

Arklow Town and Environs Development Plan 2011 - 2017



April 2011



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Chapter 1

Preamble

1.1 Introduction

This is the Development Plan for Arklow Town and Environs, prepared by Arklow Town Council in conjunction with Wicklow County Council, in accordance with the Planning and Development Act 2000 (as amended).

Pursuant to Section 9 of the Planning & Development Act 2000 (as amended) every planning authority is required to prepare a development plan every six years and a planning authority that is a town (urban) council may with the agreement of one or more planning authorities, which are adjoining councils, make a single development plan for the area and environs of the town (urban) district.

This development plan refers to the administrative area of Arklow Town Council and the environs around Arklow, within the administrative area of Wicklow County Council as shown on Map 1.01 included in this chapter. The development plan sets out an overall strategy for the proper planning and sustainable development of the Plan area.

This development plan is entitled “Arklow Town and Environs Development Plan 2011-2017” but for simplicity purposes it will be referred to as “the Plan” or the “plan area”.

References to the ‘Planning Authority’ throughout this plan shall be taken to mean the Planning Authorities of Arklow Town Council and Wicklow County Council.

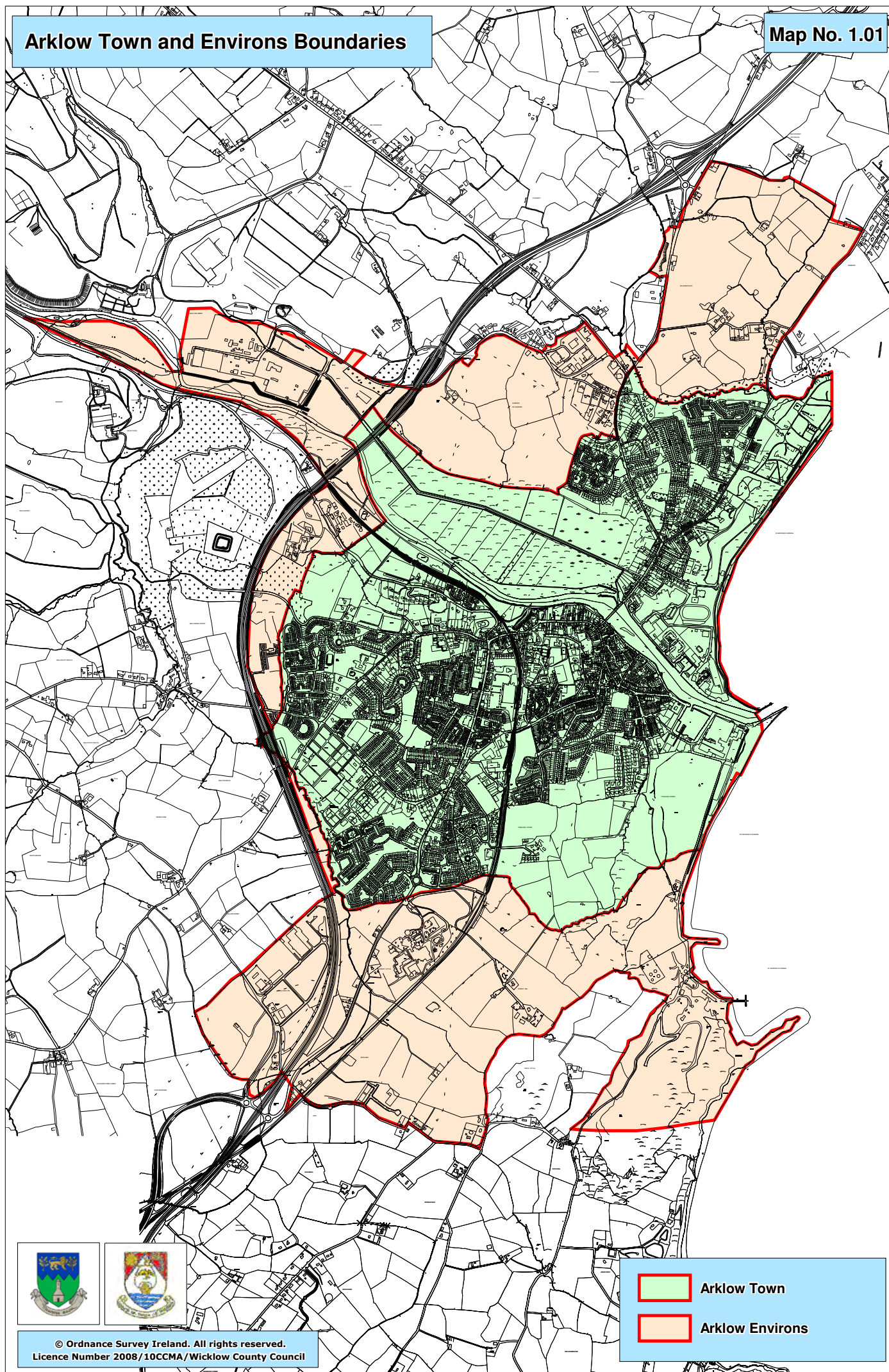
The plan consists of a Written Statement and Development Plan maps. The Development Plan also includes (as separate documents) an Environmental Report, an Appropriate Assessment Screen (under the Habitats Directive) and a Register of Protected Structures.

The written statement is divided into eleven chapters / sections as follows:

Chapter 1	Legislative and Planning Context
Chapter 2	Core Strategy
Chapter 3	Settlement and Housing Strategy
Chapter 4	Main Street Strategy
Chapter 5	Transportation
Chapter 6	Economic Development, including Retail and Tourism
Chapter 7	Natural and Built Heritage
Chapter 8	Service Infrastructure - Waste, Water and Energy
Chapter 9	Community Infrastructure - Recreation, Amenity and Education
Chapter 10	Action Area Plans
Chapter 11	Land Use Zoning Objectives & Map

Appendices

Appendix 1	Register of Protected Structures
Appendix 2	Wicklow County Council Housing & Retail Strategies
Appendix 3	Strategic Environmental Assessment/Appropriate Assessment



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Arklow Town
Arklow Environs

1.2 Legislative Basis

Part II of the Planning and Development Act 2000 (as amended) sets out the legislative foundation for development plans. A development plan must set out an overall strategy for the proper planning and sustainable development of the area and shall consist of a written statement and a plan or plans indicating the development objectives for the area in question.

The plan must include a number of mandatory objectives for:

- The zoning of land;
- The provision of infrastructure;
- The conservation and protection of the environment;
- The integration of social, community and cultural requirements;
- The sustainable development of the area;
- The preservation of the character of the landscape;
- The protection of structures and preservation of Architectural Conservation Areas;
- The renewal and development of areas in need of regeneration;
- The preservation, improvement and extension of amenities and recreational amenities;
- Major Accidents Directive (Seveso sites);
- The provision of community facilities.

1.3 Purpose of the Plan

The purpose of the development plan is:

- To provide a blueprint for the sustainable development of the plan area in order to realise its full potential in the interests of the town and county;
- To provide a detailed framework for the management and regulation of development and use of land that will guide day to day planning decisions;
- To include proposals for the development and use of land and to zone lands for specific purposes which will provide guidance and information for developers and the public;
- To promote the economic, social and cultural development of the town and its environs;
- To give local communities the opportunity to participate in the planning process as it relates to their local area and their daily lives.

1.4 Format

The development plan comprises this written statement with supporting land use zoning and objective maps. The written statement includes Arklow Town Council's and Wicklow County Council's objectives, where applicable, and objectives for the development and use of land. In the event of any conflict or ambiguity between what is contained within the written statement and the supporting maps, the written statement will take precedence.

1.5 Stages of the Plan making process

There are 3 stages in the review and the making of a development plan which are detailed below:

Stage 1 – Pre Draft

- Background work, data gathering;
- Initial notification in a newspaper circulating in the area of the planning authorities' intention to prepare a new development plan;
- Consultation with prescribed bodies, service providers, government agencies and departments and members of the public;
- Report to the Elected Members outlining the Town and County Manager's responses to issues raised in public consultation and recommendations on objectives to be included in the development plan;
- The issuing of directions to the Managers by the Elected Members of the Planning Authority regarding the preparation of the plan;
- Scoping of environmental report (SEA) and Appropriate Assessment (AA)

Stage 2 – Preparation of the Draft Plan

- Submission by the Town and County Managers of a draft plan to the Elected Members for their consideration;
- Consideration by the Elected Members of the draft plan, including the making of amendments;
- Sending notice and a copy of the draft plan to prescribed bodies;

- Public display of draft plan and environmental reports and invitation of submissions.

Stage 3 – Making of the Development Plan

- Preparation by the Managers of a report on submissions received;
- Consideration by the Elected Members of the draft plan, submission received and the Managers' report;
- Making of the development plan by accepting or amending the draft, except where an amendment represents a material alteration of draft plan;
- In this case, material amendments go on public display, including amending environmental reports if necessary, for a further period of 4 weeks;
- Preparation of a Managers' report on submissions;
- Consideration of the amendment and Managers' report by the Elected Member;
- Making of the plan by the elected Members of the Planning Authority.

1.6 Development Management

Development Management is the statutory process that manages development in accordance with proper planning and sustainable development having regard to the objectives set out in the Development Plan, and the policy of the Government, the Minister or any other Minister of the Government, in the interests of the common good. The plan, being a strategic document, sets out these broad policies and objectives the details of which are subject to best practice interpretation and analysis depending upon the nature and specifics of the development proposed.

The granting of planning permission does not per se enable development to be undertaken as such development will have a legal context outside the remit of the permission. It will also be required to conform to the requirements of legislation and regulations that are outside the scope of planning legislation and that will impact upon the specific development proposed.

The achievement of the objectives of the Plan will frequently be dependent on the availability of appropriate levels of finance. Accordingly, the Council will actively and innovatively strive to identify and secure resources from both public and private sectors, to implement the provisions of this Plan and facilitate private investment, in accordance with this Plan.

To facilitate the implementation of roads and transportation, water and drainage, and community facilities infrastructure, the Local Authority will require contributions from benefiting developers. Contributions shall be required in accordance with the Local Authority's Development Contribution Scheme, prepared under Section 48(1) of the Planning and Development Act, 2000.

1.7 Enforcement

It is the policy of the Planning Authority that development will be controlled in accordance with policies and objectives set out in the Arklow Town and Environs Development Plan and in accordance with the principles of proper planning and sustainable development.

With regard to the enforcement provisions of Part VIII of the Planning and Development Act, 2000 (as amended), the role of the Planning Authority is to undertake enforcement action where necessary with respect to the non-compliance with conditions attached to planning permissions and the carrying out of non exempted development without the benefit of planning permission. Furthermore the Planning Authority has special control powers under current legislation pertaining to such areas as protected structures and tree preservation orders.

In addition, the Planning Authority will continue the practice of granting planning permission with the inclusion of conditions requiring levies and/or bonds to be paid to ensure compliance with the conditions of the permission.

1.8 Ministerial Guidelines, Directives and Directions

In accordance with Sections 28, 29 and 31 of the Planning and Development Act 2000 (as amended), the Minister may issue Guidelines, Policy Directives and Directions to local authorities regarding any of their functions under the 2000 Act. Section 28 stipulates that the Minister may issue guidelines to Planning Authorities and that they shall have regard to those Guidelines, while Section 29 provides that the Minister may issue policy directives and that Planning Authorities shall comply with such directives.

Section 31 facilitates the Minister in issuing directions regarding development plans. This includes where either a draft plan or a development plan fails to set out an overall strategy for the proper planning and sustainable development of their area or otherwise fails to comply with the provisions of the Planning Acts.

1.9 Strategic Environmental Assessment and Appropriate Assessment

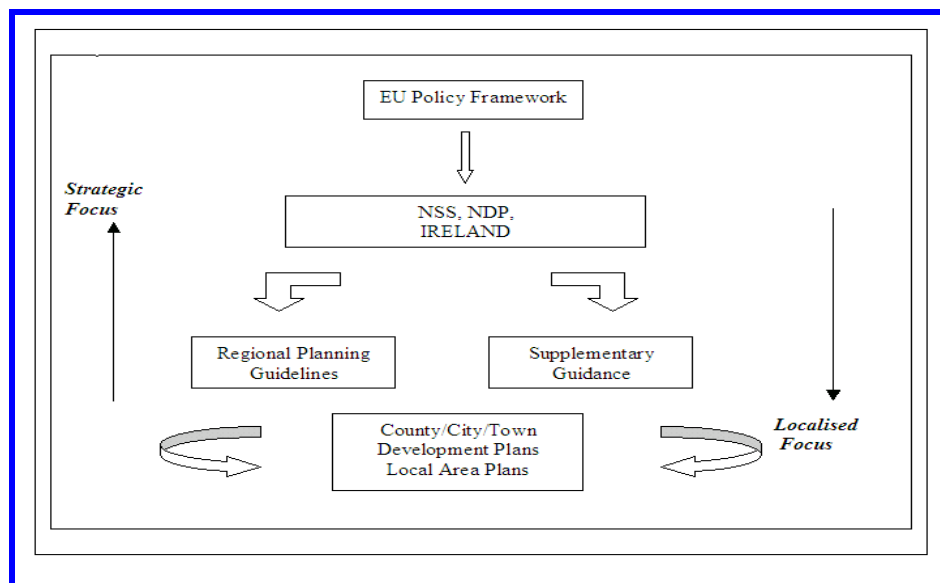
Strategic Environmental Assessment (SEA) is the formal systematic evaluation of the likely significant environmental effects of implementing the development plan prior to any decision on its adoption. The Environmental Report has examined the likely significant environmental impacts of the policies and objectives of the Arklow Town and Environs Development Plan. Any amendments made to the plan were also subject to the Strategic Environmental Assessment (SEA) process. In accordance with Article 6(3) of the EU Habitats Directive 1992 and the Appropriate Assessment Guidelines 2009 this plan has been screened for impacts on Natura 2000 sites. The Habitats Directive introduces for the first time for protected areas, the precautionary principle; that is that plans and projects can only be permitted having ascertained no adverse effect on the integrity of the site. Plans and projects may still be permitted if there are no alternatives, and there are imperative reasons of overriding public interest. In such cases compensation measures will be necessary to ensure the overall integrity of network of sites.

1.10 Monitoring, Review and Implementation

The Town and County Councils will jointly ensure that this development plan is regularly monitored and reviewed as necessary. The development plan cannot foresee all future issues and circumstances that may arise and therefore, regular monitoring and review will be required. The plan will be implemented through the development management process.

1.11 Hierarchy of Plans

The Arklow Town and Environs Development Plan falls within a hierarchy of spatial strategies and plans. The hierarchy follows the format detailed in the diagram to follow with high level European, national, regional and local documents feeding progressively down into specific local plans and policies.



1.12 European framework

While a wide range of EU policies and directives have bearing and influence on the crafting of this plan, the principal areas of relevance to this plan are those addressing water quality and protected habitats.

1.12.1 Water Framework Directive (2000) and Groundwater Directive (2006)

The EU Water Framework Directive (WFD) is an important piece of EU environmental legislation, which aims at improving our aquatic environment. It requires governments to take a new holistic approach to managing their waters. It applies to rivers, lakes, groundwater, estuaries and coastal waters. The Groundwater Directive complements the WFD by establishing environmental objectives for groundwater chemical status and ensuring continuity with previous Groundwater Directives. These directives aim to achieve good ecological status in all waters by 2015, protect high ecological status in our pristine waters and authorities must ensure that this status does not deteriorate in any waters. Local Authorities are charged with implementing the Water Framework and Groundwater Directive objectives.

For the purpose of implementing the WFD, Ireland has been divided into eight river basin districts or areas of land that are drained by a large river or number of rivers and the adjacent estuarine / coastal areas. The management of water resources will be based on these river basin districts. Within each River Basin District - for the purpose of assessment, reporting and management - water has been divided into groundwater, rivers, lakes, estuarine waters and coastal waters which are in turn divided into specific, clearly defined water bodies. River Basin Management Plans list the current status of our waters and detail the measures required to bring those failing back to good status and maintain the high status of our pristine sites.

1.12.2 Habitats Directive (1992)

Directive 92/43/EEC on the Conservation of Natural Habitats and Wild Fauna and Flora – the ‘Habitats Directive’ - provides legal protection for habitats and species of European importance. Article 2 of the Directive requires the maintenance or restoration of habitats and species of European Community interest, at a favourable conservation status. Articles 3 - 9 provide the legislative means to protect habitats and species of Community interest through the establishment and conservation of an EU-wide network of sites known as *Natura 2000*. Natura 2000 sites are Special Areas of Conservation (SACs) designated under the Habitats Directive and Special Protection Areas (SPAs) designated under the Conservation of Wild Birds Directive (79/409/EEC).

1.13 National Framework

1.13.1 National Spatial Strategy 2002-2020 (NSS)

The NSS is a plan that takes a longer and more strategic view over a twenty-year period than the six-year life span of a Development Plan. Its focus is on balanced regional development throughout the regions in Ireland. Balanced regional development is defined as “developing the full potential of each area to contribute to the optimal performance of the state as a whole – economically, socially and environmentally”. The Dublin and Mid East Region being the Greater Dublin Area, of which Wicklow is a part, includes the remaining two counties of the Mid East, Kildare and Meath and the four Dublin authorities. The eastern part of the County forms part of the Dundalk – Dublin – Waterford strategic corridor. Arklow is strategically located along this corridor and as a result benefits from good linkages to air, sea and international transport connections.

1.13.2 The National Development Plan 2007-2013 (NDP)

The ‘National Development Plan - Transforming Ireland - A better quality of life for all’ sets out strategic development frameworks for regional development, for rural communities, for all-island co-operation and for the protection of the environment with common economic and social goals. In acknowledging the importance of the spatial management of the Country, the NDP focuses upon regional development and environmental sustainability as being central to the investment structure of the plan. The NDP recognises the Dublin Metropolitan Area as the gateway within the Greater Dublin Area (of which Wicklow forms part) and the main catalyst of regional and national growth. Investment plans and priority spending areas have been identified. The integration of National Development Goals and Investment Strategies are highlighted, as are the challenges and general goals that are to be met during the term of this NDP.

1.13.3 Smarter Travel and Transport (National Transport Authority)

Transport 21 forms part of the NDP and comprises a ten-year investment programme for the development of the national road network, public transport and airports. It aims to expand capacity, increase public transport use, increase accessibility and integration, enhance quality and ensure sustainability.

