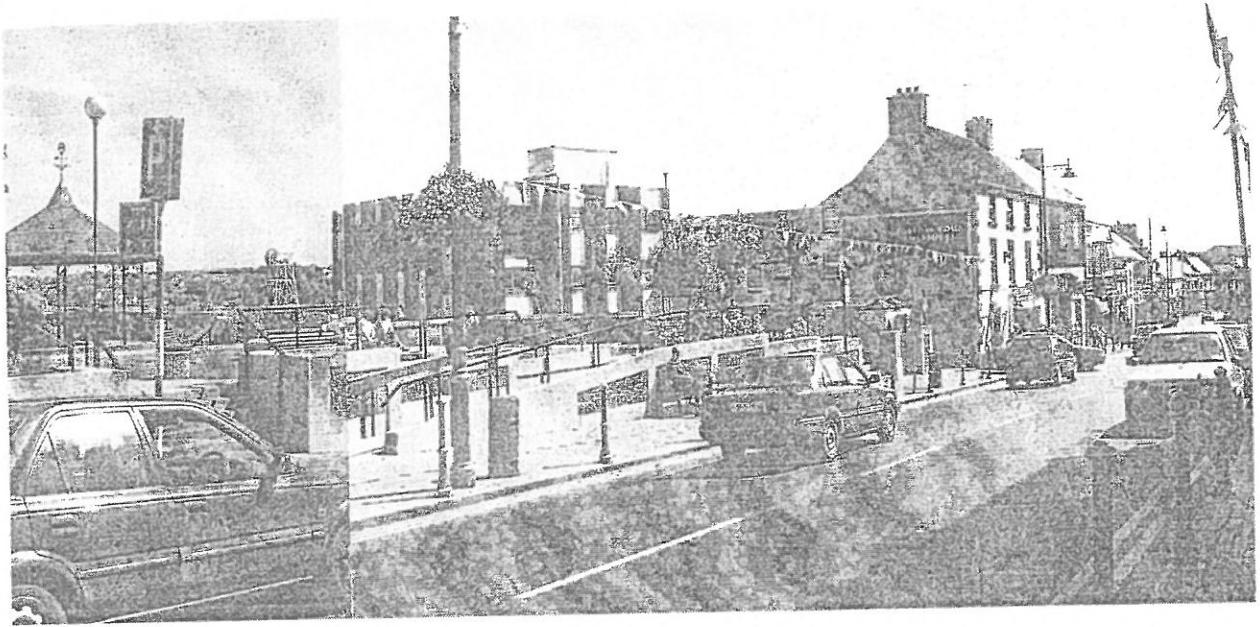
On the route down to Riverwalk, some landscaping has taken place in front of the Riverwalk restaurant. Better pruning of trees would lead to a rounder tree shape and a denser canopy, therefore, more successful screening. The tower behind the restaurant is obtrusive and inappropriate in this area.

3.4 Hudson Square

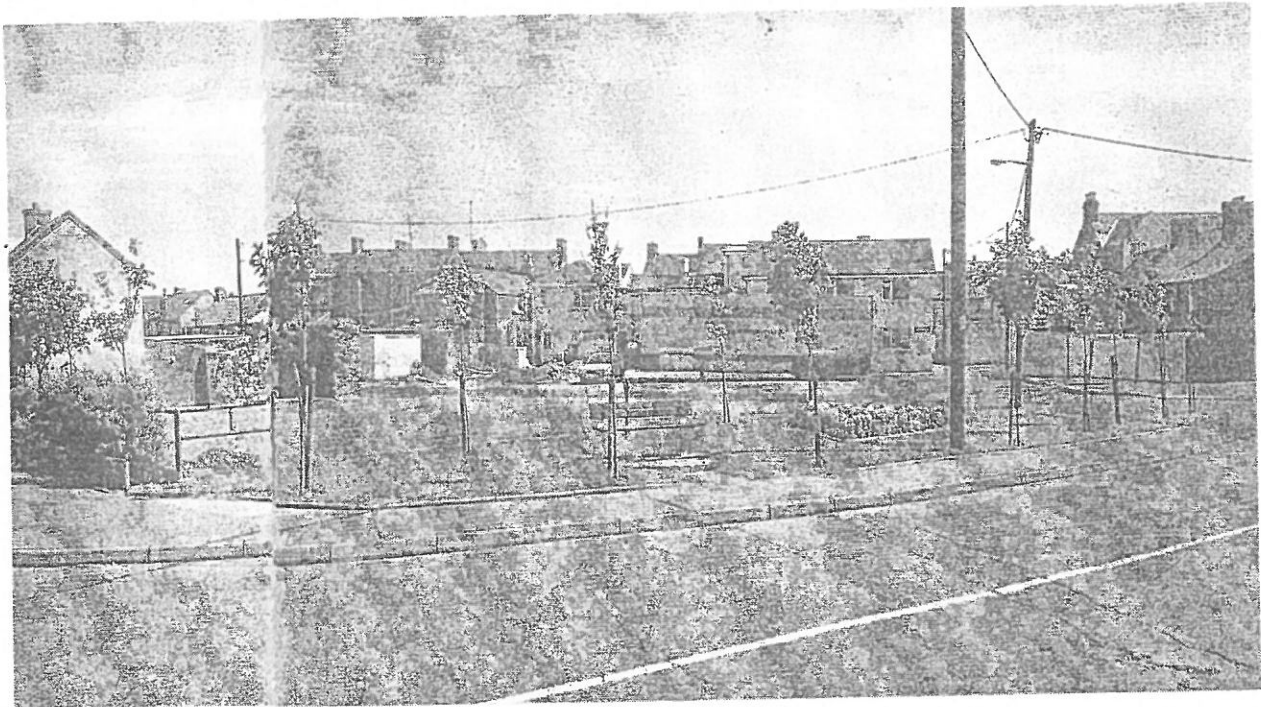
(See *Plate 2*)

This area forms the intersection of Abbey St., Back St and Harbour road. The majority of the area consists of a derelict site, onto which several housing units are backed. It is currently used as a car park. Some landscaping

PLATE 2:



The Park



Hudson Square

has taken place along the perimeter of the site, but its success has been minimal. An alternative use should be found for the site or more effective screening measures introduced.

4. CENTRAL AREA TOWNSCAPE REVIEW

This review is carried out on a building by building and Street by Street basis. Shopfronts or buildings in a particularly poor state of repair, those in need of immediate attention or those which possess elements grossly inappropriate to the street character are highlighted by the use of bold lettering in the title.

4.1 Main Street

(See **Figure 3: Upper, Middle and Lower Main Street, Parade Ground, Bridge Street and Back Street**)

4.1.1 Upper Main Street (North Side)

1. Corner House

On Coolgreaney road at the junction with Upper Main street. The shopfront design is attractive and contributes to the streetscape. The colour scheme is well executed, although the lettering on the fascia is not clear at first glance. The building itself appears to be well maintained.

2. Scissors Empire

An attractive timber shopfront, with complimentary lettering and fenestration although posters hanging outside are unsightly.

3. Wade Curtains

This building is in a good state of repair and the shopfront is attractive, although the security grilles and 'sale' stickers in the windows are unsightly. The shutters on the first floor windows create an attractive rustic effect while respecting the overall colour scheme.

4. Dixie Amusements and Roma Grill (See Plate 3)

The brickwork and fenestration of the ground floor are unsuitable in terms of the overall streetscape. The projecting plastic signs are unfortunate and do not respect the horizontal proportions of the adjacent premises. The hanging signs and window advertising on the Roma Grill are unattractive.

5. John Conroy

An attractive traditional style shopfront. The shuttering on the first floor window adds to the traditional feel of the building.

6. Capri

An attractive shopfront, although the aluminium fenestration and tiling on the ground floor create a confusing mixture of styles. The colour scheme on the first floor, together with the colourful window boxes are an attractive addition to the streetscape.

7. Labels and Veterinary Shop

These shopfronts are satisfactory, although the name signs should be of a similar size to give a sense of horizontal harmony. The building as a whole is well maintained, the colour scheme is suited to the streetscape

8. Greetings

The expanse of glass in the shop window is very large in relation to the rest of the building. The installation of a stallriser could compensate for this. The direct application of the lettering to the wall is attractive although some thought should be given to the use of a brighter colour scheme, as the present colours are dull and do not draw the attention of potential shoppers to the premises. The advertising in the window is unattractive and badly executed.

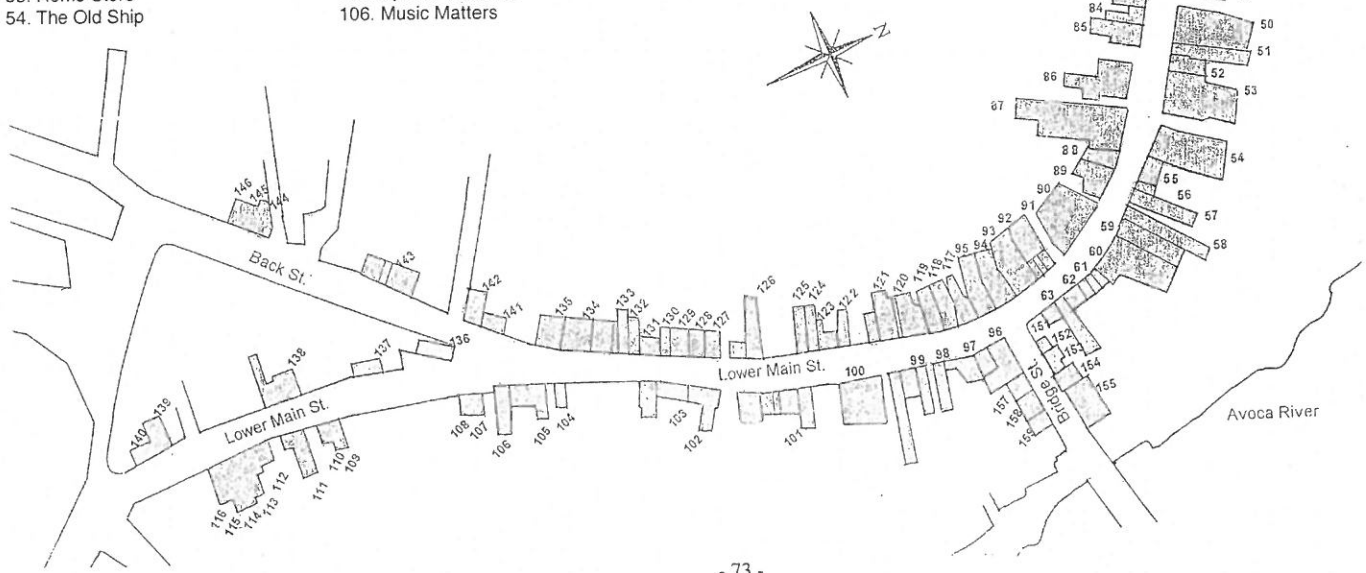
9. The South East Stationery Co. Ltd.

This comprises part of the same building as the previous premises. The plastic name sign is unfortunate, as are the mesh security grilles. The dull colour scheme clashes with the brightly coloured window stickers and advertising.

FIGURE 3

Upper, Middle & Lower Main Street, Parade Ground, Bridge Street and Back Street

- | | | |
|---|---|---|
| 1. Corner House | 55. Dolmen Discs & Mary O'Loughlin | 107. The Brook House |
| 2. Scissors Empire | 56. Video Classics | 108. M. Fitzgerald & Sons |
| 3. Wade Curtains | 57. Joe Ryan & Son | 109. Vacant Shop |
| 4. Dixie Amusements & Roma Grill | 58. Holly's Pharmacy | 110. An Ciseain Arain & Tanning Express |
| 5. John Conroy | 59. The Man's Shop | 111. The Stone Oven |
| 6. Capri | 60. Christy's | 112. Pat Healy & Sons |
| 7. Labels & Veterinary Shop | 61. P.J. McCartan, Eclipse & Adjoining Shop | 113. Racing Office |
| 8. Greetings | 62. Malone's | 114. Pennywise |
| 9. South East Stationery | 63. The Club & Barber Shop | 115. Myles Doyle & Sons |
| 10. O'Meara's Chemist | 64. Bank of Ireland | 116. Aquatics |
| 11. Pandora's Box | 65. Options | 117. Peter Power |
| 12. Doctor's Surgery | 66. Irish Permanent | 118. The 19 Arches |
| 13. Ormonde Hall | 67. McMullan's | 119. Liam de Paor & An Gairdin Alainn |
| 14. Mairead's Hair Studio | 68. T. Birthistle | 120. A.J. Brennan |
| 15. Corner Shop | 69. Ailish Byrne's | 121. Bentley's |
| 16. The Shoemarket | 70. Dunnes Stores | 122. Peter Jeffers Ltd. |
| 17. Adrian O'Brien | 71. Church Buildings | 123. Car Parts |
| 18. Rose's Florist | 72. FunFair | 124. Irish Fireplaces |
| 19. Redmond's Newsagent | 73. Boyle | 125. Vacant |
| 20. The New Delhi | 74. P. Power | 126. Annie's Boutique |
| 21. Anne's | 75. The Bluebell | 127. Peter Mills |
| 22. 147 Club | 76. David Lane | 128. Vacant |
| 23. Vet & Pet Supplies | 77. Vacant Shop | 129. The Price is Right |
| 24. Travers & Co. | 78. P. Boland & Delicatessen | 130. P.M.P.A. |
| 25. Aiden P. Doyle | 79. Paddy Power | 131. Vacant |
| 26. Houseproud | 80. Scotts and The Viking | 132. Vacant |
| 27. Black Cycle Centre & Burger Hill | 81. Westwood Lounge & Bar | 133. Vacant |
| 28. The Chocolate Shop | 82. John Flood | 134. Vacant |
| 29. Tommy Byrne | 83. N. Kavanagh | 135. Richie's & A Cut Above |
| 30. Ormonde Cinema | 84. Connolly's | 136. T. Hyland & Sons |
| 31. Remains of Castle | 85. P. Boland | 137. Arklow Credit Union |
| 32. U.D.C. Offices | 86. A.I.B. | 138. The Harbour Bar |
| 33. Church | 87. Royal Hotel | 139. Ergas |
| 34. Shop | 88. Crock O' Gold Studio | 140. Driftwood Design |
| 35. Bank of Ireland | 89. Gallagher's | 141. Kingshill Stores |
| 36. Gracelands Burgerbar | 90. Pat's Hair Salon | 142. Vacant |
| 37. S. Duggan | 91. Nianna's and Eric Barron | 143. Trade Winds, Vacant & Motorbike Shop |
| 38. An Ostan Beag Hotel | 92. Gail's Flower Centre & U Can't Go Wrong | 144. John Sweeney & Sons |
| 39. Bump'ta's | 93. Ripley's | 145. Funeral Home |
| 40. Morgan Doyle & Sons | 94. Arklow School & Office Supplies & Talking Heads | 146. Bri-Ann's |
| 41. Marine Hotel | 95. Hickson's | 147. John Byrne |
| 42. Connolly's | 96. Hibernian Insurance | 151. Mural |
| 43. Kitty's | 97. Eric Craig | 152. Laurence J. Burke |
| 44. Donal's | 98. Technics | 153. Quality Dry Cleaning |
| 45. Post Office | 99. W. Gleeson | 154. Bridge Centre |
| 46. Paramount Jewellers & T.R.T.V. | 100. Super Bargains | 155. Bridge Hotel |
| 47. PowerSound | 101. Larry Byrne | 157. Avondale Travel |
| 48. O'Connell's Shopping Centre | 102. Wear and Care | 158. The Brook Cafe |
| 49. Face Value, Clothes Shop, Body Sense and It's Fresh | 103. Kieran Hoban | 159. Headlines |
| 50. Murphy's | 104. East Coast Video | |
| 51. Paul Doyle | 105. Speedi Cleaners | |
| 52. Duffy's Medical Hall | 106. Music Matters | |
| 53. Home Store | | |
| 54. The Old Ship | | |



10. O'Meara's Chemist

An attractive traditional style shopfront. The hanging sign is well designed and in harmony with the shopfront design. The flat roof of the building breaks the building line of the street. Consideration should be given to creating a pitched roof in its place.

11. Pandoras Box

The tiled finish on this shopfront looks dated. The large expanse of glass adds to this effect. The flat roof on the building is unattractive and ill-suited to the streetscape design.

12. Doctor's Surgery, Private Residences

Satisfactory.

13. Ormonde Hall

Pebble dash infill should be cleaned.

4.1.2 Upper Main Street (South Side)

14. Mairead's Hair Studio

The shopfront and colour scheme of the building are satisfactory. The flat roof of the building breaks the building line of the street which is unfortunate due to its prominent position in the streetscape. Consideration should be given to replacing the roof with a pitch for this reason.

15. Corner Shop

The colour scheme, name sign and lettering are all appropriate for its location, however, the wares displayed outside on the footpath give an unsightly and cluttered feel to the street. The aluminium fenestration on the upper floors is unfortunate and the wiring is unsightly. The eastern facing gable should be painted.

16. The Shoemarket

This premises is vacant and in a poor visual state. The perambulator canopy is in need of cleaning and the building in need of a fresh coat of paint. The missing window on the ground floor should be replaced and the loose wiring on the upper floors secured and concealed, if possible. Due to its location, the building should be retained as a commercial premises.

17. Adrian O'Brien

The strong colour scheme of this building is common in this part of the country. Care must be taken in its maintenance as its appearance suffers relatively quickly if not painted regularly. The name sign and lettering are satisfactory, but do not reflect the horizontal axis in relation to the adjacent premises. The aluminium fenestration on the first floor is unfortunate.

18. Rose's Florist

The shopfront is satisfactory, although the rest of the building should be painted in a similar colour to the western gable in order to harmonise with its commercial use.

19. Redmond's Newsagent

The perambulator canopy is unsightly and the plastic sign inappropriate. The expanse of glass on the ground floor is disproportionately large in relation to the rest of the building. The fenestration and paintwork on the first floor make this building an attractive contribution to the streetscape as a whole.

20. The New Delhi

The shopfront is satisfactory. The whole building would benefit from a fresh coat of paint.

21. Anne's

This premises appears vacant. The paintwork is in need of attention. Due to its location, the commercial use of the building should be retained if possible.

22. 147 Club

The metal gate is unsightly, as is the missing glass panel in the door. The name sign is badly designed and the projecting plastic sign should be removed.

23. *Vet and Pet Supplies*

An attractive building with suitable fenestration on both floors. The finish should be upgraded.

24. *Travers and Co. Insurances*

The lettering is attractive and suitable, as is the simple colour scheme and hanging sign. The fenestration on both floors is inappropriate in terms of the streetscape as a whole.

25. *Aiden P. Doyle*

Satisfactory.

26. *Houseproud*

Satisfactory shopfront. The building is an attractive addition to the streetscape.

27. *Black's Cycle Centre and Burger Hill*

Both shopfronts are of a satisfactory design, although Black's name sign does not reflect the horizontal axis formed by those of the adjacent name signs. The projecting plastic signs and window stickers on 'Burger Hill' are unsightly. The fenestration on the first floor is unfortunate. The paintwork needs attention, especially above Black's.