Smarter Travel is a policy document, which sets out a broad vision for the future and establishes objectives and targets for transportation. The document examines past trends in population and economic growth and transportation and concludes that these trends are unsustainable into the future. The main objectives are to reduce dependency on car travel and long distance commuting, increase public transport modal share and encourage walking and cycling, improve quality of life and accessibility for all, improve economic competitiveness through maximising the efficiency of the transport system, alleviating congestion and infrastructural bottlenecks, minimising the environmental impact by reducing localised air pollutants and greenhouse gasses and improving security of energy supply by reducing dependency on imported fossil fuels.

The aim is that by 2020 future population and economic growth will have to predominately take place in sustainable compact urban and rural areas, which discourage dispersed development and long commuting. The document outlines ambitious targets, which involve a complete turnaround on current trends. It is envisaged that these targets will be achieved through a number of key actions, which can be grouped into four main areas:

- Actions to reduce travel by private car and encourage smarter travel;
- Actions to provide alternatives to the private car;
- Actions aimed at improving fuel efficiency;
- Actions aimed strengthening institutional arrangements to deliver the targets.

1.13.4 National Energy Policy

The National Energy Efficiency Action Plan 2009-2020 outlines a strategy to reduce the Country's dependence on imported fossil fuels and improve efficiency across a number of sectors as a key step in a sustainable energy policy. Energy efficiency is internationally recognised as the most cost-effective means of reducing dependence on fossil fuels. The Government's energy policy framework for the period 2007-2020 incorporates this goal and is designed to direct Ireland towards a new and sustainable energy future; one that increases security of supply, makes energy more affordable, improves national competitiveness and reduces greenhouse gas emissions.

1.13.5 National Climate Change Strategy 2007-2012

This document outlines the measures that Ireland will take in order to meet its commitment to limit its greenhouse gas emissions over the 2008-2012 period to 13% above 1990 levels, which include the following policy mechanisms:

- The need to take a long-term view having regard to likely future commitments and the economic imperative for early action;
- The promotion of sustainable development, including integration of climate change considerations into all policy areas;
- The protection of economic development and competitiveness, utilising market-based instruments with the exploitation of new markets and opportunities;
- The maximisation of economic efficiency both on a macro-economic basis and within sectors;
- An equitable approach to all sectors, having regard to the relative costs of mitigation between sectors.

1.13.6 National Heritage and Biodiversity Plans

A key objective of the National Heritage Plan (2002) is to "place heritage at the heart of public life". The plan recognises that heritage is communal and we all share a responsibility to protect it. Protection of heritage must begin at local level enabling citizens to become actively involved in preserving and enhancing that which belongs to us all. While this plan sets out a vision nationally for heritage management, it emphasises the needs to manage heritage locally, through the preparation of Local Heritage Plans.

The National Biodiversity Action Plan (2002) sets out actions for the promotion and delivery of biodiversity conservation at both national and local levels. The plan calls on each Local Authority to prepare a Local Biodiversity Action Plan, and emphasises the important role of local authorities in promoting and delivering

biodiversity conservation through local plans and programmes. Wicklow County Council has recently prepared a County Biodiversity Plan.

1.14 Regional Strategies

1.14.1 Regional Planning Guidelines for the Greater Dublin Area 2010-2022(RPGs)

The Greater Dublin Area incorporates the Dublin Regional Authority and the Mid East Regional Authority, being the geographical and administrative areas of Dublin City, Dun Laoighaire-Rathdown, Fingal, South Dublin, Wicklow, Meath and Kildare. The Regional Planning Guidelines (RPGs) is a policy document, which aims to direct the future growth of the Greater Dublin Area over the medium to long term and works to implement the strategic planning framework as set out in the National Spatial Strategy (NSS) published in 2002. The RPG's inform and direct the City and County Development Plans for each of the Councils in the Greater Dublin Area. They provide the clear policy link between national policies - the National Development Plan and the National Spatial Strategy and other national policy documents and guidance - and Local Authority planning policies and decisions.

The Regional Planning Guidelines (RPGs) make a distinction between the existing built up metropolitan area and its environs, where the built up area is the "metropolitan" and the remainder the "hinterland" with a wide range of settlement sizes that have the potential to attain an enhanced level of sustainability. In this regard Arklow is defined as Large Growth Town II in the hinterland area.

1.14.2 Greater Dublin Area Retail Strategy

The Greater Dublin Area Retail Strategy sets out a co-ordinated and sustainable approach to the assessment and provision of retailing within the Greater Dublin Area so that:

- Adequate and suitable provision is made to meet the needs of changing population patterns and provide for healthy competition and consumer choice;
- Retail in suitable locations is provided and integrated within existing growth areas and public transport investment;
- Significant overprovision, which would place more marginal locations under severe pressure and undermine sustainability driven policies aimed at revitalising town centres, is avoided.

By setting out a strategic framework for retailing, the strategy seeks to give guidance on where future retail should be provided and what issues need to be addressed. To this end, the strategy proposes a retail hierarchy as a core spatial policy around which future growth, rejuvenation and expansion in the retail sector needs to be focused. The Retail Strategy for County Wicklow is set within the context of the Retail Strategy for the Greater Dublin Area. In the regional retail strategy Arklow is identified as a Level 3 Town and/or district centres & sub county town centre.

1.15 Local Plans, Strategies and Studies

1.15.1 Wicklow County Development Plan 2010-2016

The County Development Plan addresses the issues set out in Section 10 of the Planning and Development Act 2000. In the settlement hierarchy of County Wicklow, Arklow is designated as a Large Growth Town II. These settlement types are defined as the most likely to be successful in attracting concentration of employment generating investment and these areas should have the greatest accessibility/connectivity to public transport. These centres should be economically self-sustaining, with population, including its catchments, which are able to support a wide range of facilities. While only that part of the plan area outside of the administrative boundary of Arklow Town Council is bound by the County Development Plan, the County Development Plan includes the following strategies that apply also in the Town Council area:

- The County Wicklow Retail Strategy
- The County Wicklow Housing Strategy

1.15.2 County Development Board (CDB) 'Outlook – a 10 year strategic plan for County Wicklow'

The main function of the County Development Board is to co-ordinate the plans and activities of all the main players in County Wicklow. This will ensure that the people of Wicklow will benefit from a more efficient and effective service delivery. It is important that any overlaps or gaps in this delivery are identified and addressed, in an integrated way. In order to achieve this, the CDB has drawn up a ten year Strategy for the Social, Economic and Cultural Development of County Wicklow. In addition, the strategies and operational plans of

agencies and groups in the County will be proofed against the CDB strategy. This plan can be seen as a framework for decision-making, a look into the future, a problem-solving initiative and a shared values document. The strategy will be delivered by the member organisations of the CDB through their own operational plans. Both CDB strategies and development plans are required to formulate strategies for the development of counties and consider the socio-economic and physical issues. They exist as parallel statements on the future development of the area. The focus of the CDB Strategy is on economic, social and cultural development, while the focus of the development plan is on physical development and land-use and how this can serve wider social, economic and environmental objectives. Land-use decisions must be informed by socio-economic considerations, while the spatial dimensions of the CDB strategy will reflect the land-use policies and objectives of the development plan.

1.15.3 IFPLUTS

An Integrated Framework Plan for Land Use and Transportation (IFPLUT) was prepared for Arklow in 2003. The purpose of an integrated land use and transport plan is to review the planning, development and transportation context of a settlement and its environs, and to provide land use and transportation guidance for future development.

While the principal role of such studies is to inform local planning strategies, transport has a regional dimension and therefore these plans were considered in the crafting of the town and environs plan.

1.15.4 Wicklow Outdoor Recreation, Sports and Play Strategies

Strategies have been adopted for 'outdoor recreation', 'sports and recreation' and 'play' during the life of the County Development Plan 2004-2010. All of these strategies set out policies and objectives with the ultimate goal of improving quality and life and wellbeing of Wicklow residents and visitors, and making maximum use of the County's resources, in a sustainable and sensitive manner. These strategies particularly influence the new Development Plan in the areas of tourism and recreation and community development.

1.15.5 Wicklow Waste Management Plan

A County Waste Management Plan was adopted in 2006. The overriding aim to reduce and manage waste pervades all aspects of land use and development planning and therefore is influential in the formulation of the Development Plan.

1.16 Ministerial Guidelines

Ministerial Guidelines have been prepared on a wide range of topics, and regard has been taken of all such guidelines in the preparation of this plan. Of particular relevance however are the following:

- Guidelines on Sustainable Residential Development in Urban Areas

These guidelines set out the manner in which development plans should contain policies and objectives underpinning the creation of sustainable developments. They also include clear guidance on implementation measures, particularly with regard to the phased and co-ordinated provision of physical infrastructure, public transport and community facilities.

- Guidelines on Flood Risk Management

These Guidelines contain advice to local authorities to incorporate measures to manage the risk of flooding from climate change and rising sea levels in their development plans and development management systems. Advice is also given to developers and architects on designing for flood risk including sustainable urban drainage systems. In the case of Arklow, as per these guidelines, a justification test has been carried out in the preparation of the Town and Environs Development Plan, which relates to the zoning of lands.

Chapter 2

Core Strategy

2.1 Introduction

The purpose of this chapter is to set out the vision for the future of the plan area and to provide a 'core strategy' for its spatial organisation over the plan period. This core strategy will be amplified and expanded upon in the seven strategic goals set out in this chapter and in the objectives of the entire plan to follow.

2.2 Vision

For Arklow town and its Environs (plan area) to be a cohesive community of people enjoying distinct but interrelated urban and rural environment; where natural surroundings and important resources are protected; where opportunities abound to live and work in a safe atmosphere, allowing people to enjoy the benefits of well paid jobs, a variety of housing choices, excellent public services, ample cultural and leisure opportunities, and a healthy environment.

2.3 Core Strategy

The purpose of the core strategy is to illustrate that the development objectives in the Town and Environs Development Plan are consistent as far as practicable, with national and regional development objectives as set out in the National Spatial Strategy 2002 – 2020 and the Regional Planning Guidelines for the Greater Dublin Area 2010-2022 and the Wicklow County Development Plan 2010-2016.

2.3.1 Settlement Strategy

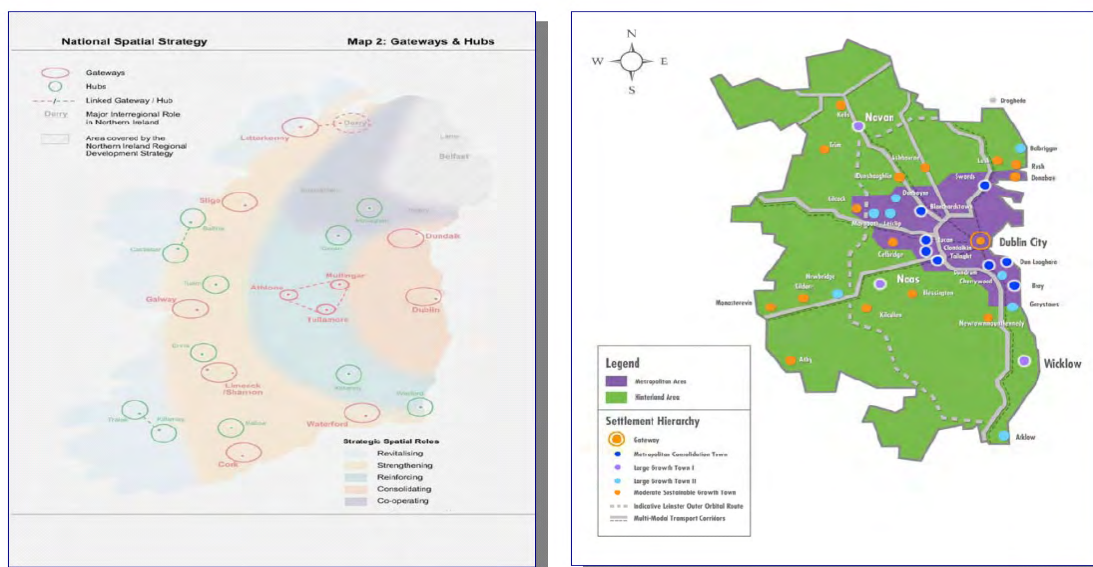
The settlement objectives for County Wicklow and for Arklow flow directly from the National Spatial Strategy and the Regional Planning Guidelines for the Greater Dublin Area as described in Chapter 1 of this plan.

National Spatial Strategy and Regional Planning Guidelines for the Greater Dublin Area

The National Spatial Strategy embodies a spatial structure of Gateways and Development Centre Hierarchy leading the development of the regions, including hubs, towns, villages and rural areas having complementary roles within the structure. The entirety of County Wicklow is located in the 'consolidation zone' around the 'gateway' of Dublin.

The Regional Planning Guidelines for the Greater Dublin Area further expand on the spatial structure in this Dublin Region.

The Wicklow County Settlement Strategy accords with both the NSS and the RPGs, as shown in the following table and maps.



Arklow is located in the Dublin centred 'consolidation zone' under the NSS, in the 'hinterland' zone of the Greater Dublin Area under the RPGs and has been identified as a Large Growth Town II under the RPGs. This development plan reinforces this designation with appropriate strategies and objectives to reflect this designation.

	NSS	RPGs	Wicklow CDP	Arklow Town & Environs Development Plan
Arklow	Consolidation Zone	Hinterland Area Large Growth Town II	Hinterland Area Large Growth Town II	Large Growth Town II

2.3.2 Population

The population objectives flow from allocations made at the different strategic levels within the national planning hierarchy. The Minister allocates population to each Regional Authority, and the members of the Mid East Regional Authority in turn decide how much of their allocation goes to each county. Finally, the members of Wicklow County Council, through the County Development Plan, decide on the share of this population to be given to each settlement and town in the County.

Arklow town's population has been increasingly modestly since 1991, with annual increases in the range of 1.5% – 2%, increasing to around 4% per annum between 2002 and 2006.

Population – Arklow Town

Year	1971	1981	1986	1991	1996	2002	2006
Population	6,948	8,646	8,388	7,987	8,557	9,993	11,759

(Source: CSO Census of population)

Having regard to Arklow's designation as a Large Growth Town II in the Regional Planning Guidelines for the Greater Dublin Area and the Wicklow County Development Plan, Arklow and its environs is targeted in the Wicklow County Development Plan to grow to 19,000 persons up to 2016 and 23,000 persons up to 2022, at a faster rate than heretofore. In particular, the population target of 19,000 in 2016 will require a growth rate of c. 6% per annum between 2006 and 2016.

Population targets – Arklow Town & Environs

Year	2006	2016 target	2022 target
Population	11,759	19,000	23,000

(Source: Wicklow County Development Plan 2010)

The lifetime of this plan is between 2011 and 2017. In accordance with the Development Plan Guidelines issued by the Department of the Environment, Heritage and Local Government in 2007, in order to provide a robust strategy a development plan should make provision for the zoning of land for 3 years beyond the plan period i.e. up to 2020 in this case. Interpolating back from the 2022 figure the target population for 2017 is 19,670 persons and 21,670 persons for 2020.

2.3.3 Housing and Zoning

In order to accommodate this growth, it will be necessary for this plan to ensure that adequate provision is made for zoned housing / mixed use land. Chapter 3 of this plan sets out in detail the availability of land for housing, which is summarised as follows:-

- The plan area is planned to grow to a total population of 19,000 in 2016 and 23,000 in 2022;
- It is estimated that by 2017 average household size in Wicklow will have declined to 2.52 (in accordance with the Regional Planning Guidelines). Assuming this same household size for Arklow and its environs, there would be a need for 7,800 dwelling units in the settlement by 2017;
- Further declines in household size to 2020 will necessitate a total housing stock in the settlement of 9,000 units to meet the 2020 population target (a household size of 2.4 is projected for 2020, in accordance with the RPGs);
- It is estimated that there are currently (June 2010) c. 5,250 residential units in the plan area ;

- The development plan will require to make provision for c. 4,000 new housing units up to 2020;
- Three areas have been designated for significant mixed used development during the plan period these are referred to as Action Area Plans.
- Notwithstanding the zoning of land for residential purposes, the Development Management Process shall monitor and implement the population targets and shall phase and restrict where necessary the granting of residential planning permissions to ensure these targets are not exceeded;
- Housing development shall be managed and phased to ensure that infrastructure and in particular community infrastructure is provided to match the need of the new residents.

2.3.4 Infrastructure

Roads

The plan area is served by one national route - the N11/M11. The N11 / M11 is part of Euroroute 01 and has undergone significant investment in the last 20 years. The final section of dual carriageway between Bray to the north and the Wexford to the south is due to be completed within the lifetime of the plan – the Ballinabarney to Arklow Scheme. Having regard to the limitations of the mainline route in the County (see below), the N11/M11 will continue to be the principal access corridor in the eastern side on the County.

The plan area is served by a network of regional and local roads, which are essential for inter-county traffic and local movements.

- In light of the likely continuing car dependency to access the metropolitan region in the short to medium term, it is the strategy of this plan to facilitate and encourage measures to improve capacity and efficiency of the national routes and facilitate the improved use of the national routes by public transport;
- The priority for regional road improvement will be the east-west connector route i.e. the R747 (Arklow – Tinahely – Baltinglass).

Rail

The plan area is served by one mainline rail line – the Dublin to Rosslare route - and there is a functioning train station in the town.

- It is the strategy of this plan to encourage and facilitate significant improvements to rail infrastructure.

Water Services

Waste Water

The plan area is deficient in wastewater services. This lack of services is preventing the plan area from fulfilling its functions under the NSS and the RPGs as developments will be restricted due to the absence of waste water infrastructure in the plan area.

- It is the strategy of this plan to facilitate significant improvements to waste water infrastructure within the town.

Water Supply

The plan area is currently deficient in water services, however there is a replacement scheme in progress that will see most of the water being sourced from 16 new wells.

- It is the strategy of this plan to facilitate significant improvements to water infrastructure within the town.

Economic Development

In accordance with the role that Arklow has been designated by the RPGs as a Large Growth Town II it is considered that the level of enterprise and employment development has not kept pace with residential development.

- It is the strategy of this plan to increase the quantity and range of quality employment opportunities in Arklow;
- It is the priority of the plan to promote enterprise and innovation, particularly in services and the knowledge and green industries;
- It is the priority of the plan to ensure that strategic reserves of land are available for employment purposes.

Social Development

The plan area has a range of social and sporting facilities, buildings and clubs that cater for the large population of the plan area. New residential developments within the plan area shall make provision of social and recreational facilities.