28. *The Chocolate Shop*

Satisfactory.

29. *Tommy Byrne*

An attractive shopfront. The original fenestration has been retained on the upper floors. The entire building is in need of painting.

4.1.3 Parade Ground (North Side)

30. *Ormonde Cinema*

This building appears to be in a good state of repair, with well-maintained plaster and paintwork. The colour scheme is suited to the area but some design elements, such as the canopy, illuminated signs, posters and neon lettering, are not. The tiled step risers look dated in this setting. The billboard on the east facing wall is obtrusive in such sensitive surroundings, and an alternative advertising arrangement should be sought.

31. *Remains of Castle*

A wall is all that remains of the Norman castle. Flower planting and landscaping have made the remaining wall an-attractive feature. The housing above the wall, especially the glass conservatory, causes a clash of styles that detract from the overall impact of the Parade Ground as a central area or focal point.

32. *U.D.C. Offices*

These are housed in the former courthouse, which is one of the more impressive buildings in the town. The building is in a good state of repair and is complimented by the wide pedestrian area, paved with coloured setts and the landscaping that has taken place around the castle remains. Co-ordination of street furniture such as lamp standards, bollards and litter bins with the railings gives a sense of continuity and unity. This helps the area to work as a distinct element, while serving as a transition area connecting the upper and middle sections of the main street.

4.1.4 Parade Ground (South Side)

33. *Church*

The main feature of this area is the church of St. Mary and St. Peter, built in a neo-classical style with a Greek cross plan and in the Doric order. Built of granite, it consists of two storeys, with a three bay facade of pilasters, an entablature, tower, cupola and semi-circular headed sash bar windows.

34. *Shop*

This premises has no name sign, only display windows and window stickers to identify it as a commercial premises. Flower baskets on the roof of the shop extension add colour and interest.

35. *Bank of Ireland*

See Middle Main Street, south side.

4.1.5 Middle Main Street (North Side)

36. *Graceland Burgerbar*

This premises forms the upper boundary of middle Main St. and forms part of the eastern enclosure of the Parade Ground. The building faces east while the rest of the buildings on this side of the street face south. For this reason the building stands out quite well from the rest of the streetscape and therefore does not need to be painted a bright colour to attract the attention of potential customers. The tiled finish on the ground floor looks dated, as do the attached plastic signs.

37. *S. Duggan, Optician*

This building also faces east. The shopfront is of a traditional design and quite attractive. The use of colour on the window sills of the first floor helps them to harmonise with the ground floor design

38. *Hoyne's Ostan Beag Hotel*

The paintwork and lettering are attractive and suited to the streetscape.

39. *Bumpta's Take Away and Amusements*

The first floor of this building is finished in a style of brickwork that looks dated. The fenestration on both floors is unfortunate. The profusion of projecting plastic signs are unattractive and lend the area a cluttered feel.

40. *Morgan Doyle Ltd.*

This building appears to have been kept in good condition. The colour scheme is unobtrusive, which is important on a building of this size. The original fenestration style appears to have been retained and the mouldings around the windows remain in good repair. The stickers in the windows of both floors are inappropriate.

41. *Marine Hotel*

The stonework on the hotel entrance does not suit the style of the building. The projecting plastic signs and PVC fenestration on the first floor are unfortunate.

42. *Connolly's*

The stickers in the ground floor windows are inappropriate. The archway is attractive but is not reflected in the style of the shop. The fenestration on the first and second floors is in keeping with the style of the building.

43. *Kitty's Bar and Restaurant*

The traditional shopfront on this building is attractive. The hanging baskets provide a successful contrast to the colour scheme, which works well.

44. *Donal's*

The ground floor fenestration is unfortunate as are the hanging children's bicycles and other wares displayed outside. The colour scheme is suited to the streetscape.

45. *Post Office*

The large expanse of window with stickers on the ground floor is unattractive and not suited to the rest of the street. The finish on the first floor is dull and dated.

46. *Paramount Jewellers and T.R.T.V.*

The perambulator canopy on the jewellers is inappropriate as are the projecting plastic signs on T.R.T.V. The pebble dash finish on the first floor looks dated. The PVC fenestration is inappropriate. The roof height does not respect the existing building line.

47. *PowerSound*

The shopfront is traditional in design but the lettering is inappropriate. The rest of the building seems in good condition, although a fresh coat of paint is necessary.

48. O'Connell Shopping Centre

Satisfactory.

49. Face Value, Clothes shop, Bodysense and Its Fresh

The pastel colours on these shopfronts are attractive. The traditional design of 'Face Value' and the adjoining clothes shop should be carried through to 'Bodysense'. The perambulator canopy on 'Its Fresh' is unsuitable. The flowers and plants outside form an attractive facade. The first floor of the building is in need of attention. Wiring under the eaves is unsightly and it should be painted. The projecting plastic Calor Kosangas sign is unattractive.

50. Murphy's Off-license and Bar

This is an attractive building. The colour scheme is suited to the streetscape and the projecting wooden signs are appropriate. The fenestration on the second floor is unfortunate.

51. Paul Doyle

The projecting plastic signs on this premises are unattractive. The butchers next door is vacant but still in a good state of repair. The first floor of the building is also in a good state of repair.

52. Duffy's Medical Hall

This has an attractive shopfront, with a tasteful projecting sign. The building is in a good state of repair, although the PVC fenestration on the upper floors is unfortunate.

53. Home Store

This is an attractive building, but it is in a state of disrepair. The plaster is cracked on the West facing wall, the paintwork is flaking in places and the wiring under the window sills is unsightly. The original fenestration has been retained. The shopfront itself is attractive although the lettering is unsuitable

54. The Old Ship (See Plate 3)

The tiled finish on this building looks dated. The plaster is cracked at first floor level and the paint is flaking. The wiring on the side and corner of the building is unsightly and the name sign could be freshened up. The projecting plastic signs are unsightly.

55. Dolmen Discs and Mary O' Loughlin, Optician

The shopfront is attractively presented and the colour scheme is appropriate. The first floor fenestration is unfortunate. The loose wiring from the eaves is unsightly.

56. Video Classics

This building is in a good state of repair

57. Joe Ryan and Son

The shopfront design does not harmonise with the adjoining shops. The colour scheme is not suited to the streetscape as a whole. The building appears in good repair at first floor level, although the fenestration does not suit the building design.

58. Holly's Pharmacy

The shopfront, a traditional design, has made good use of colour. The original fenestration style has been retained on the first floor and the building is in a good state of repair.

59. The Man's Shop

This shopfront is very attractive, harmonising with the streetscape. The building as a whole is impressive, with good use being made of colour.

60. Christy's Bar and Restaurant and She Clothes Shop

The timber name sign is attractive as is the stonework facade. The stonework has been carried through onto She, creating a sense of continuity, although this is broken somewhat by the difference in scale and design of the name signs.

PLATE 3:



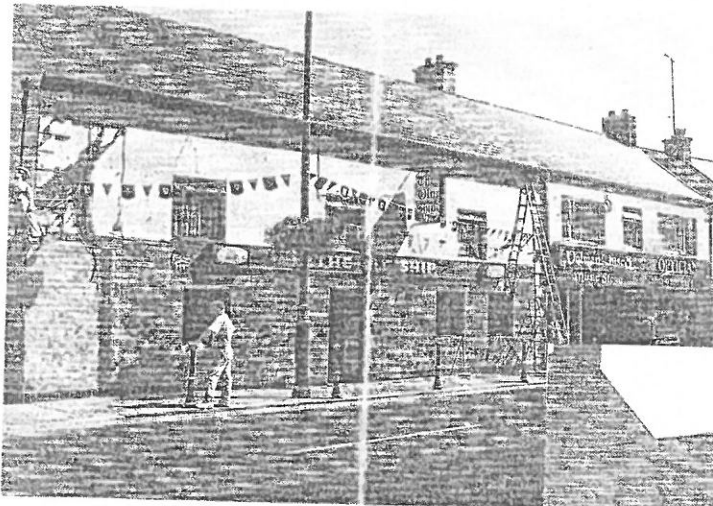
Dixie Amusements & Roma Grill
(see section 4.1.1, 4)

The brickwork finish on the ground floor looks dated. The fenestration on both floors is inappropriate. The large illuminated plastic lettering on the facade is out of proportion in relation to the other styles in the streetscape.



McMullan's (see section 4.1.6, 67)

The timber sheeting and mosaic tile finish are dated and should be replaced. The display windows are too large and do not suit the overall streetscape design.



The Old Ship (see section 4.1.5, 54)

The tiled finish is old-fashioned and unattractive. The plaster and paintwork is in need of attention.



Dunnes Stores (see section 4.1.6, 70)

The roof does respect the existing street building line. The tiled finish is dated and inappropriate. The paintwork over the lettering needs attention.

61. P.J. Mc Cartan, Eclipse and Adjoining Shop

Mc Cartan's is in a state of disrepair and is unsightly. The whole building does not reflect the building line of the surrounding street.

62. Malone's

The basic traditional design of the shopfront is acceptable but the colour scheme and lettering is inappropriate. The canopy covers the windowsills of the first floor and is unsightly.

63. The Club and Barber Shop

The shopfront of The Club is attractive, both in terms of colour and design. The barber shop is not easily recognisable as a commercial premises. The adjoining brightly coloured mural reinforces the dull appearance of the building, which needs to be painted, which would improve the appearance of both shopfronts.

4.1.6 Middle Main Street (South Side)

64. Bank of Ireland

This is an attractive period building, which helps to form a dramatic entrance to the central area of the town. Atmospheric deposition has led to discoloration of the stone surface, which requires professional cleaning.

65. Options

Formerly Penstons, the colour scheme of this building has a bright fresh look that is suited to the streetscape. The stickers in the shop window add an unsightly clash of modern and traditional styles.

66. Irish Permanent

This shopfront is attractive but the colour scheme of the rest of the building does not harmonise with it. The wiring on the first floor is unsightly.

67. Mc Mullan's (See Plate 3)

The mosaic tiling on this shopfront looks unattractive and dated. This is also true of the plastic lettering. The first floor appears to be in good repair.

68. T. Birthistle

This building is in a good state of repair with a colour scheme that is both attractive and appropriate to its location.

69. Ailish Byrne

The design and colour scheme of this shopfront should reflect some similarity with Birthistle's as they are part of the same building and should therefore exhibit some form of continuity.

70. Dunnes Stores (See Plate 3)

The plastic name sign and tiled finish of the shopfront are unsightly and dated. The fenestration is inappropriate in terms of the character of the street. The flat roof does not respect the existing building line.

71. Church Buildings

These comprise three buildings, Joannes, J.J. Owens and the Card Boutique. All three are of similar design - two bay, two storey with slated parapet roof and quoins at each end. The colour scheme and fenestration are similar on the card boutique and J.J. Owens, but repainting is needed.

(i) Joannes

The colour scheme is in harmony with the street character. The matching colours of the shopfront and doorcase create a sense of continuity within the building although the two separate uses of the building are clearly defined. However, consideration should be given to following the colour scheme of the other two buildings to show the connection between them. The fenestration is of a modern style which further breaks the relationship with the adjoining buildings.

(ii) J.J. Owens and Son (See Plate 4)

The basic design of the shopfront is attractive, although the plastic name sign and large window stickers clash and are unsightly. The whole building is in need of painting. The projecting plastic sign is inappropriate.

(iii) The Card Boutique

The aluminium shopfront is inappropriate in this location. The upper floors are freshly painted but the attached wiring is unsightly.

72. Funfair

This building has been restored and the shopfront replaced since the previous CAAS / An Foras Forbaithe report. The shopfront has been replaced in a traditional wooden design and the decorative banding at first floor level restored. Overall, an attractive effect has been achieved.

73. Boyle

This shopfront consists of black glass and red fascia lettering. The building itself is in a good state of repair, although the wiring at second floor level is unsightly.

74. P. Power / The Souvenir Shop

This brightly coloured building with wares hanging outside adds to the character and holiday feel of the town. An effort should be made to create a stronger design relationship between the two name signs, with regard to height and lettering. The first floor fenestration is appropriate in terms of building design.

75. The Bluebell

The shopfront is satisfactory but the wooden boutique sign over the shopfront is unnecessary and creates a clash of styles, as well as obscuring the first floor window sills and spoiling the horizontal line of the building. The projecting plastic sign is broken and needs to be removed. The upper floors should be painted and the wiring removed. The wooden doorcase is in need of immediate attention.

76. David Lane

Formerly Oliver Merrigan, this mosaic shopfront is in poor condition. The brickwork under the shop window is deteriorating and in need of attention. The name sign is unattractive. The doorcase to the left is in a state of disrepair. The upper floors are also in need of attention - the light bulbs and wiring should be removed and the building needs to be painted.

77. Vacant Shop

Currently unoccupied, the shopfront itself is satisfactory. The large window on the first floor is unfortunate.

78. P. Boland and Delicatessen

The plastic name sign on P. Boland's is inappropriate in this location. The wiring from the sign, which is attached to the wall almost up to the level of the eaves is unsightly. The shopfront of the delicatessen is satisfactory. The first floor of this four bay building is unattractive and dull. The guttering is discoloured and needs attention.

79. Paddy Power

The shopfront is satisfactory and in a good state of repair. The first floor is dull and needs a coat of paint. The wiring is obtrusive and the guttering needs attention.

80. Scott's and The Viking

Scott's shopfront is of a flat design with silver fascia lettering. The projecting plastic sign is unsightly. The Viking shopfront is flush with Scotts and continues the horizontal line. The fenestration on the first floor is inappropriate in this location.

81. Westwood Lounge Bar

The colour scheme and design of the ground floor facade is attractive although it does not respect the vertical boundary to the right of the building. The doorway on the far right is unattractive, as is the wiring above it. The fenestration on the first floor, before the vertical change in building line, is unsuitable as it differs in design and location from the fenestration directly above the bar.

82. John Flood Menswear

This shopfront is visually pleasing and in harmony with the street character. The colour scheme is suited to the location, although the black strip below the gutter is inappropriate. The roof is in a state of disrepair, loose slates on the left need immediate attention. The fenestration on the upper floors is attractive. The sign for P. Boland's

between this building and the adjoining one is of poor design and unsightly.

83. *N. Kavanagh Lounge and Bar*

The design is suitable, although the colour scheme is slightly dull. The building is in a good state of repair.

84. *Connolly's*

The mosaic finish is dated. The name sign is attractive, although the plaster cornice above it is in need of attention. The projecting "Clarks" sign should be removed.

85. *P. Boland*

This is a fine example of a traditional shopfront. At ground floor level, the shop windows are in an excellent state of repair, which is also true of the doorway. The original fenestration style has been retained which is to be commended.

86. *A.I.B.*

This Victorian style building is in a good state of repair and appears to have been recently cleaned.

87. *Royal Hotel*

The fenestration at ground level is of poor design. The painted name sign is suitable. The pebble dash finish on the upper floors is difficult to maintain and gives a shabby appearance.

88. *Crock of Gold Studio*

An attractive shopfront and hanging sign. The window boxes on the first floor add a welcome splash of colour. The fenestration on the first floor is unfortunate.

89. *Gallagher's*

A fine example of shopfront design and use of colour. The neon sign above the entrance is inappropriate. The use of colour on the door reflects the colouring of the shopfront, creating a relationship between the residential and commercial functions of the building, while both are still distinctly separate. The fenestration on both floors is suited to the building design and the detailing and string coursing are in good repair.

90. *Pat's Hair Salon and Burke's Dry Cleaners*

The plaque on the wall for Pat's Hair Salon should be repainted in a stronger design. The wiring above the plaque is unsightly and should be removed. The absence of a sill on the adjacent window is unattractive. The name sign for the dry cleaners is satisfactory, although pilasters could improve its overall appearance. The expanse of glass below the fascia is too large. The building appears to have been plastered recently and should be painted in a colour that is in harmony with the shopfront and the streetscape as a whole.

91. *Nianna's and Eric Barron*

The fascia height is carried through both shopfronts which creates a sense of continuity along the facade of the building. However, the lettering on the fascias is poor and the colour scheme should be reviewed in the case of Eric Barron. Consideration should be given to continuing the window style of Nianna's onto the adjoining shop. The upper floors are well maintained.

92. *Gail's Flower Centre and U Can't Go Wrong (Butler House)*

The shopfront on the flower centre is satisfactory. The large expanse of window on the adjoining shop is unsightly, and the fascia is of a poor design. The upper floor is in need of painting.

93. *Ripley's of Arklow*

This building is an attractive feature of the streetscape. The colour scheme is complimentary and the lettering on the facade suitable to its location and function. The hardwood sheeting on the ground and first floor and the pebbledash finish on the second floor are well maintained, although the style of fenestration is unfortunate.

94. *Arklow School and Office Supplies and Talking Heads*

The first shopfront has a plastic fascia that looks dated and unattractive, and extends too far to the left, over the entrance to the other premises. The large expanse of glass under the fascia is also unsightly. The paintwork on the first floor is well maintained but the projecting aluminium fenestration is unsightly and not suited to this

building design or location.

95. *Hickson's*

This shopfront is satisfactory, although the large expanse of red is quite loud. Pilasters on either side of the fascia would define the commercial area of the building with greater success. The upper section of the building appears to be in good condition but the fenestration is inappropriate.

4.1.7 Lower Main Street (East Side)

96. *Hibernian Insurance*

This modern building is in good repair and of high architectural value within the streetscape.

97. *Eric Craig*

The fenestration on the first floor is inappropriate.

98. *Technics*

This building is currently vacant. At first floor level, the plastic sign is unsightly, as is the aluminium fenestration.

99. *W. Gleeson*

This shopfront is very attractive, although the stickers in the windows detract from this.

100. *Super Bargains*

The plastic name sign on this shopfront looks shabby and dated. It is not currently used as a commercial premises. The first floor fenestration is unsightly and the building needs painting.

101. *Larry Byrne*

The vivid colour of this building adds life to the street. The first floor fenestration is unfortunate.

102. *Wear and Care*

The wooden name sign is acceptable. The ground floor fenestration is unattractive.

103. *Kieran Hoban*

The plastic signs attached to both buildings are unattractive and spoil the vertical line of the buildings. The projecting signs are dated and unsightly.

104. *East Coast Video*

This small shopfront is attractive but is spoiled by the shutter box above the shop window. The first floor window is inappropriate.

105. *Speedi Cleaners*

The building is in good condition and is visually pleasing, but for the plastic and wooden name sign, which is dated and unsightly.

106. *Music Matters*

The large window and small name sign are not in proportion. The first floor fenestration is unfortunate and the loose wiring adds a cluttered look.

107. *The Brook House*

This building appears to be in a good state of repair. The difference in colour between the ground and upper floors is successful in emphasising the change in use from commercial to residential, although the projecting plastic signs take from this effect. The fenestration on the first and second floors is attractive and in harmony with the building design and the streetscape as a whole.

108. *M. Fitzgerald and Sons*

The shopfront design is attractive but in a bad state of repair. The building is in need of painting.

109. *Vacant Shop*

This is an attractive shopfront that should be reused commercially. The building itself should be painted to

preserve the street character.