- It is the strategy of this plan that sufficient lands are reserved for community uses;
- The expansion of residential development shall be managed appropriately and commensurate with the community facilities available;
- It is the priority of this plan to ensure that the delivery of new community facilities as part of development proposals.

2.3.4 Retail

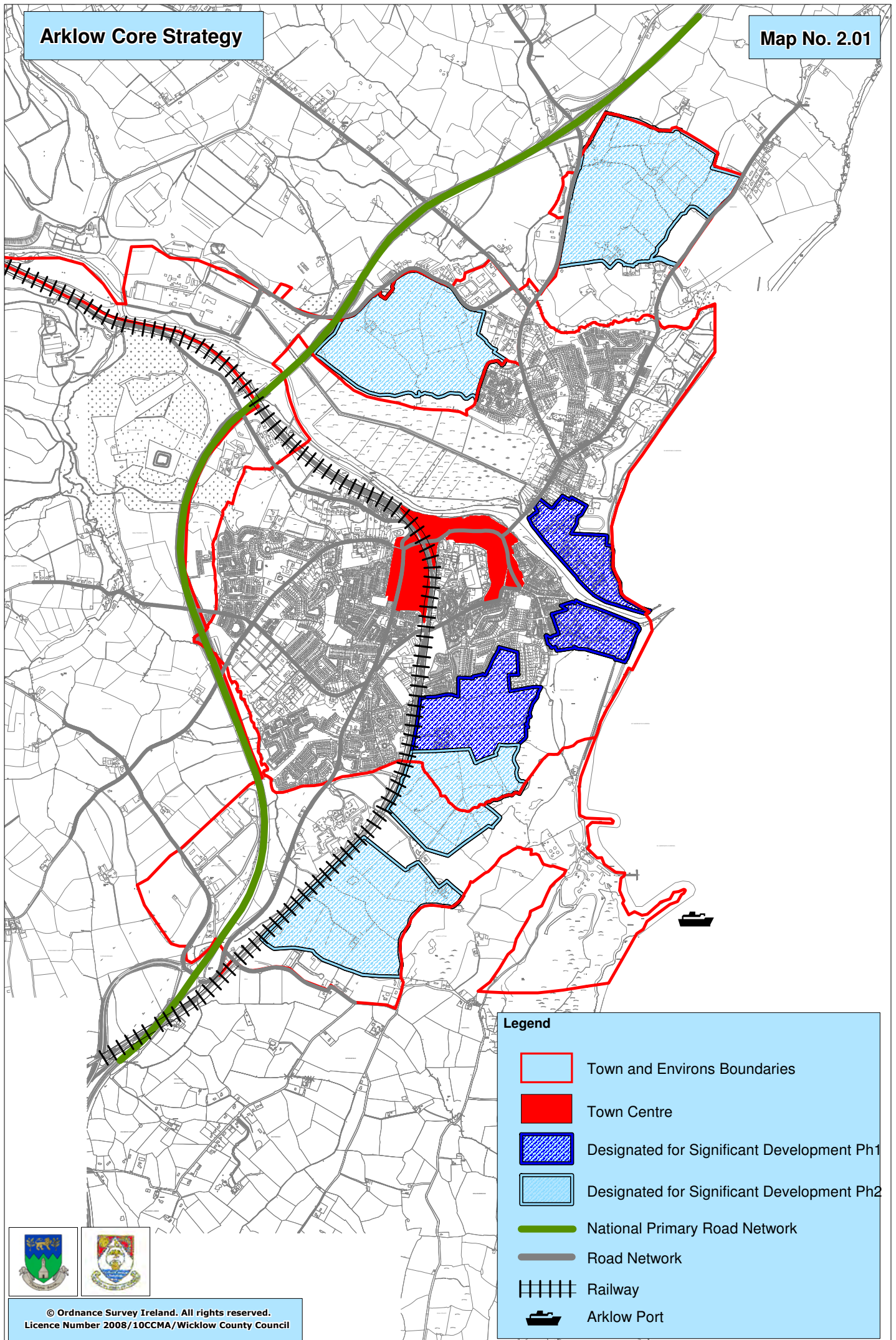
The County Development Plan for Wicklow includes a retail strategy for the entire County, which is consistent with the GDA Regional Retail Strategy. In accordance with the Retail Planning Guidelines, the retail strategy for Arklow includes the following:

- Definition in the plan of the boundaries of the core shopping area of the town centre;
- A broad assessment of the requirement for additional retail floorspace;
- Strategic guidance on the location and scale of retail development;
- Preparation of policies and action initiatives to encourage the improvement of the town centres;
- Identification of criteria for the assessment of retail development.

2.4 Key Strategic Objectives

In order to implement this vision and core strategy, it is necessary to set out a number of strategic objectives that will underpin all the objectives of this plan:

- To facilitate and encourage the growth of employment, enterprise and economic activity in the plan area, across all economic sectors and in all areas;
- To enhance existing housing areas and to provide for high quality new housing, at appropriate locations and to ensure the development of a range of house types, sizes and tenures in order to meet the differing needs of all in society and to promote balanced communities;
- To maintain and enhance the viability and vibrancy of Arklow as a major urban centre, to ensure that the town remains at the heart of the wider community and provides a wide range of retail, employment, social, recreational and infrastructural facilities;
- To protect and improve Arklow Town and Environs transport, water, waste, energy and communications infrastructure, whilst having regard to responsibilities to respect areas protected for their important flora, fauna or other natural features;
- To promote and facilitate the development of sustainable communities through land use planning, by providing for land uses capable of accommodating community, leisure, recreational and cultural facilities, accessible to and meeting the needs of all individuals and local community groups, in tandem with the delivery of residential and physical infrastructure in order to create a quality built environment in which to live;
- To protect and enhance the diversity of the plan area's natural and built heritage;
- To address the climate change challenge, as a plan dynamic, throughout the plan area, directly in the areas of flooding and renewable energy, and indirectly by integrating climate change and sustainable development into statements of plan policy, strategies and objectives.



Settlement and Housing Strategy

3.1 Introduction

This development plan shall have duration of 6 years from 2011 to 2017. The Arklow population target for 2017 is extrapolated from the Wicklow County Development Plan targets for Arklow for 2016 and 2022.

Table 3.1 Wicklow County Development Plan 2010-2016 - population targets for Arklow 2016 and 2022

Year	2006	2016	2022
Arklow	11,759	19,000	23,000

Table 3.2 Arklow Town and Environs Development Plan 2011-2017 - population targets 2017 and 2020

Year	2017	2020
Arklow	19,670	21,670

A population target for 2020 has also been extrapolated for 2020 in accordance with the 'Development Plan Guidelines' published by the DoEHLG in 2007, which recommend that development plans should make provision for zoning for at least 3 years beyond the lifespan of the plan¹.

3.2 Demand for new housing

The 2006 Census revealed a total of 4,270 households in Arklow 'town', equating to an average household size of 2.75, which was below the County average of 2.89. It is estimated that (as of June 2010) there are 5,250 housing units in the entire settlement, the additional number being made up of:

- (a) additional units completed post 2006, and
- (b) units in the 'environs' area, which would not have been considered part of the 'town' in the Census, but are included in the new development plan area.

It is estimated that by 2017 average household size in Wicklow will have declined to 2.52 (in accordance with the Regional Planning Guidelines). Assuming this same household size for Arklow and its environs, there would be a need for 7,800 dwellings units in the settlement by 2017.

Further declines to 2020 will necessitate a total housing stock in the region of 9,000 units to meet the 2020 population target (a household size of 2.4 is projected for 2020, in accordance with the RPGs).

Table 3.3 Predicted housing need

	Number of households in 2010	Number of households in target year	Household growth Required	Number of new residential units required
2017	5,250	7,800	2,550	2,700
2020	5,250	9,000	3,750	4,000

While it has been calculated that c. 3,750 new residential units will be required to meet the needs of a total population of 21,670, the plan must make provision for more than this minimum number to allow for housing that becomes obsolete during the lifetime of the plan, homes that are used as second homes in plan area and for normal market friction which means that some houses will be vacant due to market factors. This is known as the 'excess factor'. For the purposes of this plan an 'excess factor' of 7% will be utilised in accordance with the provision of the RPGs and the Wicklow County Development Plan.

Therefore this plan must ensure a framework for the delivery of c. 4,000 residential units.

¹ Section 4.14: "Planning authorities should take all reasonable steps to ensure that sufficient zoned residential land is available throughout the lifetime of the development plan and beyond to meet anticipated needs and allow for an element of choice. In particular, to ensure continuity of supply of zoned residential land, planning authorities should ensure that at the time they make a development plan, enough land will be available to meet residential needs for the next nine years. In this way, development plans will provide for sufficient zoned land to meet not just the expected demand arising within the development plan period of six years, but will also provide for the equivalent of 3 years demand beyond the date on which the current plan ceases to have effect".

3.3 Residential zoning

3.3.1 Capacity of undeveloped existing zoned land

Town Centre

While the town centre of Arklow (i.e. that area zoned TC), is densely developed, there are numerous opportunities for redevelopment and infill development, particularly backlands of Main Street properties. Having regard to the high density of development that could be considered on such sites, it is estimated that there is capacity for up to 200 new residential units in the town centre.

Existing Developed Residential Areas (RE)

Within the existing developed residential areas potential development sites range from small gap infill, unused or derelict land and backland areas, side gardens of existing houses, up to larger vacant sites within established residential areas. While it is considered that higher residential densities are appropriate in the town core, an appropriate balance is required in the protection of the amenities and privacy of adjoining properties, the protection of established character and the requirement for residential infill developments. Proposals for such infill development will generally be permitted where it can be clearly demonstrated that the proposal respects the existing character of the area and would not have an adverse impact on the amenity value of properties in the area. It is estimated that there is capacity on such sites for up to 50 units.

Waterfront Development Zone

Within the waterfront area of Arklow there are a number of under-utilised or derelict sites which have the capacity for significant and high density development. The ground floors of development on these sites may be suitable for an element of commercial or community facilities, it is likely that residential will be the primary use of any development in this area, particularly given its attractive location proximate to the town centre and to water amenities.

In total, there is c. 8.25ha that may be available for redevelopment and assuming a plot ratio of 2.5, this area may have capacity for up to 2,000 units (of 100sqm each). However it is considered somewhat unrealistic to plan for thousands of apartment units in Arklow, given its location in the region and the County, and the demographic make up of the town. For the purposes of this plan, and given the amenity/leisure potential of some of these lands, this will be reduced to 800 units. It is noted that parts of the waterfront area may be susceptible to flooding, particularly the area around the former Qualceram site on the south side of the river and the area north of the river (see Chapter 8 in relation to flooding). However, the Flood Justification Test carried out as part of this plan justifies the designation of this land for future residential development and leisure facilities (subject to certain design controls) having regard to the close proximity to the town centre zone.

New Residential Zones (R1)

There is c. 30 hectares of existing zoned residential land in the plan area. These lands are dotted around the settlement, the largest blocks being located at Knockmore and Ballyraine. It is estimated that these lands have development capacity of c. 600 units taking an average density of 20/ha given the edge of settlement location.

Action Areas

There are three Action Areas identified in the plan area – two at Tinahask and one at Kilbride, which were included in the previous development plans for the town and environs respectively. These areas are suitable for a high proportion of the new residential development required in the plan area.

Summary of residential zonings

In order to meet the housing needs of the plan area up to 2022, the plan will make provision for new residential development at the following locations and densities:

Table 3.4 Residential zoning

Location	Zoning	Capacity	Phase
Infill – various	RE / TC	250	1
Waterfront zone	WZ	800	1
Residential consolidation - various	R1	600	1
Tinahask – Abbeylands AA	AA	500	1
Tinahask - Money Big AA	AA	350	2
Kilbride AA	AA	1,500	2
Total		4,000	
Phase 1 (2011-2017)		2,150	
Phase 2 (post 2017)		1,850	

In addition an area of 5.6ha at Seabank is designated for low density, local need housing (R2).

3.3.2 Phasing

The development of zoned lands shall be permitted on a phased basis as set out in Table 3.4. If developed to their full capacity, the lands in Phase 1 would meet all of the housing needs up to 2017 i.e. the duration of the plan. Phase 2 lands therefore are only required for development pre-2017 if:

- More than 75% of the lands in Phase 1 are developed;
- Phase 1 lands don't deliver the quantum of development as envisaged in Table 3.4;
- Some barrier impedes the development of Phase 1 lands, that does not affect Phase 2 lands;
- Phase 1 lands are not released to the market during the plan period.

In this regard, Phase 2 lands will be considered for development in 2014 if it can be shown that Phase 1 lands will not be able to deliver the number of new homes required to meet the population goal for the plan period with regard to the three reasons set out above.

Table 3.5 Summary of zoning objectives

Zoning Objectives	
TC: Town Centre	To protect and provide for the development and improvement of the town centre.
RE: Existing Residential	To protect, provide and improve residential amenities.
R1: New Residential	To provide for new residential development
R2 New Residential	To provide for low density housing (maximum 4 acre) for those living permanently for a period of at least 3 years in the area within 10km of the site prior to seeking of permission / purchase of a house in this zone.
Water Development Zones	To provide for the development and improvement of the waterfront zone including residential, commercial, leisure and amenity use.
Action Area Plans	To provide mixed-use development in accordance with the objectives set out in Action Areas 1, 2 and 3.

3.3.3 Settlement Objectives

- H1** To ensure sufficient zoned land is available in appropriate locations capable of meeting the housing needs of the projected population of the plan area over the plan period in a sustainable manner.
- H2** Notwithstanding the zoning of land for residential purposes, the Development Management process shall monitor and implement the population targets and shall phase and restrict, where necessary, the granting of residential planning permissions to ensure these targets are not exceeded.
- H3** Housing development shall be managed and phased to ensure that infrastructure and in particular, community infrastructure, is provided to match the need of new residents.
- H4** Encourage in-fill housing developments, the use of under-utilised and vacant sites and vacant upper floors for accommodation purposes and facilitate higher residential densities at appropriate locations, subject to a high standard of design, layout and finish.
- H5** The development of zoned land shall be phased to ensure lands closest to the centre or to existing transport and / or community infrastructure is developed prior to more outlying lands, unless exceptional circumstances apply.

3.4 Town Centre (TC)

The core of urban activity is the town centre, which is zoned TC in the plan. The town centre is concentrated around Main Street and adjacent streets, which need to be consolidated and reinforced as the primary centre of development in Arklow. A strategy for the re-development of the main street is set out in Chapter 4 to follow.

3.4.1 Town Centre Objectives

- TC1** To promote the vitality and viability of the town centre area so that it becomes a high quality environment able to accommodate a mix of residential, commercial, retail and tourism uses.
- TC2** To reinforce the centre of Arklow as the priority location for new development with quality of design and integration / linkage with the existing street patterns.
- TC3** To encourage a greater usage of backland areas and to promote the redevelopment of sites in the town centre where development will positively contribute to the commercial and residential vitality of the town centre.
- TC4** All new residential developments shall comply with the development standards set out in this plan, unless otherwise agreed by the Planning Authority.

3.5 Waterfront Zone (WZ)

The 'waterfront zone' is that area zoned WZ along the north and south quays. This zone is made up of two distinct areas north and south of the river but sharing the common characteristics of frontage onto the river and/or the coast and former industrial use, largely abandoned.

This area has significant potential for development given the large blocks of land available, the proximity to the town centre and town amenities, the open aspect of the land with water on at least one side of most sites and the overall attractiveness of the area for a range of uses including residential, hotel, leisure and other commercial uses.

It is however important that this area is developed in such a way that maintains the river and coast as an attractive amenity area to which there is public access.

3.5.1 Waterfront Zone Objectives

- WZ1** To support in-depth development of the waterfront zone, for a mix of residential, commercial, leisure and tourism uses. Applications for the development of such lands shall include a detailed survey of the existing site conditions, proposals for demolition and remediation of previous site activities and a management plan for the disposal of such materials.

- WZ2** To support existing and proposed water related and maritime activities in the area including sailing, fishing, other water sports and commercial shipping activities, including the development of jetties, marinas and other support infrastructure.
- WZ3** Further retail development in the waterfront zone shall be restricted to that required to meet the every day convenience needs of future residents or niche comparison uses such as those related to tourism and the maritime function of the area.
- WZ4** To require any new developments to be suitably set back from the water's edge and to provide public routes and places along waterfronts; to support the development of a footbridge across the entrance to south dock.
- WZ5** To ensure that access to the water, such as steps / slipways / river beaches etc are maintained and improved.
- WZ6** To allow high-density development (up to a plot ratio of (2.5:1) up to 4 storeys in height along water frontages and 3 storeys elsewhere.
- WZ7** All new residential developments shall comply with the development standards set out in this plan, unless otherwise agreed by the Planning Authority.

3.6 New Residential Development

While a core aim of the plan is to utilise opportunities in the existing town core for new residential development, these areas are not sufficient in size and scope to accommodate the required growth of Arklow up to 2020. In this regard, new residential development is also provided for on lands zoned R1 and in Action Areas.

Action Areas are blocks of land that are to be the subject of comprehensive (not piecemeal) integrated schemes of development that allow for the sustainable, phased and managed development of the action area during the plan period. Specific use zones are not identified for each action area in this plan as the final location of any use will be determined following more detailed master planning and agreed with the Planning Authority. This plan does however set out exactly what quantum of each use type of zoning is to be provided in each area, indicative locations for new roads and other necessary infrastructure.

3.6.1 New Residential Development Objectives

- RE1** In the RE zone, house improvements, alterations and extensions and appropriate infill residential development in accordance with principles of good design and protection of existing residential amenity will be permitted. While new developments shall have regard to the protection of the residential and architectural amenities of houses in the immediate environs, alternative and contemporary designs shall be encouraged (including alternative materials, heights and building forms), to provide for visual diversity.
- RE2** Lands at Tinahask (Action Areas 1 & 2) and Kilbride (Action Area 3) shall be developed as comprehensive (not piecemeal) integrated schemes that allow for the sustainable phased and managed development of each action area during the plan period.
- RE3** All new residential developments shall comply with the development standards set out in this plan, unless otherwise agreed by the Planning Authority.

3.7 Social and Affordable Housing

The Local Authority has two principal functions with regard to housing supply – (a) to put in place a land-use planning framework to facilitate the delivery of appropriate housing in its functional area through the zoning of land, the provision of necessary services and appropriate control of the location and design of new housing and (b) to ensure the provision of social and affordable housing, either by direct construction or through Part V of the Planning Act.

The Planning Act requires that each Planning Authority shall include in any development plan it makes a strategy for the purpose of ensuring that the proper planning and sustainable development of the area of the development plan provides for the housing of the existing and future population of the area in the manner set

out in the strategy. The Housing Strategy must include an analysis of demand and supply for the different sectors of the housing market, forecasting future needs and shortfalls and propose objectives to balance demand with supply in a sustainable manner.

In accordance with Section 94(1)(e) of the Act, a Housing Strategy has been prepared as a joint strategy between Wicklow County Council, Bray Town Council, Wicklow Town Council and Arklow Town Council, and this strategy is included in Appendix 2 of this plan.

The procedures for the preparation of a Housing Strategy are set down in the Act. In particular, the Act specifies that the Housing Strategy will:-

- Estimate the existing and likely future need for housing in the area, and ensure that sufficient zoned and serviced land is made available to meet such needs;
- Ensure that housing is available for persons who have different levels of income;
- Ensure that a mixture of house types and sizes is developed to reasonably match the requirements of the different categories of households, including the special requirements of elderly persons and persons with disabilities;
- Counteract undue segregation between persons of different social backgrounds;
- Provide that as a general policy a specific % (not exceeding 20%) of the land zoned in the Development Plan for residential use, or for a mixture of residential and other uses, shall be reserved for those in need of social or affordable housing in the area.

The strategy found that while sufficient zoned and serviced land is available across the County to meet the overall County housing demand, this is not the case in Arklow, where the lack of waste water services will present a serious barrier to meeting the housing needs generated in the settlement.

The Council must continue to utilise all policy avenues open to it and any new schemes that become available to ensure the greatest delivery of social and affordable housing possible and to ensure a regionally equitable balance of housing delivery.

3.7.1 Social and Affordable Housing Objectives

SH1 To implement the Wicklow Local Authorities Housing Strategy 2010-2016.

SH2 To require that 20% of all zoned land developed for residential use, or for a mixture of residential and other uses, shall be devoted to social and affordable housing, in the following manner:

- (a) Twenty per cent of the land of the site, or
- (b) Housing units where the total value of the planning gain of the un-serviced site(s) of such units is equivalent in monetary value to the planning gain to the Council on the transfer of 20 % of the land of the site, or
- (c) Fully or partially serviced housing sites where the total planning gain for the un-serviced element of such sites are equivalent in monetary value to the planning gain on 20% of the land of the site, or
- (d) A payment of such an amount, which is equivalent to the monetary value of the amount accruing to the Planning Authority, under the provisions of a, b or c above, (ie equal in monetary value to the planning gain to the Council on the transfer of 20% of the land of the site);or
- (e) The provision of (a), (b), (c) or (d) above at another area within the jurisdiction of the relevant Local Authority.

Planning gain means the difference between the open market value and the existing use value.

SH3 To require all new social and / or affordable housing development schemes (whether Local Authority / Voluntary or Part V schemes) to provide a mixture of residential unit sizes in accordance with the County Housing Strategy, which will be agreed with the Local Authority.

SH4 To require the highest standard of design in all new social / affordable developments or developments containing an element of social / affordable housing, in accordance with the development standards set out in this Town and Environs Development Plan and the DoEHLG social housing guidelines.

SH5 To encourage proposals from developers to satisfy Part V obligations which are directed toward special need categories – namely, elderly accommodation, traveller accommodation, specialised accommodation for the homeless and specially adapted accommodation for persons with disabilities – where the proposal is related to an identified local need and is consistent with other policies of the Town and Environs Development Plan.

3.8 Housing and Urban Development Standards

Urban design considers the relationship of buildings to one another and to the spaces around them. This section sets out the principal standards that the Planning Authority will apply to all new developments in the plan area, but with particular emphasis on the standards applicable to developments that include residential use². There have been a number of guidance documents published by the Department of the Environment, Heritage and Local Government on urban design and all applicants for permission in urban areas are advised to consult these documents, as they will also be utilised as a tool in the assessment of planning applications³.

3.8.1 Appropriate consideration of local setting and context

Any proposed development must consider both its site and its surroundings and respond to them in a positive way. Arklow still has at its core a traditional two - three storey 'main street' where most economic activity is concentrated, accompanied by 'satellite' development areas, often with their own retail and community services separated from the town core.

3.8.2 Core Town Centre Area

The core town centre area, which is zoned TC, allows for a wide range and mix of uses. New development in this zone will normally comprise infill or brownfield sites, or redevelopment opportunity sites put together through acquisition of a number of underperforming or derelict sites. Regardless of the type of site, new development shall generally follow the pattern of development in that area, with regard to building form, massing, height and design features.

In particular:-

- New developments will require to be 'integrated' with the existing built fabric, in the sense that it will knit together, both physically and visually with the surrounding buildings;
- New developments will be required to form new street frontage or to bridge existing gaps in the streetscape. Where an access point is required, this should be in the form of a tunnel or arch. Where appropriate or necessary, buildings may however be stepped backwards or forwards, to add visual interest and variety to the town, subject always to this not undermining or interfering with an established streetscape;
- The development of new streets and squares will be encouraged, as well as the opening up of new links between sites or from backlands to the street front;
- Where the plot width of the site is considerably wider than the prevailing plot width along the street, the new building's facade will be required to be broken into visually distinguishable elements, to allow for a more seamless transition between existing and new;
- While intensification of development in town centres is encouraged, excessive height shall not be utilised as the principal mechanism for achieving this. Heights more than 1-storey above adjoining buildings will not normally be accepted. Any application for heights in excess of this shall submit detailed justification and visual assessment of the proposal, including rendered drawings / photomontages and day and sunlight analysis;
- As internal ceiling height in older buildings may not meet modern needs, necessary deviations from the prevailing 'storey line' shall be mitigated by design for example, through the use of fenestration.

3.8.3 Greenfield Developments

New developments on greenfield sites may need to establish their own identity, as some may be of such a scale and distance from the core town centre area as to render analysis of existing 'context' meaningless. In this regard, it is considered appropriate to consider two forms of greenfield development – the large-scale planned expansion area and small to medium scaled housing developments.

² For development standards relating to employment generating development, namely industry, office, small-medium sized business etc please refer to Chapter 6; for shopfront design standards refer to section 6.12.2 Chapter 6

³ 'Sustainable Residential Development in Urban Area's (DoEHLG 2008), Urban Design Manual, 'Sustainable Urban Housing: Design Standards for New Apartments' (DoEHLG 2007), 'Quality Housing for Sustainable Communities' (DoEHLG 2007), Recommendations for Site Development Works for Housing Areas (DoEHLG 1998)

Large-scale expansion areas (such as an Action Area)

In large scale expansion areas (i.e. developments of 200 units or more) such as the action areas of this plan, the following shall apply:-

- At the outset, a vision for the area shall be established and agreed with the Planning Authority. This shall set out the 'type' of place that is envisaged, the design ethos and the influences on form and design emerging;
- An evaluation of the existing surroundings of the site, as well as future proposals / zoning for lands in proximity, shall be carried out to determine how the new development will integrate with the area and allow for maximum connectivity and permeability;
- The development shall include distinctive and / or landmark type buildings and a series of new spaces that allow for the development of a sense of place and identity;
- New roads / streets shall be laid out in a legible hierarchy from distributor to local roads;
- The retail, employment and community needs of the new area shall be met at a scale appropriate to the development, having regard to the availability of such facilities in the settlement and their proximity to the site in question.

Small-Medium Scale Housing Developments

These developments would not normally be of scale that warrants the establishment of a new neighbourhood 'identity', but rather are intended to 'fit' into the existing built fabric of the settlement. These developments will normally be within or adjacent to existing developed areas or at the very edge of the settlement. At such locations, the following shall apply:-

- Visual integration and physical connectivity with the area surrounding the site will be required to be at the fore of any design model;
- While the format and design should complement the prevailing pattern of development in the area and should not degrade the residential or visual amenities already enjoyed in the area, new developments shall meet the highest standards of modern layout and design even if this means a development that is very different from its surroundings;
- Where such a small to medium scale development is to form part of a future larger development, the developer will be required to show possible future development zones / layouts in the area and compliance with the principle set out for large scale developments (above);
- Where such a small to medium scale development is adjoining future development lands or provides the only possible access route to other lands, new roads will be required to be designed to ensure that future access to other lands can be facilitated.

3.8.4 Intensity of Development (density)

In urban settlements and particularly in the core area of urban settlements, measures such as 'units per hectare' are problematic as they do not allow meaningful measurement of the quantum of development permissible on mixed-use sites and do not reflect the range in unit sizes that may be proposed. Therefore plot ratio, which is the ratio of development floor area to site area, will apply in such areas. The following standards will apply in this plan:-

Location	Maximum plot ratio
TC / WZ	2.5 (25,000sqm of development per ha)
Action Areas	0.5 (equivalent of 40 units of 125sqm per ha)
R1	0.25 (equivalent of 20 units of 125sqm per ha)

- All planning applications shall provide a table of data showing site area, development area, building footprint, total building floor area and a calculation of plot ratio;
- 'Density' will only be allowed to be generated from land that is capable of being built upon; land which is ultimately unsuitable for such purposes (e.g. due to excessive slope) will not be considered to be part of the density equation even if it forms part of the overall site. Any such areas should be clearly shown on planning applications drawings;
- The density that can be achieved on any site will ultimately depend on compliance with 'qualitative' standards such as fit with surroundings, height, open space provision, adequate privacy, car parking etc and the density ultimately proposed should be the outcome of the design process rather than the starting point;

- In certain circumstances, such as brownfield sites in urban areas or sites in very close proximity to a high quality, reliable public transport network, departures from the maximum density standards specified may be considered, subject to the highest quality of design;
- Where a new 'neighbourhood' centre forms part of a large-scale greenfield expansion area, plot ratio in the neighbourhood hub (i.e. only that area forming an integrated part of the shopping / community facilities provided) may be allowed to increase to 1:1;
- A plot ratio of 0.5:1 or 5,000sqm per hectare would be the equivalent of 40 houses of 125sqm to the hectare or 16 houses to the acre. Expressing the density allowable in terms of sqm per hectare allows for density to be adjusted where houses are larger or smaller than 125sqm (for example, if all houses were 100sqm, 50/ha would be allowable whereas only 25/ha would be possible if all houses were 200sqm);
- A plot ratio of 0.25:1 or 2,500sqm per hectare would be the equivalent of 20 houses of 125sqm to the hectare or 8 houses to the acre.

3.8.5 Suitability of the proposed use at that location

The uses allowable in any zone are set out in the land use matrix of this plan. However, while a particular use may be allowable, it does not imply that it is desirable or acceptable at all locations:

- In particular, in core town centre areas, active uses will normally be required at ground floor level i.e. retail, commercial, community or leisure uses. All non-residential floors will be required to be designed to be suitable to a range of users. The mix and balance of different type of uses (including retail and retail services) is important to attract people to core town centre areas and to ensure town centres remain the main meeting point for the community. Too many of certain types of outlet can destroy the balance of the town centre, and accordingly the Planning Authority will control the number of bookmakers, off-licences (including off-licences in convenience stores), financial institutions, amusement centres and other uses that can adversely affect the character of a town centre;
- 'Living over the shop' i.e. residential use over ground or first level commercial use will be specifically encouraged by allowing a relaxation in development standards such as car parking and open space;
- At edge of centre locations, even where the plan allows for commercial or mixed uses, these will only be considered where there are either no better sites available in the town centre core or there is some impediment to the development of available town centre core sites and it can be shown that trade or activity will not be drawn away from the core;
- At greenfield locations separated from the town core any significant new residential developments will be required to be accompanied by that quantum of retail, commercial and social / community development necessary to meet the needs of that community.

3.8.6 Transport Accessibility

Departures from the maximum density standards specified may be considered where the site is in very close proximity to a high quality, reliable public transport network (subject to the highest quality of design). New development may also be required to include services and formats that facilitate penetration of public transport into the development / site.

New entry / exit points off the 'main street' will be strictly controlled in order to maintain free movement of vehicles and pedestrians along the street. Where no other option is available, new / expanded entry / exit points will be allowed subject to no adverse traffic congestion or pedestrian safety problems being created. Where new entrances are allowed, they may be required to be so located and designed to allow for access to other sites.

At edge of centre or greenfield locations, good connectivity to the town centre area will be required and where access roads or pedestrian / cycle links do not exist, these will be required to be provided or financed by the developer.

New developments will be required to place a high emphasis on *permeability* and *legibility* of access routes. A permeable layout is one that is well connected and offers a choice of direct routes to all local destinations, thereby encouraging walking and cycling, facilitating public transport penetration and generating higher levels of pedestrian activity, casual social interaction, informal supervision and thus security. A legible development is one that is structured in a way that creates distinctive places and spaces that may be easily 'read' and that are easy to find one's way around. A legible layout is based on designing at a human scale in response to the positive features of a site and how it relates to the wider area, rather than technical demands of traffic or the internal logic of the individual site.

Relaxation in car parking standards in town centres may be considered where

- Good public transport is available;
- The applicant can provide a robust model of car parking usage to show that dual usage will occur and that peak car parking demand at any time of the day / week will always be met;
- The site is located within a parking enforcement zone - in such cases, only the needs of long-term users (e.g. employees, residents) will have to be addressed by the developer.

(Car parking standards are set out in Chapter 5)

3.8.7 Design Quality

Layout

- New urban developments shall be so laid out to have a 'relationship' with the public realm, with windows / balconies overlooking existing or proposed streets / open spaces. Buildings backing onto public areas, whether they are streets or public open spaces, will not be permitted;
- A variety in set backs and building lines shall be provided to provide for visual interest and to create interesting spaces;
- Notwithstanding established separation 'rules' that may be applied to maximise privacy for dwellings (see below), traditional back-to-back rows of 2-storey houses, exactly 22m apart should be avoided and more imaginative layouts and building forms provided, subject always to adequate privacy being provided;
- Layouts shall ensure adequate sunlight and daylight, in accordance with "*Site layout planning for daylight and sunlight: a guide to best practice*", (BRE 1991);
- Roads should be designed in a hierarchical manner, so that the bulk of traffic moves around distributor roads, with the majority of residences located on lightly trafficked routes (this of course should be balanced with the need to maximise permeability within the development). Roads, footpaths and car parking areas shall be located and designed so that obstructive on street parking or parking on kerbs is not necessary;
- Greenfield developments shall be so laid out as to maximise retention and integration of natural features, such as mature trees, hedgerows, water courses etc into the site layout;
- The maximum size of any greenfield housing development shall not be greater than 100 units where only traditional houses are proposed or 200 units where there is a mix of houses and apartments. Any development exceeding this number shall be broken up into a number of distinct 'estates', even if accessed from a shared road, with materially different architectural styles.

Building Design

- New buildings shall be attractive, safe and secure and provide a high quality living environment. In particular, the design of new buildings shall accord with the following requirements:

External Appearance

- Good modern architecture with a building language that is varied and forward-looking rather than repetitive and retrospective will be required; however, reference and 'clues' must be drawn from surroundings, particularly in the town centre area;
- Variation in external materials will be expected, again subject to 'fit' with surrounding buildings. Care shall be taken in excessive use of contrasting materials and generally no more than two contrasting materials shall be utilised on any façade;
- The possibility of providing roof mounted communal satellite dishes in town centre commercial and apartment developments will be required to be considered, to avoid demands for numerous individual dishes;
- Where a development takes the form of more than one structure (i.e. a number of apartment blocks or a multitude of individual houses), adequate variety in form, height, materials etc shall be employed, within an overall unified theme, to provide for visual diversity.

Unit Sizes and Formats

- All planning applications shall be accompanied by a data table setting out number and floor area of all commercial and residential units;
- New apartment developments⁴ will be required to include a range of unit sizes to cater for different housing needs, while new greenfield housing areas shall also include a range of unit types including apartments, duplexes, townhouses, semi – detached and detached houses, including single storey dwellings;
- The minimum size apartment allowed will be 45sqm⁵. No more than 20% of the units in any single development shall be under 50sqm. At least 50% of the units in any development shall be 73sqm or larger;
- The minimum room size and storage space standards set out in *Sustainable Urban Housing: Design Standards for New Apartments*’ (DoEHLG 2007) shall be adhered to;
- Single aspect residential units will only be permitted where the main living rooms face south, west or east;
- In the design of new residences, cognisance shall be had of the changing space demand of households over time. For example, apartment formats should allow for either the future subdivision of larger units or the merging of two or more smaller units (either horizontally or vertically) and houses should have attics capable of conversion to habitable rooms;
- In ‘edge of centre’ or ‘out of centre’ new residential development, the quantum of apartments allowable will be regulated, as this dense format of development is more suited to urban core locations, where direct access to services is available. In this regard the maximum quantum of floor space that may be devoted to apartments in ‘edge-of-centre’ locations shall be 40% of the development and 20% in ‘out-of-centre’ locations.

Privacy

- Residential developments shall be so designed and constructed to ensure maximum privacy for residents;
- Windows and balconies shall be positioned and designed such that direct intrusion into private living areas from other dwelling units or from the public realm is avoided. In this regard, the design of ground levels units with little or no separation from footpaths or other public areas shall be carefully considered and mitigation measures applied;
- A separation of 22m will normally be required at first floor level and above between opposing windows serving private living areas (particularly bedrooms and living rooms). However, this rule shall be applied flexibly: the careful positioning and detailed design of opposing windows can prevent invasion of privacy even with short back-to-back distances. Windows serving halls and landings do not require the same degree of privacy as say balconies and living rooms;
- The degree of ‘overlooking’ afforded by different windows types shall be considered appropriately; for example, an angled roof light will not have the same impact as a traditional ‘flat’ window on the same elevation;
- In ‘traditional’ housing developments, with side-to-side and back-to-back housing, the following standards will be applied for boundary walls;
 - All walls bounding the private (usually rear) garden shall be 2m in height;
 - Side boundaries between houses shall be provided at a height of 2m and shall extend from the front façade of the house to the rear wall of the house;
 - All boundaries shall be of solid construction i.e. they form a complete screen barrier with no gaps;
 - Walls bounding any public areas shall be rendered and capped on the outside;
 - If timber boundaries are utilised, they must be bonded and supported by concrete posts. Concrete post and plank walls will not be permitted for any boundary visible from the public domain.