110. *An Cisean Arain and Tanning Express*

The shopfront of An Cisean Arain is attractive and in a good state of repair. An effort should be made to tie in design elements of the two shopfronts, such as height, colour and style, to create a sense of continuity on the ground floor of the building. The first floor is in a state of disrepair and the fenestration type is inappropriate.

111. *The Stone Oven*

The name sign is acceptable but the fenestration on the ground floor is not in harmony with the building design. The doorway is attractive and appears to be in a good state of repair. The first and second floors look shabby and need to be painted. The wiring attached to the front of the building is unsightly, as is the projecting plastic sign. The modern fenestration type is not suited to the building design.

112. *Pat Healy and Sons*

The name sign is quite attractive, reflecting the height of the adjacent Stone Oven name sign. The canopy is unobtrusive and in keeping with the shopfront design. The large window is ill suited to the street character and looks bare. This impression is not remedied by the stickers that are placed within the window.

113. *No. 54, Shop and Racing Office*

The fascia and lettering on the racing office are of a poor design, and there is no title on the shop. The paintwork and timber on the ground floor fenestration are in a bad state of repair, needing immediate attention. The plasterwork on the entire building is cracked and needs to be replaced.

114. *Pennywise*

The shopfront is satisfactory, although the haphazard mock Tudor detailing on the front of the building lends a cluttered, untidy feel. The hanging illuminated plastic sign is unsuitable, as is the fenestration style in this setting. The paintwork on the first floor needs to be freshened up. The wiring attached to the building facade is obtrusive.

115. *Irish Nationwide and Shop - Myles Doyle and Sons*

The combination of plastic illuminated signs and tiling looks dated. The aluminium fenestration and oversized display windows add to this effect. The timber fascia above the shop is satisfactory. The finish on the upper floors is dull and lends a dirty appearance to the building. Trailing wiring should be corrected.

116. *Aquatics*

The name sign should be repaired or replaced, if possible, in more suitable materials. The outside display of greenery is attractive, although the window stickers should be removed. The plastic hanging signs are inappropriate in this setting.

4.1.8 Lower Main Street (West Side)

117. *Peter Power*

The shopfront is satisfactory and the building appears to be well maintained.

118. *The Nineteen Arches*

The colour is suited to the location. The window underneath the left entrance is too large and upsets the symmetry of the building. The hanging wooden sign is attractive.

119. *Liam De Paor and An Gairdin Alainn*

The shopfronts are attractively painted and lettered. The motifs painted on the first floor add interest but the replacement of the original fenestration is unfortunate as the present style does not compliment the building design.

120. *A.J. Brennan*

An attractive fascia, the fact that it extends over the residential part of the building is regrettable. Metal brackets attached at first floor level have discoloured the render which should be remedied.

121. *Bentley's*

The fenestration is inappropriate. The plastic lettering is dated and unsightly. The rendering of the ground floor

should be matched with that of the first floor.

122. Peter Jeffers Ltd.

Satisfactory

123. Car Parts, Paints and Accessories

The large ground floor windows are unsightly. The lettering on the fascia is unattractive. The wiring on the first floor is unsightly. The fenestration is also ill suited.

124. Irish Fireplaces

The shopfront is attractive, but the colour schemes of the house and the shopfront do not compliment each other.

125. Vacant Premises

This shopfront is acceptable and it is regrettable that the building has not retained its commercial use.

126. Annies Boutique

The tiled finish of this shopfront looks dated. The cornice over the lettering is in a state of disrepair and needs immediate attention. The display lighting has become loose from the wall and is hanging in a dangerous position, a hazard to passers-by on the street. The visible brickwork on the first floor is attractive but the profusion of electric wiring on the facade is unsightly. A portion of the roof has been replaced, beside which the remaining portion looks untidy. An effort should be made to clear the moss and lichen from the slates.

127. Peter Mills and Co. Norwich Irish

Satisfactory.

128. Vacant

An attractive shopfront with a tasteful colour scheme. Guttering needs attention.

129. The Price is Right

A satisfactory shopfront, although the lettering on the fascia is unevenly sized and should be replaced. The extension to the roof disrupts the street building line and the fenestration is inappropriate.

130. PMPA

The tiled finish looks dated.

131. Vacant

Mosaic finish looks dated. Fenestration is unfortunate.

132. Vacant

Recently painted, a new commercial use should be obtained for this premises.

133. Vacant

Aluminium fenestration is unfortunate. The size of the display window should be reduced, perhaps with the use of a stallriser.

134. Vacant

An attractive example of a traditional shopfront, the use of colour to relate both residential and commercial purposes is effective. The building is in an excellent state of repair and is an impressive contribution to the streetscape.

135. Richie's and A Cut Above

Both signs are of a similar design and are satisfactory. Outside display of greenery is attractive, although the footballs and other plastic goods give the street a cluttered feel. Illuminated hanging sign is unsightly as is the loose wiring on the facade. Hanging baskets are an attractive addition.

136. T. Hyland and Sons

The oversized aluminium display windows are inappropriate, and the stickers inside are unsightly. The plastic

illuminated name sign and brickwork look dated. The finish has not been maintained and appears dirty. The flat roof does not retain the existing building line of the street. The tangle of overhead wiring above the building is obtrusive.

137. Arklow Credit Union Ltd.

Satisfactory.

138. The Harbour Bar

The fenestration design on the ground floor is inappropriate. The paintwork on the fascia is beginning to fade and should be replaced. The broken illuminated hanging sign should be replaced with a more suitable design. The wiring attached to the facade should be tidied up to make it less obtrusive.

139. Ergas

The cylinder design on the facade and window stickers are inappropriate.

140. Driftwood Design

The lettering on the fascia is too plain and should be redesigned. The cornice is in need of repair.

4.2 Back Street

4.2.1 Back Street (West Side)

141. Kingshill Stores - Vacant (See Plate 4)

Paintwork needs to be refreshed. Sheet metal roofing is unfortunate, should be painted to reduce its visual impact. Guttering needs to be repaired.

142. Vacant (See Plate 4)

The paintwork is flaking and peeling and in need of immediate attention. Illuminated hanging sign should be removed.

143. Trade Winds Take Away, Vacant premises and Motorbike Shop

Trade Winds shopfront is satisfactory. Fenestration on the vacant shopfront is unfortunate. The fascia on the motorbike shop should be replaced. The use of pilasters on the vacant and motorbike shops would help to break up the large expanse of building which looks obtrusive at present. The finish on the upper floor is dull and in need of painting. The fenestration is unfortunate. The flat roof is unsuitable in this area. Wiring attached to the northern gable of the building is obtrusive.

144. John Sweeney and Sons

Satisfactory.

145. Sweeney's Funeral Home

Satisfactory.

146. Bri-Ann's Hair Salon

Shopfront is satisfactory but the fascia section interferes with the first floor window. Loose wiring is unsightly.

147. John Byrne

Illuminated name sign is inappropriate and should be removed, with lettering placed on the fascia instead. The rest of the building is satisfactory, although the window on the ground floor to the left upsets the symmetrical balance.

4.3 Bridge Street

4.3.1 Bridge Street (North-western Side)

151. Mural

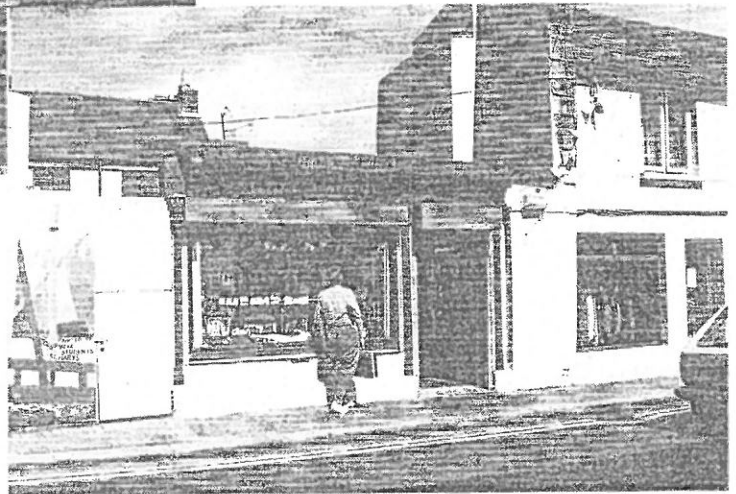
The use of the mural is effective in partially masking demolition work that has taken place at the end of middle Main Street. The use of strong colours is in keeping with traditional streetscape colour schemes in this part of the country.

PLATE 4:



**J.J. Owens and Son
(see section 4.1.6, 71 (ii))**

This building is in need of a fresh coat of paint. The stickers in the display windows and the projecting sign are obtrusive and should be removed.



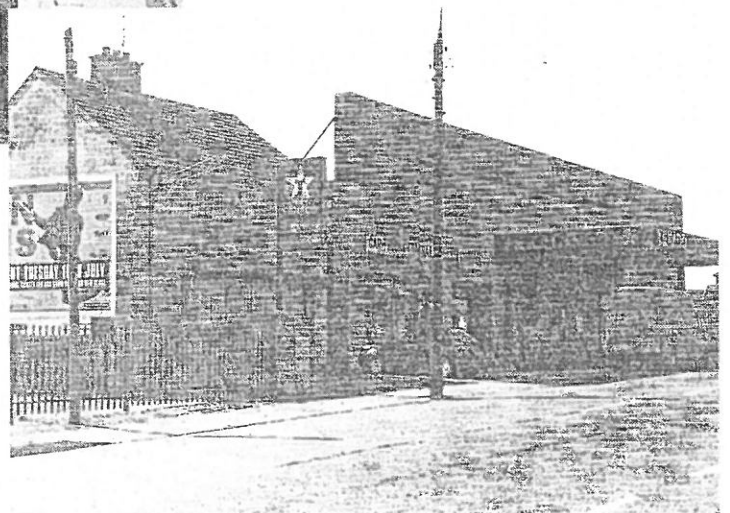
Laurence J. Burke (see section 4.4.1, 152)

The roof does not respect the existing building line. Protruding shutter boxes below the fascia are unattractive.