Green Issues

- To require all new buildings during the design process to incorporate sustainable technologies capable of achieving a Building Energy Rating in accordance with the provisions S.I. No. 666 of 2006 European Communities (Energy Performance of Buildings) Regulations 2006;

⁴ Apartments are residential units in a multi-unit building with grouped or common access and single–storey own door units that form part of a ‘duplex’ unit

⁵ Measurements are internal wall-to-wall dimensions and apply to units on one floor.

- All new buildings will be required to incorporate water saving measures, as set out in Chapter 8. This may include rain water harvesting for internal service uses. In particular, all new dwellings with individual surface water collection systems will be required to be provided with water butts;
- All buildings will be required to be provided with a suitable area on site for the keeping of waste storage receptacles for mixed dry recyclables, organic waste (composters) and residual waste. In apartment developments, this may be in the form of grouped individual bins in car parking areas or a designated waste building; for individual houses with no side or rear lane from the garden to the public road (e.g. mid terrace houses), this may entail a designated, appropriately designed / screened / enclosed area to the front of the house;
- Consideration should be given in the design of new buildings to the provision of green roofs or walls (i.e. roof gardens / planted balconies etc), to aid in both water absorption but also to contribute positively to the environment and visual amenity.

3.8.8 Open Space

- Open space shall be provided in all new developments, the scale of which shall be dependent of the use of the building/site. In commercial developments, this may be limited to a small area utilised by employees for passive use, such as small courtyard area or roof garden. While the provision of such space may not always be possible in built up urban locations, new developments shall endeavour to provide a minimum area equivalent to 5% of the building gross floor area;
- All residential units shall be provided with private open space, either in the form of private balconies, terraces or rear / side gardens. Where necessary to make up for a shortfall in private open space, communal private space, for example, in the form of internal courtyards or roof gardens, shall be provided. Care shall be taken to ensure such spaces receive adequate sunlight and meet the highest safety standards;
- All apartments shall be provided with a minimum area of 30sqm private open space, which shall be at least partially made up of a private balcony or terrace. The front wall of balconies should be made from an opaque material and be at least 1m in height. The minimum balcony / terrace sizes shall be:

Apartment size	Minimum balcony / terrace size
One bedroom	5sqm
Two bedrooms	7sqm
Three bedrooms	9sqm

- Dwellings (including own door duplexes) shall be provided with private open space at a rate of 0.64sqm per 1sqm house floor area (for the first 150sqm), with the minimum garden size allowable being 48sqm;
- Public open space shall be provided in accordance with the standards set out in Chapter 9. In particular,
 - Public open space will normally be required at a rate of 15% of the site area – areas within the site that are not suitable for development or for recreational use must be excluded before the calculation is made;
 - The need to provide public open space in town centre developments may be waived if the development specifically achieves other overriding aims of this Plan, particularly where public amenity space such as a town park or beach is in close proximity;
 - In greenfield developments, a hierarchy of open spaces shall be provided to provide for the different play needs of different age groups and all efforts shall be taken to ensure that all houses are in visual range of one open area;
 - Spaces less than 10m in width or 200sqm in area will not be counted as useable public open space; nor will space that is excessively sloping or otherwise unsuitable for usage.
- New organised sports areas shall be located in proximity to existing or planned community or neighbourhood facilities such as neighbourhood retail centres, schools etc.

3.8.9 Car Parking

- 2 off street car parking spaces shall normally be required for all dwelling units over 2 bedrooms in size. For every 5 residential units provided with only 1 space, 1 visitor space shall be provided. Parking for non-residential uses shall be provided in accordance with the standards set out in Chapter 5 except where a deviation from the standard has been justified (in accordance with Chapter 5);
- Communal car parking areas shall be conveniently located for residents and suitably lit at night-time;
- Adequate provision shall be made for visitor and disabled car parking;
- Designated sheltered and secure bicycle parking will be required in apartment developments.

3.8.10 Social and Community Facilities

In accordance with the Objective CD 3 (Chapter 9), all applications for large-scale residential expansion areas shall include a community facilities audit and where facilities are found to be inadequate, proposals to address these deficiencies will be required.

3.8.11 Infill / Backland Development in existing housing areas

Many older housing areas were built at densities and in such formats that resulted in particularly large plot sizes. Where opportunities arise for infill or backland type development, the following standards shall apply:

- House improvements, alterations and extensions and appropriate infill residential development in accordance with principles of good design and protection of existing residential amenity will be permitted. While new developments shall have regard to the protection of the residential and architectural amenities of houses in the immediate environs, alternative and contemporary designs shall be encouraged (including alternative materials, heights and building forms), to provide for visual diversity;
- The design of a new house should complement the area. Where an area has an established unique or valuable character worthy of preservation, particular care should be taken to match the style and materials of the area; however, where an area is a 'mixed-bag' of styles and periods, more flexibility can be applied;
- Particular attention will be required to be paid to the design and location of new windows, in order to ensure that the privacy of either the existing house on the plot or adjacent houses is not diminished;
- Gable walls abutting public areas (e.g. footpaths, car parking areas and open spaces) will not be permitted and a minimum separation of 0.9m will be required between the house gable and the side wall of the plot;
- Where the access route to a proposed development site is proposed to run alongside the external walls of the existing dwelling on the development plot or the external walls of a dwelling on an adjoining plot, there must be adequate separation available to facilitate the required driveway (normally 3m) and allow a 0.5m 'buffer' area alongside any existing dwelling. Any deviation from this standard must be evaluated on traffic safety and residential amenity grounds;
- The re-design of access and car parking arrangements for the existing dwelling on the plot must be clearly detailed, and permission included for same where required; developments accessed from a long narrow driveway must provide for the turning of vehicles within the site;
- Cognisance will be required to be taken of the potential of adjacent rear / side plots to be developed in a similar manner and separation between site boundaries, location of windows etc must not prejudice development options on the adjacent plot;
- New apartment developments dependent on access through existing established areas of predominantly single family homes will not be permitted.

3.8.12 Sub-Division of Dwellings

In established areas of predominantly single family homes, the subdivision of a dwelling into apartments or bedsits will generally not be permitted, except in exceptional circumstances. Where sub-division is permissible, normal qualitative standards with regard to internal space, private open space, privacy and car parking will be required to be complied with.

3.8.13 House Extensions

The construction of extensions to existing houses will be encouraged generally as it usually provides a less resource intensive method of expanding living space than building a new structure. Given the range of site layouts prevailing, it is not possible to set out a set of 'rules' that can be applied to all extensions, but the following basic principles shall be applied:

- The extension should be sensitive to the existing dwelling and should not adversely distort the scale or mass of the structure;
- The extension shall not provide for new overlooking of the private area of an adjacent residence where no such overlooking previously existed;
- In an existing developed area, where a degree of overlooking is already present, the new extension must not significantly increase overlooking possibilities. If for example a two-storey dwelling already directly overlooks a neighbour's rear garden, a third storey extension with the same view will normally be considered acceptable;

- New extensions should not overshadow adjacent dwellings to the degree that a significant decrease in day or sunlight entering into the house comes about. In this regard, extensions directly abutting property boundaries should be avoided;
- While the form, size and appearance of an extension should complement the area, unless the area has an established unique or valuable character worthy of preservation, a flexible approach will be taken to the assessment of alternative design concepts.

3.8.14 Independent Living Units ('Granny-flats')

A 'granny flat' or 'independent living unit' is a separate living unit on an existing house site, used to accommodate a member of the immediate family, often an elderly parent, for a temporary period. The construction or conversion of part of an existing dwelling into a 'family flat' will only be permitted where the development complies with the following requirements:

- The need for the unit has been justified and is for the use of a close family member;
- The unit forms an integrated part of the structure of the main house – in exceptional circumstances, the conversion of an existing detached garage / store etc maybe considered subject to the structure being in very close proximity to the main house;
- The unit is modest in size and in particular, it shall not exceed 45sqm and shall not have more than 1 bedroom;
- The unit shall not be sold or let as an independent living unit and the existing garden shall not be sub-divided;
- The structure must be capable of being functionally re-integrated into the main house when its usefulness has ceased. Permission for such units shall be restricted to a period of 7 years, after which it must revert to a use ancillary to the main house (e.g. garage, store, hobby room) unless permission has been secured for its continuation as an independent unit for another period.

3.8.15 Temporary Residential Structures

Temporary residential structures (e.g. mobile homes, caravans, portacabins etc) form a haphazard and substandard form of residential accommodation and generally have poor aesthetic value and can detract from the overall appearance of an area. Therefore permission will generally not be granted for such structures.

3.8.16 Naming of Developments

It shall be a condition of a planning permission for new housing schemes that the developer will submit a scheme for the naming and numbering of the estate prior to the commencement of the development. The naming of housing estates shall reflect in as far as possible the local context in which it is located. The names of new estates in as far as possible should be in bilingual format or in Irish alone. On approval of the naming of the scheme, the developer will be required to provide nameplates and numbers, as required by the Council.

3.8.17 Taking in Charge

New developments shall be taken in charge in accordance with the 'Taking in Charge Policy' of Wicklow County Council (2010), as may be varied over the life of the plan.

3.8.18 Entrances to Developments

The name of the development shall be clearly identified at the entrance. Measures shall be put in place to ensure parking is restricted for sufficient distance at the start of the development to eliminate potential traffic hazard on the public road. Gated developments will not be permitted, except in exceptional circumstances.

3.8.19 Flood Routing

Chapter 8 of this plan specifically deals with the assessment of flood risk and the techniques to be applied to avoid or minimise flood risk. One of these methods is the manipulation of the layout and design of a development to provide flood 'routes' i.e. in the event of surface water sewers, or a nearby culverted stream failing, the development shall be so laid out that the resultant flood waters can take a natural route through the site without having to flow through people's homes.

Main Street Strategy

4.1 Introduction

The viability and vitality of any town centre is a barometer of the overall health and well being of the entire town. Traditionally, town centres consisted of a wide range of uses that included residential, retail, services, social and cultural activities. However with the emergence of the motor car as the preferred mode of personal transportation, most new developments in the town have occurred primarily on out of centre sites. As a consequence there has been a significant decline in many of the traditional town centre uses which is having a direct impact on the economy of the town centre and on the quality of the built environment as vacancy rates increase and property prices fall, resulting in many buildings falling into disrepair. Arklow is not immune to these changing circumstances with the result that there are many areas within the town centre that are in need of renewal and redevelopment.

4.2 Strategy

A strategy for the reinvigoration of the Main Street is now vital to counteract the trade draw that has occurred with the construction of the Bridgewater. The retail and commercial function of the Main Street requires to be reinforced by appropriate strategies and objectives.

The factors that make a town centre economically viable and attractive to visitors are numerous and often hard to predict and influence, but for the purpose of this land use plan, the strategy for the Main Street will comprise the following elements:

- Addressing vehicular and pedestrian traffic circulation;
- Addressing car parking;
- Enhancing the 'public realm';
- Addressing dereliction and vacant sites;
- Protecting the buildings, features and places of heritage value;
- Ensuring high quality of urban design and form;
- Encouraging a varied mix of uses in the core area;
- Reinvigorating the retail role of the core through application of an appropriate retail strategy.

4.3 Vehicular and Pedestrian Circulation

While Arklow's Main Street is the principle distributor of north-south traffic in the town centre, (and is required to retain this function in the absence of an alternative river crossing), a town centre dominated by moving traffic and the noise and hazards associated with same, taken in conjunction with the relatively narrow footpaths necessitated by the wide road carriageway is not highly attractive to pedestrians and shoppers. There is only one pedestrian crossing on the Main Street, which has the effect of bisecting the core area into two halves. In order to address this problem, it is the strategy of this plan to identify appropriate circulation routes for both vehicles and pedestrians that allow both modes access to the Main Street in an efficient and safe manner.

Map 4.01 indicates the circulation routes. The 'red' route is the Main Street itself, where the priority is vehicular traffic. However, the 'blue' routes, being the Main Street footpaths, side lanes and secondary streets, offer alternative routes, particularly for pedestrians around the town. These 'blue' routes connect users to car parks and amenity area and are suitable routes for moving pedestrians around the core area.

Vehicular and Pedestrian Objectives

- VP1** To maintain the Main Street as the principle vehicular route through the town centre, and to exploit any opportunities that arise to improve safety for both vehicles and pedestrians.
- VP2** To promote the pedestrian use of all 'blue' routes and avail of any opportunities to improve footpaths and pedestrian routes.
- VP3** To facilitate the improvement of existing and the development of new linkages from the Main Street to car parks and amenity areas; in particular to require redevelopment proposals that have frontage on both Main Street and any 'blue' route to include new pedestrian routes through the site.

4.3.1 Car Parking

Edge and out of centre shopping centres are attractive to users due to ease of accessibility and an abundance of usually free car parking. However, there is considerable paid parking available on and around the Main Street, at reasonable rates. These car parks are well located and convenient to the Main Street and its side roads.

Car Parking Objectives

- CP1** To maintain existing and provide new car parking options as funding allows, in proximity to the Main Street and along 'blue' routes.
- CP2** To avail of opportunities to remove public car parking on the Main Street and at amenity areas, subject to due consideration of the commercial needs of Main Street, including loading parking.
- CP3** To require new development on the Main Street to incorporate pedestrian links where feasible to existing or new public car parks.
- CP4** Deviations from the minimum car parking requirement set out in Chapter 5 Section 5.9.9 of this plan shall be considered in the Main Street Strategy area as shown on Map 5.1 where a public car park is within 200m walking distance to the site. In such cases, only the needs of long-term users (e.g. employees and residents of the development) will have to be addressed by the developer.

4.3.2 Enhancing the 'Public Realm'

The 'Public Realm' can be best described as the form and use of outdoor areas and spaces that are accessible to the public. This includes many familiar types of place, such as streets, squares, parks, car parks and beaches, as well as the physical and visual connections between them, and with buildings. Quality public realm can provide the venue for multiple activities, including commerce, recreation, education and of course, fun and enjoyment for residents and visitors alike.

The elements in and around Arklow's Main Street that contribute mostly to the quality of the public realm are:

- The streetscape;
- Landmark buildings and appearance of principle junctions / gateways;
- Building frontages, in particular materials, colours and shop fronts;
- The relationship of the Main Street to the river;
- Urban open spaces and parks, and the juxtaposition of structures to spaces;
- Footpaths, lighting, seating and other street 'furniture'.

Public Realm Objectives

- PR1** To protect and enhance the streetscape of Arklow Main Street through the appropriate control of alterations to existing buildings and the development of new structures; in particular building lines and heights which diverge from the established form will require to be justified.
- PR2** To strive to improve the appearance of junctions and gateway areas into the Main Street, particularly the Main Street – Bridge Street junction.
- PR3** To appropriately control the design and appearance on building frontages, particularly shopfronts; 'dead' frontages, i.e. those with no goods on display to the street or those where views of the interior are completely blocked by non-transparent materials etc will not be considered.
- PR4** New or extended / refurbished units shall, at all times that the unit is not in active use, provide an attractive temporary display or professionally designed artwork affixed to the glass frontage. The temporary use of the space during such times for creative, cultural or community purposes will be encouraged; however, such change of use may require planning permission, and advice will be provided by the Council on a case by case basis in this regard.
- PR5** To support opportunities to create better linkages between the Main Street and the river, in particular access routes and views between the two.

- PR6** To maintain the existing bandstand and support other possibilities for the development of new urban spaces.
- PR7** To improve footpaths, lighting, seating and other street ‘furniture’ as funding allows, and require private development providing such features to meet the highest standards of design and siting.

4.3.3 Dereliction and Vacant Sites

While the Main Street is substantially intact with no gap sites, a number of properties are vacant and are suitable for appropriate redevelopment. As important is the potential of side streets to be redeveloped, to draw users around the ‘blue’ routes. Key locations include the River Walk and Castle Park. A significant number of backland areas are currently used for car parking associated with the main buildings fronting onto Main Street. In this regard, it is important that flexibility be applied with regard to car parking provision for any proposed new developments at such locations. In particular, given the proximity of such sites to public car parks, car-parking requirement should be limited to the needs of the residential elements of any development with commercial needs being met by the public car parking area.

Derelict and Vacant Objectives

- DV1** To facilitate substantial redevelopment of under-utilised or vacant properties on the Main Street.
- DV2** To facilitate appropriate infill development of vacant backland and private car parking areas along ‘blue’ routes.

4.3.4 Buildings, Items and Places of Heritage Value

Arklow Main Street is the location of a number of structures / features listed for preservation. These play an important part in adding to the overall attractiveness of the Main Street and contribute to the traditional town centre appeal of the street.

Objectives

- BH1** To positively consider proposals to improve, alter, extend or change the use of protected structures so as to render them viable for modern use, subject to suitable design, materials and construction methods.
- BH2** To strongly resist the demolition of protected structures, unless it can be demonstrated that exceptional circumstances exist.

4.3.5 Mix of Uses in the Core Area

In order for the Main Street to remain vibrant, it will be necessary to ensure an appropriate mix of uses. In particular, ground floors will be encouraged in all locations to incorporate commercial uses, particularly uses with active frontage such as shops and restaurants / cafés. Furthermore, in order to ensure activity at night, specific encouragement will be given to residential use of upper floors.

Objectives

- CA1** To support and facilitate activities and developments that will improve the vitality and vibrancy of the Main Street area.
- CA2** Redevelopment proposals in the town centre shall generally be required to provide commercial use at ground floor / street level.
- CA3** All non-residential floors will be required to be designed to be suitable to a range of users.
- CA4** To control and restrict where necessary uses at ground / street level to ensure that the town centre is not blighted by an excessive number of single outlet types / formats e.g. bookmakers, off-licences (including off-licences in convenience stores), charity shops, amusement centres and financial institutions.

- CA5** Active 1st floor uses will be required in all new developments and particular encouragement will be given to 'living over the shop'. Where such use is proposed, a relaxation in density, car parking and open space standards will be considered, where the development meets very high quality of design and accommodation.

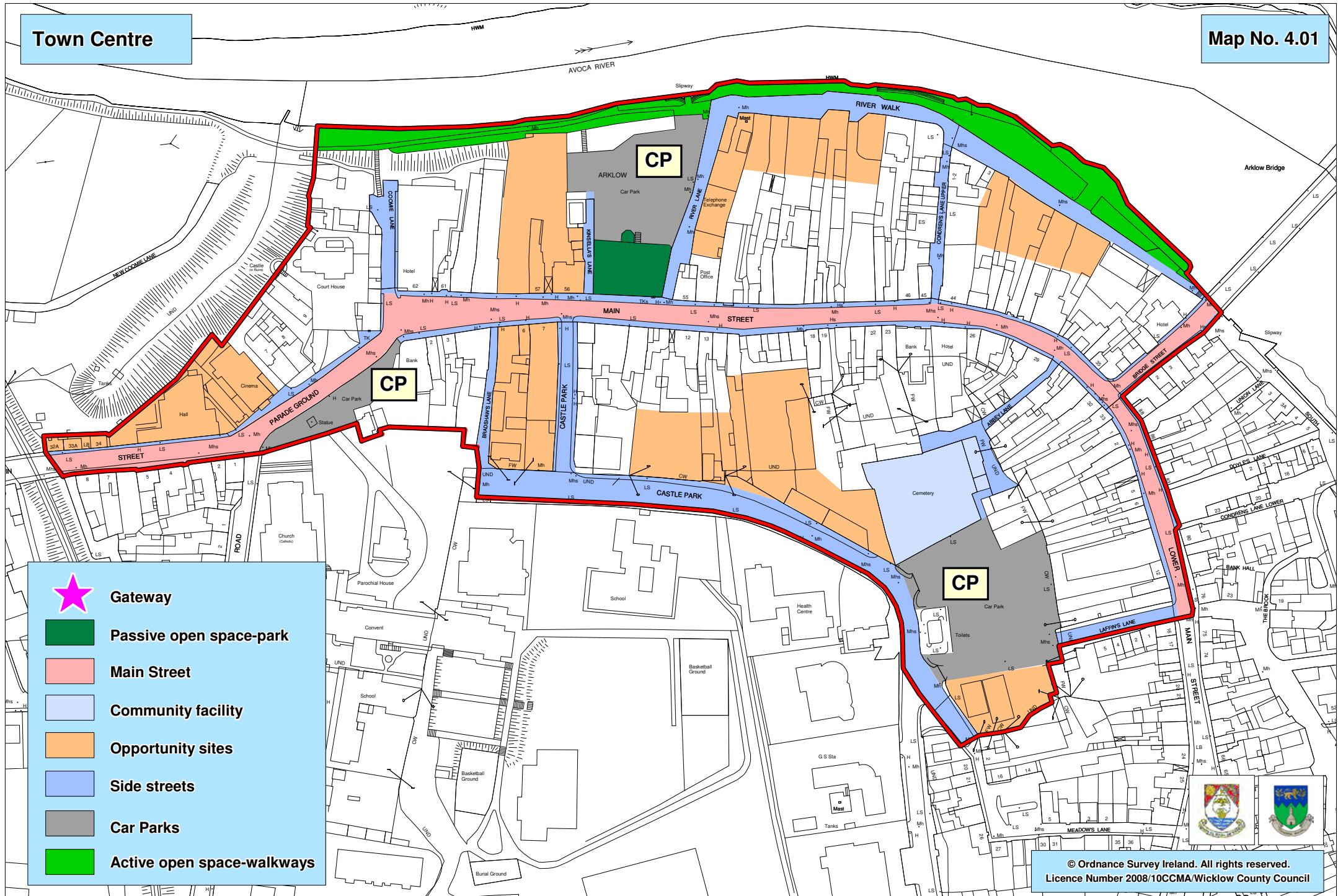
4.3.6 Retail Role of the Core

The continuation of the retail function of the Main Street is key to its future viability. A main street requires the passing trade of shoppers to maintain both non-retail services such as banks, cafes, hairdressers etc, as well as its role as a meeting place for its citizens. Notwithstanding the recent shift of retail focus to the north quay, the Main Street must be maintained as the principle retail area of the town. In this regard, it is the stated policy of the County Retail Strategy to promote and encourage improvements to retailing and other town centre activities in the core area of Arklow and to generally control further retail development to- :

- Conversion of non-retail premises in the core area to retail use,
- Renovation and expansion of existing retail premises in the core retail area,
- Redevelopment of derelict or brownfield sites in the core, and
- Replacement of existing facilities within the town.

Objectives

- RC1** To support the function of the Main Street and associated side streets as the principle retail area in Arklow.
- RC2** To support proposals to merge or assemble buildings / sites in order to develop modern retailing formats, including department stores or malls.
- RC3** To promote and facilitate the conversion of non-retail premises to retail/retail service use and to strongly resist the conversion of existing retail/retail service premises to alternative, less active, uses that would diminish vibrancy and daytime activity in the area.



Chapter 5

Transportation

5.1 Introduction

An efficient and sustainable transport system is essential for economic growth and prosperity and the improvement of quality of life of the communities that it serves. An efficient and comprehensive internal mobility and local transport network is important for economic activity and for the convenience of the inhabitants of the town.

5.2 Public Transport

Public Transportation into and within Arklow is available by means of rail, bus routes and taxi/hackney services. The Dublin-Rosslare railway line serves Arklow with approximately 9 services per day in each direction from Monday to Sunday. Bus services are made up of a national bus route operated by Bus Eireann (providing connections to Dublin on a daily basis via the expressway long distance services), a local/rural commuter services from Arklow to Gorey and a local bus service from Wicklow to Arklow via Avoca. The services range from approximately twenty-one return journeys on the expressway route to two daily returns to Wicklow via Avoca. There are also a number of local taxi/hackney services within the town.

There has been an increased emphasis in recent times on public transport as an alternative to the private car however while it is noted that there has been significant progress made in the national public transport network the level of investment in services has not kept pace with the increased levels of population growth, which has contributed to the increase in the car-based commuting to Dublin.

While the Development Plan is a land-use, rather than a transport plan, it will endeavour to put in place the necessary policy framework to encourage and facilitate the improvement of public transport.

5.2.1 Public Transport Objectives

- PT1** Facilitate the use of public transport for travel within the town and external destinations.
- PT2** To encourage and co-operate with the statutory bodies responsible for improving the public transport facilities within the town.
- PT3** To encourage the future expansion of the transport interchange at the train station where a number of transport types can interchange with ease. In particular:
- To improve the bus links within the plan area to the train station;
 - To promote integrated ticketing between transport types;
 - To encourage the improvement of bicycle facilities at the transport interchange;
 - To improve existing and provide new footpath/footway linkages to the existing train station.
- PT4** To ensure that possibilities for the improvement of the Dublin-Rosslare line are maintained and to ensure that land use adjacent to the station and rail lines are appropriate and will facilitate future improvements.

In particular, to require any development proposals in the vicinity of the train station to be so designed to facilitate future access to the station and railway lines and to reserve adequate space for future car parking.

- PT5** To promote the delivery of improved and new bus services in Arklow and Environs by:
- Facilitating the needs of existing or new bus providers with regard to bus stops;
 - Require the developers of large-scale new employment and residential developments in Arklow that are distant (more than 2km) from the train station to fund/ provide feeder bus services for an initial period.

5.3 Cycling and Walking

Government Policy, as set out in “Smarter Travel - A New Transport for Ireland 2009-2020”, places an emphasis on walking and cycling as alternatives to vehicular transport. The provision of walking and cycling routes within Arklow forms an essential part of the linked-up transport system, involving a variety of transport modes where public transport facilities can be availed of. While the land-use plan cannot influence whether members of the public will walk or cycle to a destination it can include objectives that would promote these forms of transport.

5.3.1 Cycling and Walking Objectives

- CW1** To enhance the permeability of the town through the facilitation and promotion of opportunities for safe pedestrian, and cycling linkages to and within the town centre, employment areas, schools and public transport nodes that will maximise travel by sustainable modes. In particular, the provision of direct pedestrian access to the railway station from Abbey Street shall be pursued.
- CW2** To facilitate the development of foot and cycleways off road (e.g. through open spaces) in order to achieve the most direct route to the principal destination while ensuring that personal safety, particularly at night time is of utmost priority.
- CW3** To encourage the provision of secure bicycle parking facilities at strategic locations within Arklow Town centre, community facilities within Arklow and transport nodes.
- CW4** To improve existing or provide new foot and cycleways on existing public roads, as funding allows.
- CW5** To promote and encourage the “Safer Routes to School” and the Green Schools Programme within Arklow and to liaise with all relevant Departments/agencies involved in the operation of the programme.

5.4 Roads

Arklow is strategically located between Dublin and Rosslare and benefits from its location to the N11/M11. Arklow is located on the old N11 Wexford/Dublin road; this provides the main route for local traffic and joins the M11 bypass to the north and south of the town.

The R747 link forms the main regional route, west to Aughrim, Tinahely and West Wicklow, whilst the R750 coastal road provides an alternative route to Wicklow in the north. To the southwest of the town Coolgreaney Road, Cemetery road and Emoclew Road form a distributor ring to the west of Wexford Road. To the east of the Wexford Road, Lower Main Street, Abbey Street and Yellow Lane form a similar loop.

Below this distributor level network are secondary routes that provide a through and loop access to the town centre, residential areas and other sectors of the town. Traffic flows on a number of the main routes within the town centre is constrained due to the restricted capacity of the junctions. The road access across the Avoca River to the town centre is limited by the carrying capacity of the Lower Main Street priority junction.

On the southern fringe of the town centre, Abbey Street links the old Wexford Road to the South Quay industrial area and the Roadstone Quarry. Due to the industrial activities at this location there is a high degree of HGV movements on routes that have limited carriageway width.

5.4.1 Road Programme Objectives

- RP1** To facilitate the future improvement of the town's roads hierarchy to distribute vehicular traffic on appropriate distributor routes whilst minimising the number of car trips through the town centre.
- RP2** To facilitate the provision of a western distributor route incorporating a new river crossing and linking to a new interchange onto the N11, in order to alleviate future traffic congestion in the town.
- RP3** To facilitate the development of a connection road from Wexford Road to the Croghan Industrial Estate in consultation with the owners and developers of the lands.
- RP4** To facilitate a new distributor road traversing lands zoned 'Employment' at Killiniskyduff.
- RP5** To require the development of Action Area 2 (Tinahask/Moneybig) to include distributor road access through to Action Area 1 (Tinahask/Abbeylands) and the Employment zoned lands to the south of AA2.

5.5 National Roads

Works Objective for the N11/M11

- NR1** To facilitate the Rathnew to Arklow North upgrade (Arklow to Ballinabarney), comprising the upgrading of the existing single carriageway route to dual carriageway/motorway standard.
- NR2** To facilitate the construction of a new third interchange at Lamberton, providing a connection to the western distributor road as allowed for in the design of the Arklow bypass.

5.6 Parking

It is national policy to reduce the dependency on the private car and move to a more sustainable form of transport namely public transport and or cycling / walking. However notwithstanding this shift in policy there is still a requirement to cater for the needs of car users in terms of efficient traffic management, car parking, road infrastructure improvements and provision. There is paid parking in the town-centre with provision for short and long term parking.

5.6.1 Parking Objectives

- P1** New / expanded developments shall be accompanied by appropriate car parking provision as detailed in Table 5.2. Deviations from this table maybe considered in the following cases:
- In the town centre where it is illustrated that there is sufficient public parking, and there is parking enforcement;
 - In multi-functional developments, where the developer provides a robust model of car-parking usage to show that dual usage will occur and that peak car parking demand at any time of the day will be met;
 - Where a residential development is in close proximity to the transport interchange.

In situations where a developer cannot meet the necessary car parking requirement on or near the development site, the developer may be allowed to make a special payment in lieu, to be utilised by the Local Authority in providing car parking in the area.

- P2** Provision shall be made in all new / expanded developments for disabled parking (and associated facilities such as signage, dished kerbs etc), at a suitable a convenient location for users.
- P3** Provision shall be made for off street loading / unloading facilities in all new / expanded developments, which are to receive regular deliveries.
- P4** To facilitate the operation and free flow of traffic in a safe manner in particular in the town centre and in locations proximate to schools, health and community facilities, by appropriately controlling car parking at such locations.

5.7 Aviation, Harbours, Marinas and Ports

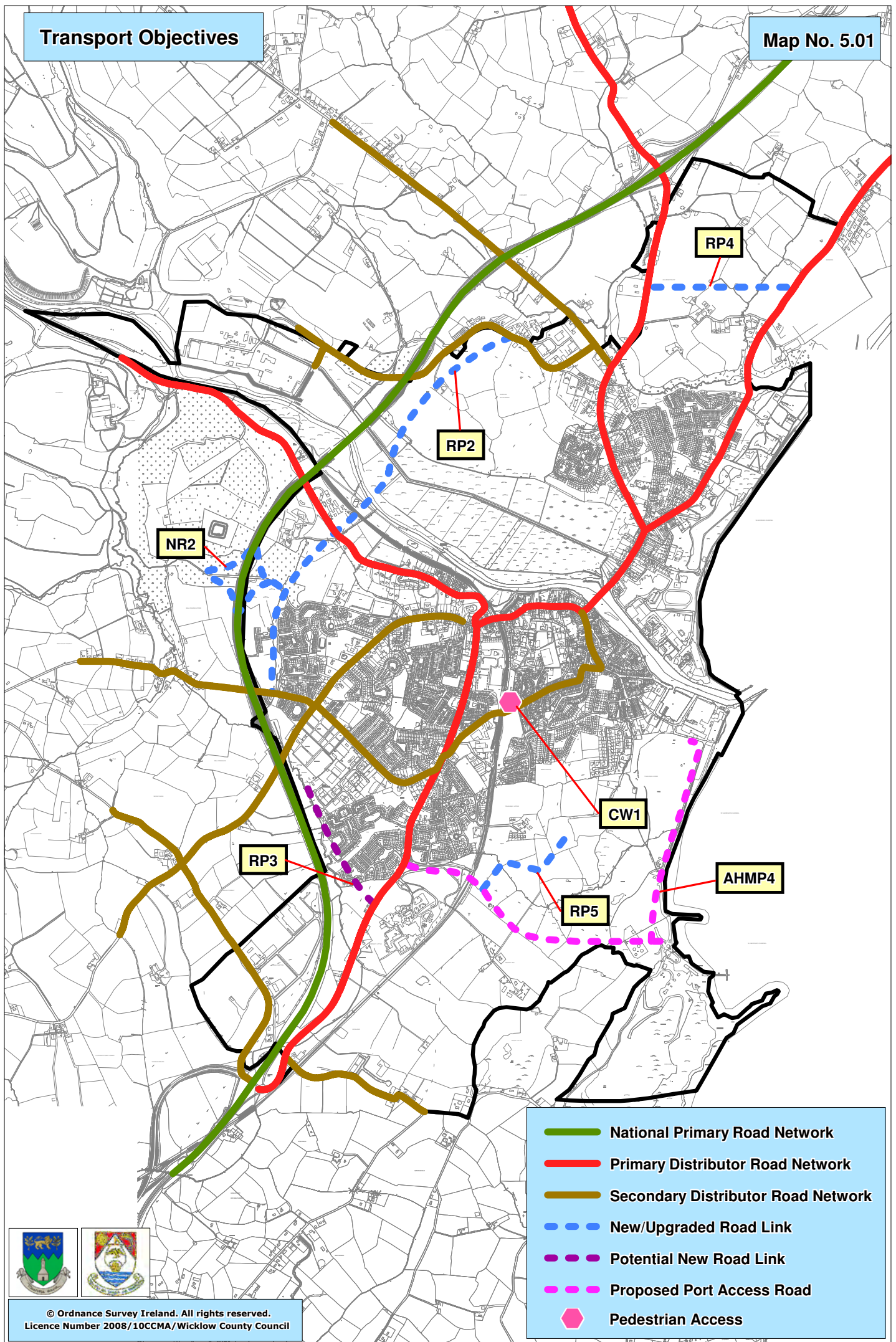
The Port and Harbour area of Arklow is considered to be under utilised and its re-development is key to the growth of the town in the future. While some developments have occurred in this area it is considered that the area requires specific attention. The location of the Harbour and Port area is considered strategic due to the proximity to the N11/M11 and the possible 'Leinster Outer Orbital Route', which will in-directly increase the re-development potential of the area. In order to fully exploit the Port it is considered necessary to include the provision of a new road, which will alleviate HGV movements in the centre of the town.

It is considered that there maybe suitable sites in and adjoining the plan area that could accommodate an aerodrome, which would allow for the future development and expansion of this sector.

5.7.1 Aviation, Harbours, Marinas and Ports Objectives

- AHMP1** To facilitate the construction of a Port Access Road linking the Wexford Road to the employment areas of Action Area 2 (Tinahask/Moneybig), the Roadstone Quarry and the Waterfront Zone, incorporating a link to form a primary distributor route for HGV traffic to the existing port. The design of the road including its alignment and boundary treatment will be carried out in such a manner as to ensure minimal impact on Arklow Golf Club. The design of the road will be subject of full consultation with Arklow Golf Club.

- AHMP2** To promote and facilitate through appropriate transport planning and land-use zoning the expansion or development of recreational facilities and marinas at the harbour in Arklow.
- AHMP3** To promote Arklow as a location for a new international airport and to generally facilitate the development of the aviation sector, in particular aerodromes, air strips and airports, subject to clear demonstration of the need and viability of such developments and due regard to the residential and environmental and residential impacts of such development, particularly in the coastal area.
- AHMP4** To support and facilitate the development of marine and shipping activity in Arklow, particularly the recreational use of the existing harbour/marina and the development of a roll on-roll off port at the existing Roadstone jetty.



5.8 Development Management Standards.

5.8.1 Public Transport

Rail Network:

- Development in the vicinity of existing railway lines shall comply with the set back and construction requirements of Iarnród Éireann.

Bus Network:

- New and improved roads shall generally be designed and include infrastructure for bus use unless otherwise advised by the Roads Authority;
- In areas of large-scale housing expansion and employment development, road layouts shall be designed to allow for high permeability of buses;
- New / improved bus stops shall be of a suitable “raised” design in order to assist mobility-impaired passengers in boarding / leaving the vehicle;
- Proposed bus shelters should be sited and designed with due cognisance of both the needs of the bus users and bus routes and the visual sensitivity of the location of the proposed shelter.

5.8.2 Park and Ride Facilities

In all proposed park and ride facilities, the Council shall require the provision of the following:

- Pedestrian and cycle paths connecting the proposed facility to the public transport node it is serving and to the surrounding developments;
- Environmentally friendly lighting along all pedestrian and cycle paths connecting the facility to the transport node;
- Adequate set down, waiting and turning areas for feeder buses;
- Bicycle parking facilities.