**Kingshill Stores and Vacant Premises
(see section 4.1.8, 141 & 142)**

The paintwork on both buildings is in need of attention. The sheet metal roofing on Kingshill Stores is unfortunate. Painting it in a suitable colour may improve its appearance.



Texaco and adjacent Dwelling (see section 4.6.2, 182)

The dwelling is in a poor state of repair. The advertising board on the gable is unattractive. The sheet metal of the Texaco Garage looks dull. The buildings add an untidy element to the streetscape.

152. *Laurence J. Burke (See Plate 4)*

Shutter boxes above the door and windows are unsightly, as is the projection over the name sign that almost obscures the lettering from view. Consideration should be given to reconstructing the upper floors of the building in order to continue the building line of the street in harmony with the adjacent buildings.

153. *Quality Dry Cleaning*

The absence of a name sign on this shopfront makes it difficult to recognise as a commercial building. The neon sign in the window does not adequately compensate for the missing name sign as it is difficult to see in daylight. The fenestration on the ground floor is out of proportion in relation to that on the first floor. The paintwork is in need of attention, especially on the ground floor.

154. *Bridge Centre*

The protruding extension on the first floor is unsightly and does not respect the existing building line of the street. The timber sheeting is not suited to the design of the building or the streetscape as a whole. The ground floor shopfronts are satisfactory, although the posters in the windows are inappropriate.

155. *The Bridge Hotel*

A large and imposing building, it forms an impressive end to this side of the street. The building line is broken on the side of the bridge centre, where there is one bay of two storey before the three bays of three storey. The PVC fenestration is unfortunate as it is not in keeping with the style of the building. The mural on the gable, visible when approaching from Ferrybank, is attractive and colourful, although the lettering is gaudy and dated. Hanging baskets, flower pots and window boxes are used to full effect.

4.3.2 Bridge Street (South-eastern Side)

156. *Hibernian Insurance*

See Lower Main St. (East side)

157. *Avondale Travel*

An attractively maintained shopfront, although the window stickers are inappropriate. The original fenestration has been retained on the first floor, as well as the doorcase on the ground floor. The shopfront and the rest of the building have been painted to harmonise with each other, which they do successfully.

158. *The Brook Café*

The fascia is too wide for its height and the paint is chipped, giving it an untidy appearance. The building is of 1970's appearance, having elements such as the first floor aluminium fenestration that now look dated.

159. *Headlines*

This shopfront has been placed in a building that was intended for residential use. Therefore it looks out of place and upsets the balance of the streetscape.

4.4 Tinahask Street

4.4.1 Tinahask Street (North Side)

148. *Monahan's Shipbrokers*

The fascia is too high for its width, otherwise, it is satisfactory. The colour scheme is attractive although the western facing gable should be painted. Wiring over the second door is obtrusive and is beginning to spoil the paint finish.

149. *M. Stevens Ltd.*

The outside display looks untidy, as does the mixture of different signs. The name sign itself is satisfactory, although the fascia is quite long for its width.

4.4.2 Tinahask Street (South Side)

150. *The Dainty Bakery*

An attractive shopfront. The quoining between the two sections of the building should be painted red or removed. The overhead wiring attached to the building is unsightly.

4.5 Ferrybank

(See **Figure 4: Ferrybank and the Quays**)

4.5.1 Ferrybank (South-eastern Side)

160. Masonic Hall

An attractive and important feature of this streetscape, it is in a good state of repair. The surrounding railings are also in a good state of repair. The buildings on the docks are visible behind the hall and should be screened, possibly using trees. The building itself should be cleaned.

161. Burmah and Animal Health Centre

The materials and colouring used in this building are inappropriate in this setting. The projecting plastic and illuminated signs are obtrusive and are ill-suited to the design of the streetscape.

162. The Style Bureau

This shopfront is attractive in itself but it spoils the line of the building of which it is part. The building is in a good state of repair although the paintwork needs attention, especially on the plinth and around the otherwise very impressive doorcase. The wiring attached to the front of the building is obtrusive and the replacement of the original fenestration style on the first floor is unfortunate.

163. Mill's Newsagents

The aluminium display windows look dated, especially when coupled with the illuminated plastic sign. The illuminated hanging sign is obtrusive in these surroundings as are the window stickers. The first floor should be painted to create a sense of continuity throughout the building, as opposed to breaking it up as it does at present.

164. Terrace containing Elizabeth's

The terrace adjacent to Mills newsagents is an impressive building painted in a mock Tudor style at first floor level. The first two sections of the building appear to have contained commercial premises, due to their large first floor fenestration. Elizabeth's fascia board is acceptable although it does not entirely obscure the previous lettering on the wall, which should be removed.

165. Spar

The illuminated plastic sign is unsightly and is unsuitable in such a predominantly residential area. The building is in a good state of repair, although overhead wiring is obtrusive.

4.5.2 Ferrybank (North-western Side)

166. Raymond Gaffney and Sons

An attractive shopfront, although the fascia is in need of attention.

167. Cannon Gift Shop

The design is inappropriate in terms of blending in with the streetscape. An alternative should be sought for the shutter boxes above the display windows, as they are obtrusive.

4.6 Wexford Road

(See **Figure 5: Wexford Road**)

4.6.1 Wexford Road (North Side)

168. Brauder's Newsagent and Foodstore

The display windows on this premises are in a poor state of repair. Torn window stickers and posters are an unsightly display. The illuminated name sign and vertical projecting sign are unattractive and dated. On the first floor, the pebble dash finish is in need of cleaning or painting.

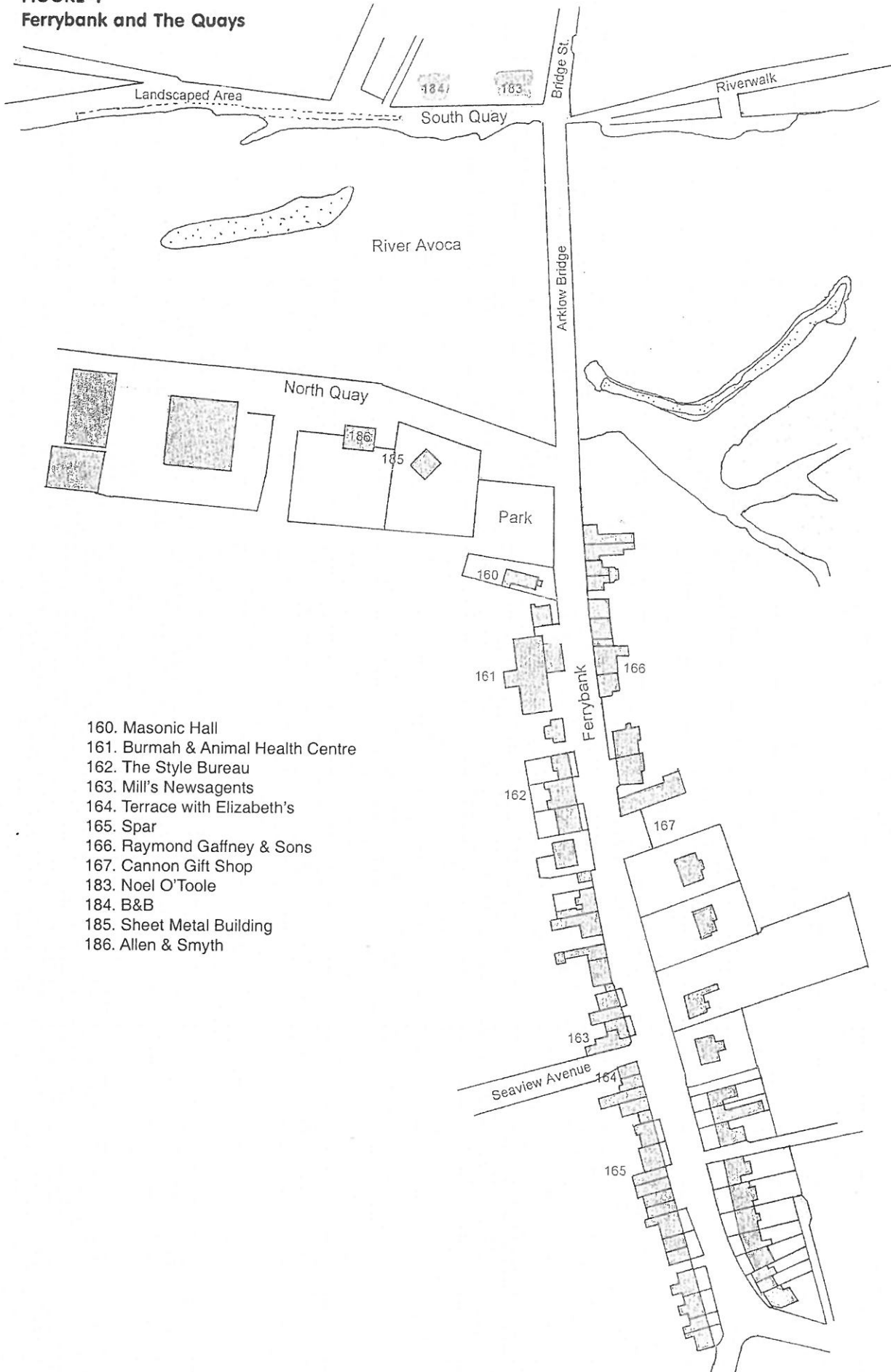
169. East Ocean Chinese Restaurant and Take Away

A satisfactory shopfront, although the building does not respect the existing street building line. The fenestration on the first floor is inappropriate.