5.8.3 Public Roads

National Road and Regional Road Development Control Objectives

- Any works carried out on national and regional roads shall comply with the National Roads Authority publication ‘Design Manual for Roads & Bridges’ as may be amended and revised, unless local conditions determine otherwise;
- No development shall be permitted that would involve direct access to or from a motorway in accordance with Section 46 of the Roads Act (1993);
- A new means of access onto a national road will generally not be permitted, but may be considered if one of the following circumstances applies:
 - The national road passes through a designated settlement and a speed limit of less than 50km/h applies;
 - Where the new access is intended to replace an existing deficient one ⁶.

5.8.4 Local Road Development Management Objectives (General)

The design of new urban local roads or improvements to existing urban roads and new means of access onto urban local roads and rural local roads shall generally comply with the guidance set out in the “Traffic Management Guidelines” (DTO) and “Recommendations for Site Development Works for Housing Areas” (DOEHLG), as appropriate. In particular-

- Positive measure for pedestrian and cycle safety, including designated tracks and junction facilities, will be required on district distributor roads;
- Local access roads should be principally designed with the pedestrian in mind (particularly at junctions) and in some circumstances shared pedestrian/vehicular areas may be appropriate.

⁶ This does not imply that permission will be granted for additional vehicular movements onto the national road on the basis that the existing access is being improved.

5.8.5 District Distributor Roads-urban

- The existing urban regional and local road network in the plan area provide “district distributor road” functions. However in large scale developments or new expansion areas, new district distributor roads will often be required and the location and route of required new district distributor road will be indicated within the plan area;
- New district distributor roads will be required to be designed to the standards of (urban) regional roads, unless otherwise specified by the Planning Authority.

5.8.6 Local Collector Roads/local Access Roads (Urban)

- Regardless of the nature of the development serviced, new local roads should be designed in a hierarchical manner, with collector or spine roads distributing traffic around local access roads providing direct access to properties and buildings;
- Measures to control the speed of roads to reflect their function in the hierarchy shall be employed as appropriate. This does not always imply the use of traffic calming devices such as ramps or rumble strips, but speed may be controlled through the manipulation of road alignment or the use of different surfaces;
- Local collector roads will normally be at least 6m in width, with footpaths and cycleways on both sides. Entrances and car parking shall generally be kept to a minimum on collector roads and shall only be provided where design speed is low and visibility is high;
- Local access roads shall be kept to the minimum width necessary to serve the scale and type of development proposed to reduce speed, and in housing areas, widths as narrow as 4.8m may be considered. However, the needs of emergency and refuse vehicles must also be accommodated⁷. In employment areas, as local access roads will normally be serving industrial / warehousing / office buildings, adequate width will be required for larger vehicles, turning etc;
- Where new ‘town centres’ or ‘streets’ are being created, they should be designed on the ‘local access road’ scale. However, through careful design, appropriate provision shall be made for deliveries and commercial vehicles;
- In new housing areas, innovative road layouts will be encouraged and in particular, local access roads should be designed to give the highest priority to pedestrians and cyclists. The creation of ‘home zones’ should be a priority⁸.

5.8.7 Pedestrian and Cycling Facilities

- New pedestrian and cycle paths shall be designed in accordance with the standards set out in the Traffic Management Guidelines and the DTO cycle manual and shall ensure ease of connectivity to the surrounding area;
- Footpaths shall be provided on all new urban roads (from district distributor down to local access roads) to allow for full permeability of residential districts by pedestrians. All footpaths shall be designed to accommodate those with mobility difficulties or who are wheelchair bound;
- Cycleways shall be provided on urban district distributor roads and local collector routes e.g. spine routes through new housing estates. They will not be required on local access roads; instead the design of such roads should be based on reducing vehicular speeds and concentrate on making the road a safe environment for cyclists and children at play;
- The use of shared road space, that is suitable for safe use by vehicles and cyclists / pedestrians may be considered in lieu of footpaths and cycleways; the requirements of the Planning Authority should in such cases be determined prior to the making of any application;
- Pedestrian and cycleways will be required to follow the most direct route from origin to destination, subject to safety considerations. In particular, such routes should have adequate surveillance surrounding the development;
- Street lighting along foot and cycle paths shall be provided in accordance with the recommendations made in ‘Site Development Works for Housing Areas’ (DoEHLG 1998) as may be revised or replaced.

⁷ Group refuse storage areas should be located on local collector roads, rather than local access roads.

⁸ For further design guidance, see Chapters 5 and 7 of the Traffic Management Guidelines, DTO

5.8.8 Vulnerable Road Users

- Particular design solutions will be called for in areas where vulnerable users might be present e.g. at or near schools / crèches, near youth or sports facilities or in 'home zones'. At these locations, vehicle traffic shall be required to be slowed appropriately or stopped to give priority to cyclists and pedestrians. Developers of such facilities may be required to fund such alterations as deemed necessary to accommodate their users;
- Suitable measures shall be put in place at junctions and crossings for those with mobility or visual impairment, such as ramps and tactile pavements;
- Facilities such as crèches shall be located on or as close as possible to local collector roads and should be located as close as possible to district distributor roads to minimise traffic movements on local roads and to allow access by the greatest number.

5.8.9 Parking

Car Parking

- Where on-site car parking is provided, the car parking area shall be suitably surfaced and all bays and aisles marked out with white durable material. Spaces shall meet the following size requirements:

Table 5.1 Parking and Loading Dimensions

Car-Parking Bays	5.0m x 2.5m
Disabled Parking Bay	5.0m x 2.5m + 0.9m between bays
Loading Bay	6.0m x 3.0m
Circulation Aisles	6.0m in width

- Loading bays shall be located to prevent any obstructions to traffic circulation or use of other spaces;
- Where parking is permitted in the view of the general public, adequate soft landscaping shall be provided to soften the appearance of hard surfaced areas;
- Parking areas shall be reserved solely for the parking of the vehicles and should not be used for the storage of materials or goods associated with the development, nor for the parking of goods or other heavy vehicles;
- The standards set out in Table 5.2 to follow shall apply to all new developments, be it new construction or additional or material change of use of existing buildings;
- Disabled car parking spaces shall generally be provided at a rate of 5% of the total number of spaces, for developments requiring more than 10 car parking spaces, with the minimum provision being one space (unless the nature of the development requires otherwise).

Table 5.2 Car Parking Standards

Use Class	Parking spaces to be provided
Auditorium, Theatre, Cinema, Stadium	0.33 per seat
Church	0.33 per seat
Nursing Homes	0.5 per bed
Third Level Colleges	0.5 per student
Hotel (excluding function room)	1 per bedroom
School (primary)	1.2 per classroom
School (secondary)	2.0 per classroom
Hospital	1.5 per bed
Clinics & Group Medical Practices	2 per consultant
Dwelling /Apartment	1-2 per unit
Warehousing	1 per 100 m ² gross floor area
Retail Warehousing & Factory / Outlet / Garden	2 per 100 m ² gross floor area
Library	3 per 100 m ² gross floor area
Manufacturing	3 per 100 m ² gross floor area
Offices (ground floor)	5 per 100 m ² gross floor area
Offices (above ground floor)	4 per 100 m ² gross floor area
Bank or Financial Institution	7 per 100 m ² gross floor area
Restaurant dining room	10 per 100 m ² gross floor area
Take-Away	1 car parking space per 18sqm gross floor area
Ballroom, Private dance Clubs	8 per 100 m ² gross floor area
Bar, Lounges, Function Rooms	10 per 100 m ² gross floor area
Marina	1 car space per berth
Playing Fields	10 car spaces per pitch
Childcare facilities	0.5 spaces per staff member + 1 car parking space per 10 children
Allotments	1 space generally per plot within the plan area, however relaxation of this standard shall apply on a case by case basis
Out of town / regional shopping centres	6 per 100sqm floor area
Other retail (district / neighbourhood centre, large / discount foodstore)	4 per 100sqm floor area

5.8.10 Bicycle Parking

- The Planning Authority will require the provision of a minimum level of bicycle parking facilities in association with new developments and the change of use of an existing property. Where the provision of bicycle parking facilities are intended for use by the staff of that particular development, stands should be located within the curtilage of the development to ensure security and supervision. Bicycle stands for use by visitors should be located to maximise convenience to the entrance of buildings and positioned so as to ensure safety, security and supervision;
- In residential developments without private gardens or wholly dependent on balconies for private open space, bicycle stands should be provided in secure private communal areas;
- The bicycle parking standards set out in Table 5.3 to follow shall apply.

Table 5.3 Bicycle parking standards

Type of Development	Relevant Cycle Parking Standard
Apartments	1 space per bedroom + 1 visitor space per 2 units.
Shops	1 space for every car space.
Supermarkets / large stores	10% of total car spaces subject to a minimum provision of 50 spaces.
Offices	10% of employee numbers subject to minimum of 10 bicycle places or one bike space for every car space, whichever is the greatest.
Industry/warehousing	20% of employee numbers.
Theatre, cinema, church, Stadium	1 space for every 100 seats.
Hotels, guest houses	1 space per 50 bedrooms.
Lounge bars	1 space for every car space.
Restaurants	1 space for every car park space.
Function-room, dance halls, Clubs	1 space for every car park space.
Playing fields	1 space for every 3 players.
Schools	10% of pupil registration numbers/minimum of 10spaces.
Nursing homes	20% of employee numbers.
Public Transport pick up points/interchanges	2.5% of number of daily borders at that point/station, minimum of 10 bicycle spaces.

5.8.11 Entrances and Sight Lines

- In all areas, new entrances shall be designed having regard to the function and traffic volumes on the adjoining public road as well as pedestrians, cyclists and vulnerable road users;
- Clear sightlines will be required to be available or provided at new junctions and entrances. The sight distance required shall be calculated using the applicable road design manual/Manual for Streets (at the time of application) having regard to the following criteria:-
 - The designation of the road, its function in the road hierarchy and existing / projected volumes of traffic;
 - The speed limit of the road;
 - The vertical and horizontal alignment of the road;
 - And any other such factors that may be pertinent to the specific location or as may be set out in road design manuals.
- When locating new entrances and proposing increases in traffic movements at existing entrances, it must be shown that vehicles turning right into the entrance do not obstruct or cause a hazard to other road users. Sufficient forward sight distance must be available to (a) cars approaching an entrance in case a car is waiting on the road carriageway to turn right, (b) for cars waiting to turn right at an entrance. Right turning lanes may be required and these shall be designed in accordance with the applicable road design manual (at the time of application).

5.8.12 Road Gradients

- Flat gradients (i.e. no more than 1:40 / 2.5%) will be generally required at new junctions / entrances. The length of this flat area shall be determined having regard to the function of the new road. For a single dwelling or smaller housing development (less than 10 units), this area shall normally be a minimum of 6m in length. For larger housing developments or commercial developments, this may increase to 10m or more in order facilitate larger vehicles such as delivery vans, refuse trucks etc
- Roads serving new housing or commercial development shall nowhere be allowed to exceed a gradient of 1:10 (10%). Where a development includes roads at such gradients, the gradients will be required to be reduced appropriately at bends and corners.

5.8.13 Set Backs from Public Roads

- In the interests of traffic safety, residential amenity and because of the long term space requirements of roads, particularly in rural areas, the Council will normally require buildings to be set back from the edge of the hard-paved surface of the public road as set out in Table 5.4 below;
- Where a set back lower than that shown in Table 5.4 is already existing on a site or in the immediate environs of a site, the Planning Authority may consider a reduction in the set back, having due regard to
 - The likelihood of future road widening / realignment at that location;
 - The desire to maximise development density at locations in or close to urban areas;
 - The need to ensure adequate separation between roads and dwellings, to ensure adequate residential amenity; in particular to ensure limited disturbance by traffic noise and headlight glare from the adjacent road.

Table 5.4 Set backs from public roads

Road Type	Set back	Description
Motorway National Primary / Secondary	20m* 100m	Employment development * All other development
Rural Regional	20m* 40m	Employment development * All other development
Rural Local Roads	20m	All development
Urban Distributor Roads	10m	All development
Urban Collector Road	6m	All development
Urban Access Road	The minimum required to facilitate necessary footpaths and a 'buffer' area between the structure and the public realm	All development

* The Council may allow a reduction in the set back for employment development, to 20m, where it is satisfied that no adverse impact are likely to arise either in terms of future road widening needs or distraction to road users.

5.8.14 Road Safety Audits

- Road Safety Audits will be required at the discretion of the Planning Authority, but shall generally be required where new road construction or a permanent change to the existing road layout is proposed;
- The objective of a road safety audit is to ensure that the road safety implications of all schemes are fully considered for all users of the road and others affected by the scheme. It evaluates a road scheme during the design, construction and before the scheme is opened to traffic to identify potential safety hazards and suggest measures to eliminate or mitigate these problems;
- Road Safety Audits shall be prepared in accordance with the guidance set out in the Design Manual for Roads and Bridges HD19/09 (and subsequent amendments).

5.8.15 Thresholds for Traffic and Transport Assessment ⁹

As an indicator for all roads, Table 1.4 of the Traffic Management Guidelines (DoT / DoEHLG / DTO, 2003) gives the thresholds above which a Transport Assessment is automatically required. Table 5.5 to below reproduces this.

Table 5.5 Traffic Management Guidelines - Thresholds For Transport Assessments¹⁰

Traffic to and from the development exceeds 10% of the traffic flow on the adjoining road.
Traffic to and from the development exceeds 5% of the traffic flow on the adjoining road where congestion exists or the location is sensitive.
Residential development in excess of 200 dwellings.
Retail and leisure development in excess of 1,000m ² .
Office, education and hospital development in excess of 2,500m ² .
Industrial development in excess of 5,000m ² .
Distribution and warehousing in excess of 10,000m ² .

Due to the strategic role of national roads and the need to ensure that the carrying capacity, efficiency and safety of the network is maintained, the management of development may in certain circumstances require tighter control. Where applications affect National Routes (including those which impact on interchanges) a TTA shall be requested even if the thresholds in Table 5. 6 to follow are not exceeded.

⁹ Extract from Traffic & Transport Assessment Guidelines, NRA (September 2007)

¹⁰ Table 1.4 ,Page 29, Traffic Management Guidelines 2003

Table 5.6 **Advisory thresholds for Traffic and Transport Assessment where National roads are affected**

Vehicle Movements	100 trips in / out combined in the peak hours for the proposed Development.	
	Development traffic exceeds 10% of turning movements at junctions with and on National Roads.	
	Development traffic exceeds 5% of turning movements at junctions with National Roads if location has potential to become congested or sensitive.	
Size	Retail.	1,000m ² Gross Floor Area.
	Leisure facilities including hotels, conference centres and cinemas.	1,000m ² Gross Floor Area.
	Business.	2,500m ² Gross Floor Area.
	Industry.	5,000m ² Gross Floor Area.
	Distribution and warehousing.	10,000m ² Gross Floor Area.
	Hospitals and education facilities.	2,500m ² Gross Floor Area.
	Stadium.	1,500 person capacity.
	Community Facilities including places of worship, community centres.	1,000m ² Gross Floor Area.
	Housing.	50 dwellings within urban areas with a population less than 30,000. 100 dwellings within urban areas with a population equal to or greater than 30,000.
Parking Provided	100 on-site parking spaces.	

5.8.16 Sub-threshold Criteria for Traffic and Transport Assessment: In some cases the impact of traffic volumes may not be significant and the thresholds for a TTA may not be exceeded. However, the type and volume of generated traffic on National Roads may be of a nature to raise concerns about effects on road safety and road structure. In such cases, the criteria in Table 5.7 below will be consulted. If the proposed development meets two or more of these criteria, then a TTA should be requested.

Table 5.7 Sub-threshold Criteria for Traffic and Transport Assessment

Vehicle Movements	The character and total number of trips in / out combined per day are such that as to cause concern.
Location	The site is not consistent with national guidance or local plan policy or accessibility criteria contained in the Development Plan.
Other Considerations	The development is part of incremental development that will have significant transport implications.
	The development may generate traffic at peak times in a congested area or near a junction with a main traffic route.
	The development may generate traffic, particularly heavy vehicles in a residential area.
	There is significant concern over the development's effect on road safety.
	The development is in tourist areas with potential for congestion.
	Planning authority considers the proposal will result in a material change in trips or raises significant transport implications.

5.8.17 Roadside Signage (for shop front signage, see Section 16.2.2)

Signage serves three functions as set out below. This section covers signage on and adjacent to the public road but does not cover road traffic and directional signs erected by the Road Authority.

5.8.18 Directional and Information Signage –

These are signs that provide the public with directions to a particular location, where destinations may be difficult to find a specified business / service, sports club, public or voluntary service, etc, particularly at the latter stage of a journey. What differentiates these from advertising signs is that they are for the purpose of directing people to a place, club or service that they already know about, or a facility aimed at tourists, that they would be expected to be seeking. These are intended to complement, but not replace, pre-planning of the journey and the use of verbal instructions, maps and road atlases.

Examples of such destinations would typically, but not exhaustively, include railway stations, football clubs, theatres, schools/colleges, national and regional attractions.

5.8.19 Advertising Signage –

These are signs whose objective is to market a business, product or service. These can take many forms, ranging from billboards and posters, to pole mounted signs (including fingerpost signs).

While the Council acknowledges the need for advertising and accepts that it is a necessary part of commercial life, it is also aware of its responsibility to protect the visual amenity in urban and rural areas and for the elimination of traffic hazards. A conglomeration of signs or a sign of inappropriate size can detract considerably from the character and visual amenity of a settlement, result in visual clutter and conflict with the interests of road safety.

5.8.20 Identification Signage

These are signs to identify a business, service or premises, and are normally proximate to the premises/business/service.

There are two distinctive ways in which consent can be applied for advertising or signposting structures. Firstly, planning permission is required for the erection of signs located on private property (except those exempted under Schedule 2 Part 2 of the Planning & Development Regulations 2001, as may be amended). Secondly, the erection of advertising signs on, over or along the public road is licensable under Section 254 of the Planning & Development Acts as amended. Such licences are granted on a temporary basis. The nature and extent of signage allowable will be determined by its location and in particular, the classification of the road will set the control parameters.

5.9 Advertising Signage Standards

5.9.1 Advertising Signs

Will not be permitted except for public service advertising. This is to avoid visual clutter, to protect and preserve the amenity and/or special interest of the area, to ensure traffic safety and where applicable, to preserve the integrity of buildings, particularly those listed for preservation. Strictly temporary signs may be permitted to advertise permitted development, subject to an assessment of the cumulative impact of signage in the area and having regard to the particular environment of the site.