170. Ceramic Tile Centre

The fascia needs to be secured properly, as the present securing method is causing an unsightly rippling effect.

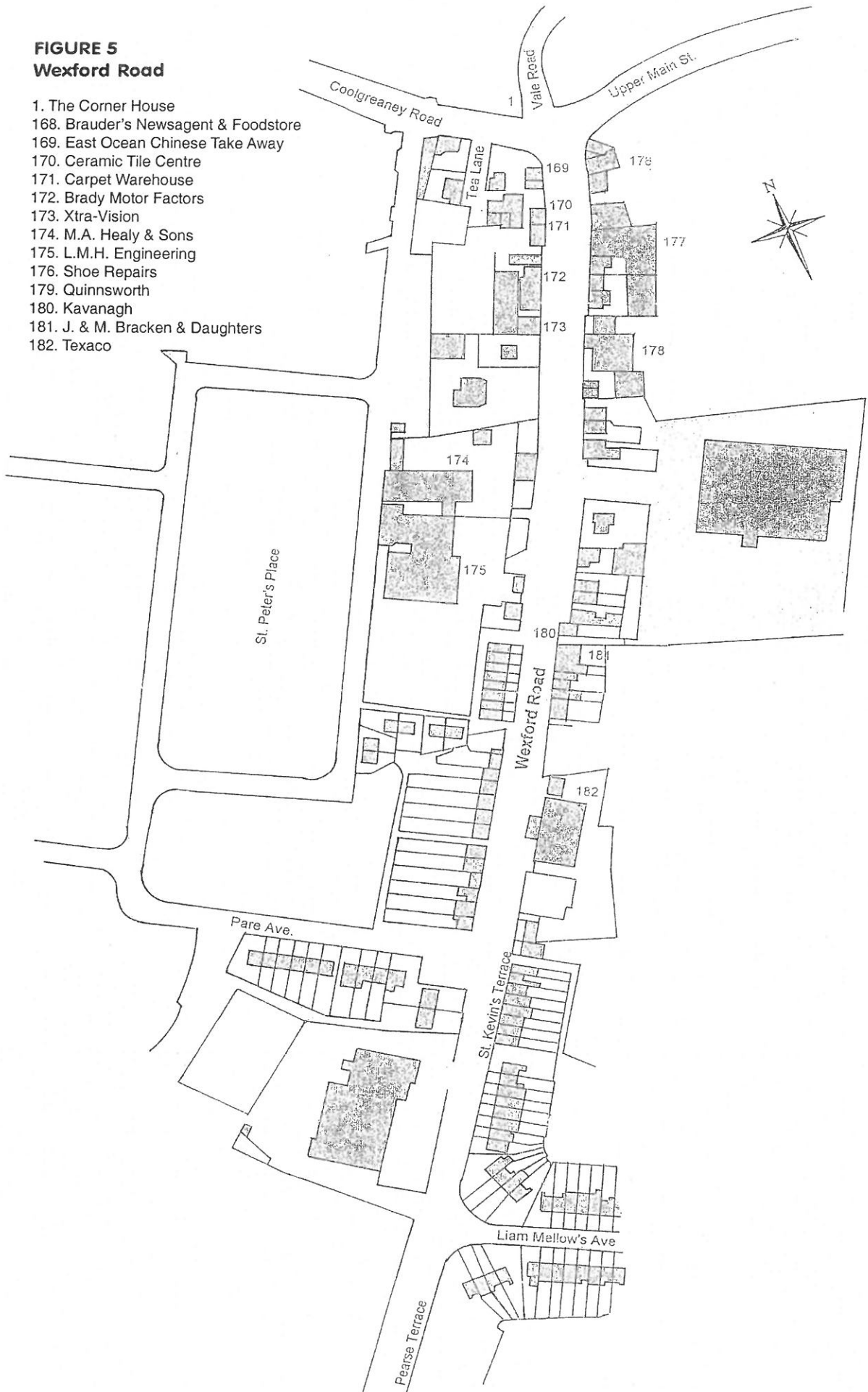
FIGURE 4
Ferrybank and The Quays



- 160. Masonic Hall
- 161. Burmah & Animal Health Centre
- 162. The Style Bureau
- 163. Mill's Newsagents
- 164. Terrace with Elizabeth's
- 165. Spar
- 166. Raymond Gaffney & Sons
- 167. Cannon Gift Shop
- 183. Noel O'Toole
- 184. B&B
- 185. Sheet Metal Building
- 186. Allen & Smyth

FIGURE 5
Wexford Road

- 1. The Corner House
- 168. Brauder's Newsagent & Foodstore
- 169. East Ocean Chinese Take Away
- 170. Ceramic Tile Centre
- 171. Carpet Warehouse
- 172. Brady Motor Factors
- 173. Xtra-Vision
- 174. M.A. Healy & Sons
- 175. L.M.H. Engineering
- 176. Shoe Repairs
- 179. Quinnsworth
- 180. Kavanagh
- 181. J. & M. Bracken & Daughters
- 182. Texaco



The building appears to be in a good state of repair and the colour scheme is both attractive and appropriate to the streetscape, although the wiring attached to this building and the adjacent one detract from this effect.

171. Carpet Warehouse

The display windows are over-large for their purpose. The colour scheme is satisfactory.

172. Brady Motor Factors Ltd.

Shutter boxes above the display windows are unsightly and should, where possible, be recessed. The illuminated name sign is faded and the different lettering styles add to its dated look. The first floor fenestration is unfortunate, as is the projecting illuminated plastic sign. The strong horizontal emphasis of this building frontage is not in harmony with the streetscape.

173. Xtra-Vision

A satisfactory shopfront of a modern design, maintained in a good state of repair. The upper floor, although in a good state of repair, does not retain the existing building line or harmonise in terms of style, with the surrounding streetscape.

174. M.A. Healy and Sons

This building is in a good state of repair. Lettering is clear and suited to its purpose. Landscaping to the front of the building and outside the wall is well executed and creates an attractive softening effect, contrasting with the harsh, square lines of the building. The sheet metal roofing of the surrounding buildings is unfortunate, although their satisfactory state of repair is to be commended.

175. LMH Engineering

This large building appears out of place in such close proximity to an exclusively urban setting, although this is mainly due to its scale as opposed to its design. The sheet metal construction is unfortunate.

4.6.2 Wexford Road (South Side)

176. Shoe Repairs

Should be replastered and painted. Otherwise, an attractive building that retains the character of the streetscape.

177. Carpet Warehouse

The plaster and paintwork, fenestration and fascia all require urgent attention. Design is ill-suited to the streetscape. The sheet metal roofing is unfortunate.

178. Brady Bros.

Well maintained, although the attempt to cover shutter boxes with advertising has not been successful in terms of improving their visual appearance. The projecting sign is inappropriate in terms of its scale.

179. Quinnsworth

Landscaping at the entrance to this building reduces its visual impact to the extent that only the illuminated trademark lettering is visible from the street.

180. Kavanagh

An attractive shopfront and building, although the outside display of gas cylinders and briquettes is unsightly.

181. J. & M. Bracken and Daughters

An attractive shopfront, somewhat spoiled by the advertising stickers in the window.

182. Texaco and adjacent Dwelling (See Plate 4)

The dwelling beside the forecourt is in need of immediate attention. The hoarding on the gable is unsightly. The design and finish of the garage building itself are dull and unattractive, and the plastic illuminated signs do nothing to improve this effect. The same applies to the excess of overhead wiring and poor sign design.

4.8 Quays

(See Figure 4: Ferrybank and the Quays)

4.8.1 South Quay

183. *Noel O'Toole*

Satisfactory.

184. B & B

This is a large and important feature in the streetscape. The paintwork is in need of urgent attention. The wiring attached to the facade should be removed.

Further down the South Quay, landscaping has taken place, facilitated by the wider section of road. This landscaping is very successful when viewed from the eastern end of the quay, but does little to relieve the bare appearance of the view from the bridge, which contains the main industrial area of the town.

4.8.2 North Quay

Landscaping is present at the junction of Ferrybank and the North Quay. This is continued all the way down towards the harbour, where tree planting has taken place. This tree planting does little to reduce the visual impact of the large sheet metal building adjacent to Allen and Smyth. Painting of this building in a suitable colour may be more successful in this respect.

3.3.3 Beresford Terrace

Terrace in Victorian manner, should be preserved.

5. GENERAL RECOMMENDATIONS

5.1. General Problems That Occur With Shopfronts In Arklow

- Some shopfronts are constructed of poor quality materials,
- There are a number of ill-placed advertising billboards.
- There are many unpainted security shutters
- Many attractive shopfronts have been spoiled by a clutter of advertising on the inside of the display window
- A number of shopfronts, particularly 1970's examples, have not been designed in harmony with their location, and have a disruptive effect on the streetscape.

Guidelines for the sensitive development of new shopfronts, and redevelopment of existing unsatisfactory examples are laid out as follows;

1. Attention must be paid to proportions of existing buildings, and an appropriate architectural expression should be achieved at ground floor level in harmony with the building overhead. Traditionally, towns and villages in Ireland have a vertical emphasis with relatively narrow frontages. The addition of a shopfront with horizontal emphasis will contrast sharply.
2. Shopfronts should compliment the style of an existing building, and the materials used should compliment the building. A modern shopfront can compliment a building by use of sympathetic materials and proportions. The use of traditional materials helps new shopfronts to relate to the upper sections of older buildings. Generally materials to be avoided would be decorative or artificial stone, Formica, mosaic tile, or multi-coloured tiling.
3. Horizontal harmony should be achieved by relating to adjacent shopfronts.
4. The use of carefully selected colour can greatly enhance a streetscape. The colour used on the upper floor should compliment that used on the shopfront.
5. The use of unpainted security shutters is common in Arklow. Although undoubtedly necessary, these shutters are unattractive and discourage window shopping. In many cases, the shutter boxes are not integrated in the design, and are an incongruous addition. Mesh grilles are more acceptable than solid roller shutters as the window display can still be viewed when the shop is closed. Painted roller shutters located internally to the

rear of the display area would provide a more satisfactory solution.

6. Detailing at the entrance to a shop can be used to direct people into the premises. Detailing should be in harmony with the footpath.
7. Direct trading on the street should be discouraged as it created an air of clutter. Fruit and vegetables may make an attractive display, but gas cylinders, coal sacks, and briquettes do not.
8. Access for the disabled should be incorporated into the design. The use of security stanchions to the street should be discouraged.
9. In signwriting the style of lettering should be legible and appropriate in size to its position on the building. On older buildings, painted lettering would give the most satisfactory appearance. Where buildings do not lend themselves to the use of a fascia it is often better to apply the lettering to the wall if it has a plain surface.
10. A standard Corporate image, which many commercial establishments have utilised as a shopfront may not be suitable for every location. Compatibility with the individual building, and the general streetscape must be the prime consideration rather than uniformity between branches of the one company.
11. Canopies should generally be fitted into recessed blind boxes so that they do not protrude when closed. Perambulator canopies are generally out of place.
12. Projecting signs should be limited in their use and the detailing of such signs is important. The scale and positioning should be in character with the facade. Smaller signs should be located at fascia level and fixed to the pilasters. There should be only one sign to each building frontage. This type of advertising is used to best advantage along narrow streets where fascias cannot easily be read.

5.2. Importance Within A Streetscape Context

Shopfronts define the character of the central area, and it is of the highest importance that those shopfronts harmonise with their surroundings, complimenting the streetscape rather than jarring with it.

New shopfronts must respect the scale and proportions of the streetscape by maintaining the existing pattern of development along the street. Poor design and excessive advertising can combine to spoil an otherwise attractive building and streetscape and can have an adverse effect by making the area unattractive to shoppers.

In summary;

- It is a mistake to upset the hierarchy of buildings in a street.
- The design of a new shopfront should relate to the architectural character and scale of the buildings of which it forms a part.
- Shopfronts should relate sympathetically to the upper floors of the premises in scale and structural context. Existing features provide an opportunity for design ideas - string courses, plaster detailing, fascias, or pilasters.
- It is important to relate to the fascia heights of adjoining shops.

Each property owner has a responsibility to protect the individual character of a street. There is no such thing as a building that does not contribute.

6. ELEMENTS OF A TRADITIONAL SHOPFRONT

The design of shopfronts has evolved over centuries through changes in retail patterns, and the introduction of new technologies and materials. Traditionally shopfronts were applied to the facade of a building rather than built in and were composed of the elements shown in **Figure 6: Elements of a Traditional Shopfront**.

The design is generally simple providing strong vertical support for the fascia that is of a design and shape to suit the building. The pilasters appear to support the carry the weight of the fascia and the wall above. They may be

constructed of stone, plaster or timber, and may have decorative fluting, carved panels, or a plain surface. The top of a pilaster may be plain or decorative, the base always contains a plinth.

The entablature contains the frieze, cornice, and architrave. The cornice is a projecting element over the fascia, keeping rain off the shopfront and giving strength and emphasis to the top of the shopfront.

- The depth of the fascia depends on the length, the space between the windows, the cornice and the architrave design, and the building detailing.
- Fascia boards are often angled to direct the reflected sunlight at the shopper.
- Fascia lettering should be handpainted or raised, and should be bold and simple.
- Sign writing is only applied to the fascia and should not be applied higher up the facade.
- In general, brand advertising is not acceptable on fascias.
- Fascias should not link buildings of different styles.

The use of stallrisers which is the area below the display window, originated as a way of reducing the expanse of glass, as well as a device to integrate the shopfront with the building. It also has the benefit of protecting the window from feet, dogs, and moisture. As a rule, stallrisers should not be lower than the adjoining base.

Shutters were painted wooden panels that were lifted out.

Traditional canvas open ended blinds are often used as protection from the sun, and provide interest and colour to the street. Generally they are fitted into recessed blind boxes, so as not to look unattractive when closed. Canvas canopies should be cleaned regularly and well maintained.

6.1. Colour

The use of carefully selected colours can greatly increase the appearance of a streetscape, and many local authorities have a palette of colours suitable for use in their area. The colour used on a shopfront should compliment the colour of the building above, and vice - versa.

There are four main categories of colour schemes commonly seen in towns and villages in Ireland;

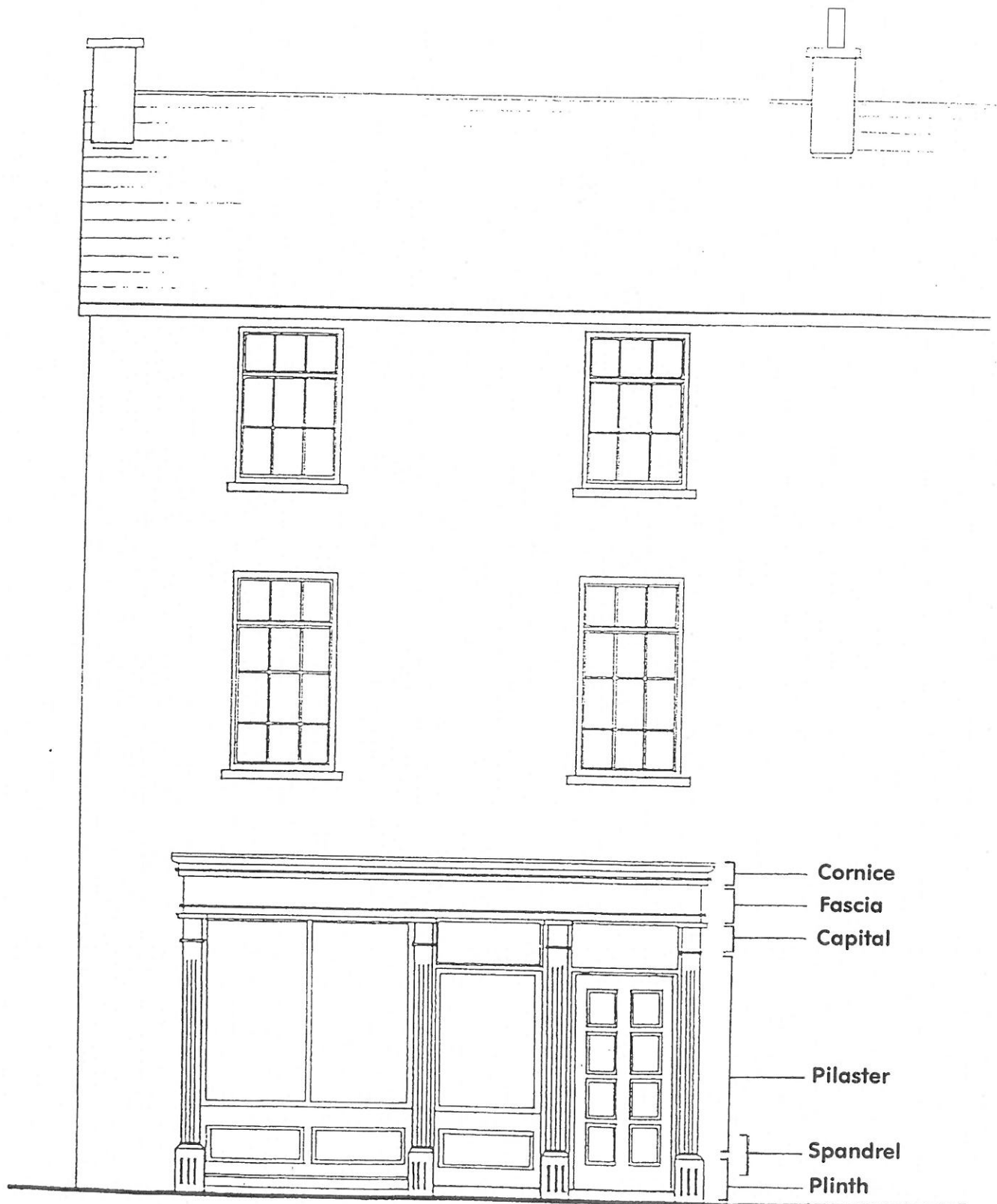
Render: This is where the sand / cement finish is left unpainted. There are many fine examples of nineteenth century 'roman cement' that has a rich, grainy texture. The render is often decorated with techniques that vary from simple scoring of coursing lines to elaborate mouldings that imitate stone or timber. Colour is used to articulate doors and windows, surrounds, and decorative metal work.

Neutral colour: This is where the bulk of the building is painted white, off-white, cream or some other neutral colour. The architecture is often highlighted in contrasting colours.

Pastels: This colour scheme is most common in the midlands, and east of the country. The colours are muted, but definite relationships exist, such as the harmony, or contrast, of warm or cool colour schemes.

Strong Colours: This is common in the south, and west of Ireland. Very vivid colour schemes are usually confined to focal buildings, such as pubs or shops. They are difficult to design as they require confidence, and an intuitive eye for colour relationships. These colour schemes require a high degree of maintenance or they will soon look very run - down.

FIGURE 6
Elements of a traditional Shopfront



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Arklow Streetscape, Arklow U.D.C.