5.10 Information and Directional Signs

5.10.1 National Road N11/M11

Signage on this route will be strictly controlled and signs will generally only be permitted in accordance with National Roads Authority's "Policy on the provision of Tourist and Leisure signage on National Roads". In particular this policy allows for advance signing for a tourism attraction with 75,000 visitors per year. In addition, signs at N11/M11 off slips will be considered for:

- Hotels of a minimum three star status that is remote from a settlement signposted from the N11/M11 and within 5 km of that junction.

5.10.2 Regional and Local Roads

Directional and information signage will be permitted on Regional and Local Routes. Such signage shall be in finger post form¹¹ and shall include only the business / facility name and distance information. Subject to the following:

- These are intended to complement, but not replace, pre-planning of the journey and the use of verbal instructions, maps and road atlases;
- Supplement rather than duplicate information already provided on other direction signs. In particular signs will only be considered from the town or village (that is already well signposted) nearest to the facility;
- Tourism and leisure facilities shall be on signs of white writing on brown background. All other signs shall be black writing on a white background;
- Signs will be permitted from more than one direction only where it can be demonstrated that the different approaches are well trafficked, and add convenience to road users;
- In addition signs will also be considered where there are clear benefits to the road user, e.g. for safety reasons, where locations may be hard to find or to encourage visitors to use particular routes.

5.10.3 Signage within the Town

Directional and information signage will be permitted as per objective 5.11.2 for Regional and Local Routes. A combined sign at the main entrance(s) to a settlement, of a suitable size and design may be considered, particularly if a settlement is a tourist destination, where there is a number of accommodation's, dining, or visitor facilities. Any such structures that would interfere with traffic signs, sight lines or distract driver attention will not be permitted.

¹¹ Fingerpost signs shall not exceed 1.4sqm in size.

5.10.4 Identification Signage on Sites / Buildings

Signage on sites or buildings shall comply with the following requirements:

- Signage on shopfronts or other non-retail service uses in town and neighbourhood centres shall comply with Chapter 6 of this plan;
- Signage on other commercial buildings / sites (e.g. in business parks, hotels etc) shall be tastefully designed and positioned at or near the main entrance to the site / structure, with lettering size limited to that necessary to identify the site when in visual distance (which would not normally require lettering in excess of 300mm height);
- In rural areas, a wall mounted plaque type sign at the entrance gates will normally be considered sufficient for site identification purposes, with lettering not exceeding 200mm. A pole mounted traditional hanging type style, not exceeding 300mm x 500mm may also be permitted, subject to the proviso that no impacts on traffic safety arise;
- The size, scale and number of freestanding signs, flagpoles or other signage structures with logos or advertising thereon will be controlled in the interests of amenity and the preservation of the character of the area;
- Signs will not be permitted where they compete with road signs or otherwise endanger traffic safety.

Chapter 6

Economic Development, including Retail and Tourism

6.1 Introduction

This chapter will set out the strategy and objectives of the Council for enterprise, employment, retail and tourism that are relevant to and implemental through a land use plan.

6.2 Economic Context

6.2.1 National Context

Improving Ireland's economy is a recognised priority at national level and this has been reflected in "Building Ireland's Smart Economy: A framework for Sustainable Economic Renewal" (2008). This sets out Government policy on the restructuring of the economy with the primary objective of returning Ireland to sustainable growth in the medium-term. The framework focuses on building a smart economy with thriving enterprises, a high quality business environment, secure energy supplies, and an attractive environment.

6.2.2 Regional Context

The Greater Dublin Area is seen as the power house of the national economy accommodating over 40% of the population of Ireland. The Regional Planning Guidelines (RPGs) for the Greater Dublin Area (GDA), (2010-2022) set out a strategy for the continuing economic development of the region. The RPG strategy identifies key areas of enterprise development potential in the GDA and focuses on enhancing strategically important aspects of the business environment so as to create the conditions for attracting investment by both foreign and indigenous companies, stimulating entrepreneurship and enabling companies to grow and target international markets. The RPGs state that targeted investment in physical, green and social infrastructure provides the most efficient and effective long-term use of resources.

6.2.3 Local Context

The promotion of sustainable economic development is a priority of this plan. The future economic development of Arklow is linked to that of the County and the key message is that Wicklow has to compete internationally in order to attract and retain investment and skills. There is recognition of the need to develop and attract more strategic activities in the manufacturing sectors and re-orientate the County towards high value-added traded services. At a strategic level it advocates the importance of identifying locations that have the highest potential for the attraction of high-tech, high value-added and research intensive activities and that these sites be identified specifically for those developments.

6.3 Economic Profile of Arklow

For the purposes of analysing the employment characteristics of Arklow and its environs, CSO Census data for the electoral divisions (EDs) of Arklow Urban EDs (1 and 2), Kilbride ED and Arklow Rural ED have been taken to be representative of the plan area, although the boundaries do not align completely. Particularly, the Arklow Rural ED extends considerably outside the plan area, but this is not considered to undermine the thrust of the analysis, given the lack of significant settlements or employment opportunities in this wider rural area.

The 2006 Census showed a resident labour force in these EDs of 6,834 persons out of a total population of 13,604¹². The Census also revealed that 3,845 persons across the entire state indicated that their place of works was within these 4 EDs. Given that there is also an inflow of workers into Arklow from outside these EDs, it is clear that a large proportion of residents of the local EDs leave the area for employment, possibly up to 50% of all workers.

According to the 2006 Census the dominant categories of employment in the 4 EDs were commerce, manufacturing and education, health and social work. Of the 3,845 "jobs" in Arklow and its environs, the principle occupations were broken down as follows:

¹² The "Labour Force" is the total amount of people who are classified as "at work", "looking for first regular job" and "unemployed".

Table 6.1 Principle Industrial sectors of jobs located in Arklow EDs

Industry Category	Jobs	2006 share	%
Agriculture, forestry and fishing	34	0.8%	
Manufacturing industries, mining, quarrying and turf production, electricity, gas and water supply	951	25%	
Construction	242	6%	
Commerce	1,318	34%	
Transport, storage and communications	127	3%	
Public administration and defence	129	3%	
Education, health and social work	613	16%	
Other	419	11%	
*Not stated	12	0.3%	
Total	3,845		
Jobs Ratio	56%		

Source: CSO Census of Population 2006 POWCAR

The 'job's ratio' for Arklow is 56%, which is lower than the County average. The 'jobs ratio' relates the number of jobs based in the area divided by the resident workforce. It does not factor in employees commuting in or out of the town to work; however it is a measure used to assess the employment 'self sufficiency' of the local economy.

6.4 Strategy for Economic Development and Employment

In recognition of the fact that the level of enterprise and employment development has not kept pace with residential development, it is the goal of this plan to facilitate an increase in the number of jobs in Arklow and to bring jobs closer to where people live.

Strategic Objectives

- Increase the quantity and range of quality employment opportunities in Arklow;
- Reduce commuting levels;
- Increase the competitiveness of Arklow so that it is a prime attractor for indigenous and foreign employment generating investment;
- Promote the development of key economic infrastructure;
- Promote enterprise and innovation, particularly in services and the 'knowledge' and 'green' industries;
- Promote more intensive use of existing employment land;
- Promote a high quality natural and built environment;
- Ensure that strategic reserves of land are available for employment purposes.

6.5 Employment Requirements

While this plan is for the period 2011-2017, it is considered that employment 'planning' should be carried out for a longer time frame, to allow for both the planning of infrastructure and to bring certainty for potential employers. In this regard, the plan considered the needs of the settlement up to 2022.

In 2022, it is planned for Arklow to have a population of 23,000 persons. In accordance with the role envisaged for Arklow in higher order plans such as the National Spatial Strategy 2002 – 2020, Regional Planning Guidelines for the Greater Dublin Area 2010-2022 and the Wicklow County Development Plan 2010-2016, Arklow will become a major hub for employment in the south Wicklow region. While it is acknowledged that the proximity of the town to strategic transport corridors to the metropolitan region will continue to draw workers to the metropolitan area, it is considered that there should also be a considerable inflow of employees from central, south and south-west Wicklow, with Arklow being the major service centre for this large area. It is an inherent objective of the Plan to facilitate citizens' employment as close as possible to where they live.

In this regard, this plan makes provision for an employment 'catchment' of 35,000 persons by 2022, which is not considered unreasonable given the likely population of the area within 20km of Arklow in 2022, including all of Arklow and its environs (c. 23,000 persons), the towns of Aghrim, Tinahely, Carnew and Shillelagh in

the south-west (a combined 2022 population of c. 6,000) and towns such as Avoca, Rathdrum and Ballinaclesh to the north-west (combined 2022 population of c. 6,000 persons), the residents of the north Wexford area who would be attracted to employment opportunities closer to home (compared to the metropolitan region) and the population of all the rural areas in between.

Taking this combined 'catchment' of 35,000 and assuming that 2006 age breakdown and the labour force participation rate trends will continue up to 2022, there would be a demand for 17,290 jobs in this sub-region of the County in 2022.

The Wicklow County Development Plan aims to put in place an employment strategy that would allow an average 'jobs ratio' of 75% across the entire County (the jobs ratio is the ratio of jobs in the County to the number of people, resident in the County in the Labour Force). Clearly there would be a range of 'jobs ratios' in different settlements / areas of the County having regard to the size of the settlement, proximity to a major town or the metropolitan area. Given Arklow's role as the major hub in this area, it is assumed that Arklow could provide the equivalent of 90% of the jobs required by its resident population by in 2022 and assuming the surrounding more rural areas achieve a jobs ratio of 50%, there would be a need to plan for c. 13,000 jobs in Arklow by 2022.

In 2006, at a time of high employment and occupancy of existing employment premises, there were 3,845 people at work in Arklow. It is assumed that these work places still exist, even if they are not fully occupied at the time of writing this Development Plan due to the downturn in the economy. It is assumed that these work places could be brought back to full occupancy in the future. Therefore the plan makes provision for 9,000 new jobs through the zoning of sufficient lands to create this number of jobs.

6.6 Factors influencing employment creation

(i) Availability of Zoned Land

One of the key enablers to attract potential investment and employment to Arklow will be the availability of appropriately zoned lands. Within the plan area there is:

- c. 110ha of developed employment land
- c. 85 ha of undeveloped zoned employment land with current permission
- c. 135 hectares of zoned employment land with no permission

(Note: This solely relates to lands zoned for employment such as industrial, warehousing and commercial and does not take into account on other lands zoned for town centre, retail or leisure and amenity uses).

Of the 110ha of currently developed employment land, there is a significant block of 44ha (the land formerly occupied by the IFI plant), which has the potential for substantial redevelopment and employment growth. Other sites, while built out, do have a number of smaller scale infill and redevelopment possibilities. It is assumed that up to 1,000 future jobs could be generated on this 110ha.

The 85ha of employment-zoned land with permission has the capacity to generate up to 8,500 jobs assuming a mix between low-density employment uses (such as warehousing) and high density uses such as offices, which are allowed by the various permissions in place (i.e. employment density of 100 employees per hectare).

Combining these zoned areas, there is potential to accommodate the required growth in employment in the plan area, over the plan period. However, in accordance best practice, it is necessary to allow 'headroom' or 'market factor' in employment zoning, to allow for lands that are not released to the market for development. It is the experience over the past two decades that lands zoned for employment are slow to be taken up, far slower than the take up for residentially zoned lands.

In this regard, three additional blocks of employment land are provided in the plan area, two at Killinskyduff and one at Tinahask. Of these three, two are significant blocks (measuring 76.11ha at Killinskyduff and 56.56 ha at Tinahask) which are identified to provide for a particular type of employment provision, that is, to provide for large, single, undivided employment development, such as 'direct foreign investment' businesses, including microchip or similar manufacturing plants and would be likely to appeal to multinationals or significant IT (such a data centres) / green technology / pharmaceutical industries. It is considered necessary to reserve such strategic blocks of land in to ensure that Arklow can attract such employers and comply with its role as set out in the RPGs. Where permission is sought for a strategic, large scale development of this nature during the lifetime of the plan, it will be facilitated. However, where 'business park' type use is desired (which is allowed by this plan), these lands will only be considered suitable for development in a phased manner as set out in Table 6.2 to follow.

Table 6.2 Phasing of employment land

Location	Zoning	Area (ha)	Jobs	Phase
Various	E1	110	1,000	1
Various	E1	85	8,500	1
Killinskyduff	E2	76	7,600	2
Tinahask	E2	56	5,600	2

Phasing

The development of employment-zoned lands shall be permitted on a phased basis as set out in Table 6.2. If developed to their full capacity, the lands in Phase 1 would meet all of the employment needs up to 2017 i.e. the duration of the plan. Phase 2 lands therefore will only be considered for business / office park type development pre-2017 if:

- Phase 1 lands don't deliver the quantum of jobs as envisaged in Table 6.2;
- Some barrier impedes the development of Phase 1 lands, that does not affect Phase 2 lands;
- Phase 1 lands are not released to the market during the plan period.

In this regard, Phase 2 lands will be considered for development **in 2014** if it can be shown that Phase 1 lands will not be able to deliver the number of new jobs required to meet the population goal for the plan period with regard to the three reasons set out above.

(ii) Infrastructure

Adequate infrastructure is vital for the facilitation of future economic development activity in the town. This includes water services, effective road and public transport networks, energy, telecommunications, waste management, education facilities etc. There is a significant deficit in relation to wastewater infrastructure in Arklow. The proposed waste water treatment works at Seabank has received planning permission; however, the decision has been subject to legal proceedings for the past decade.

Arklow is served by the national electricity grid and high voltage lines cross the plan area. Energy from the off-shore wind bank is also brought ashore in Arklow. Furthermore, Arklow has potential as a location for the landing of an underwater electricity interconnector from Wales. This infrastructure is likely to be key to the future employment growth in the settlement.

(iii) Quality of Life

The importance of quality of life is a key component to facilitate future economic development. Factors that make a town attractive for both firms and their employees are the key to a successful economic development strategy. Specific actions to improve quality of life include:

- Providing high quality residential development with supporting social and community facilities;
- Ensuring a vibrant town centre with a high quality public realm;
- Creating an attractive urban environment to facilitate residency of the projected labour force;
- Ensuring the appearance of development complements existing environments and is of the highest quality;
- Increasing and improving the range of quality of recreational, amenity and cultural facilities.

6.7 Economic Development and Employment Objectives

General

- ED1** To facilitate and support the growth of Arklow as an attractive location for employment development.
- ED2** To promote employment in Arklow in order to reduce the need to travel and the dependence on private transport.
- ED3** To promote economic development at strategic locations on appropriately zoned land throughout the plan area, especially at or in close proximity to transport nodes.
- ED4** To facilitate and encourage the exploration and exploitation of minerals in the plan area in a manner, which is consistent with the principle of sustainability and protection of residential, environmental and tourism amenities.
- ED5** To promote and facilitate the development of larger scale employment generating developments to the north and south of the town and other appropriately zoned locations.
- ED6** To facilitate and support the development of knowledge-intensive and technology development and innovation facilities to support enterprise and employment.
- ED7** To support the development of a high quality built environment to attract and sustain enterprise and employment.
- ED8** To promote innovative economic sectors and encourage business clusters that take advantage of one another.
- ED9** To actively encourage the redevelopment of brownfield sites and the re-use of disused buildings for enterprise and employment creation, when such developments are in compliance with the objectives of this plan.
- ED 10** To encourage and facilitate the development of “green” industries, including those relating to renewable energy and energy-efficient technologies.

6.8 Home Based Economic Activity

Home working can make a positive contribution towards reducing car travel. While the plan strategy supports the concept of home working, it is important that it does not result in disamenity in a residential area and therefore employment use in a dwelling should be restricted to the occupier of the dwelling and such use should be subordinate to the use of the dwelling as a residence. In addition to home working, the plan supports the concept of live-work units, which can be defined as single units within a building that is both a place to live and a place of business or commerce. The development of live-work units can lead to a more sustainable land-use pattern, by providing for a mix of uses, ensuring a balance between day and night time activity and reducing commuting.

6.8.1 Home Based Economic Objectives

- HW1** To facilitate home-working and innovative forms of working which reduce the need to travel but are subordinate to the main residential use of the dwelling and do not result in a disamenity in an area.
- HW2** To encourage the provision of live-work units as part of mixed-use developments in appropriate locations.

6.9 Prevention of Major Accidents

The major Accidents Directive (Seveso II) is an EU Directive that seeks to prevent major industrial accidents involving dangerous substances and to limit the consequences of such accidents on people and the environment. The Seveso Directive applies to one site in the plan area, the Sigma Aldrich, Vale Road which has a consultation distance or radius of 1000m from its site boundaries. Advice and technical support will be sought from the Health and Safety Authority (HSA) and relevant legislation where applications are affected by the 1000m buffer.

6.9.1 Prevention of Major Accidents Objective

MA1 To have regard to the following in assessing applications for new developments (including extensions):

- Major Accidents Directive (Seveso II-96/082/EEC;
- The potential effects on public health and safety;
- The need to ensure adequate distances between such developments and residential areas, areas of public use and any areas of sensitivity;
- The advice of HSA.

6.10 Retail

6.10.1 Introduction

The Retail Planning Guidelines for Planning Authorities 2005 issued by the Department of the Environment, Heritage and Local Government, require Local Authorities to prepare retail strategies and policies to guide and manage retail development, particularly having regard to the protection of the retail function of town centres.

The Retail Strategy for the Greater Dublin area (GDA) 2008-2016 is to guide the activities and policies for retail planning across the seven local authorities in the GDA, including Wicklow. The strategy aims to set out a co-ordinated, sustainable approach to the assessment and provision of retail development within the GDA so that:

- Adequate and suitable provision is made to meet the needs of the growing and changing population, both overall and locally, and provide for healthy competition and consumer choice;
- Retail developments are provided in suitable locations, integrated within existing growth areas and public transport investment;
- There is not significant overprovision, which would place more marginal locations under severe pressure and undermine sustainability driven policies aimed at revitalising town centres.

The Greater Dublin Area strategy sets out a strategic vision and guidance for retail planning in the GDA, and sets out a series of principles and recommendations for each council to consider as part of their individual retail strategy.

6.10.2 Wicklow Retail Strategy

The purpose of the Retail Strategy for County Wicklow 2010-2016 is to:

- Confirm the retail hierarchy for the County, the role of centres and the size of the main town centres;
- Define the boundaries of the core shopping area of town centres;
- Provide a broad assessment of the requirement for additional retail floorspace;
- Provide guidance on the location and scale of retail development;
- Include policies and action initiatives to encourage the improvement of town centres;
- Set out criteria for the assessment of retail developments.

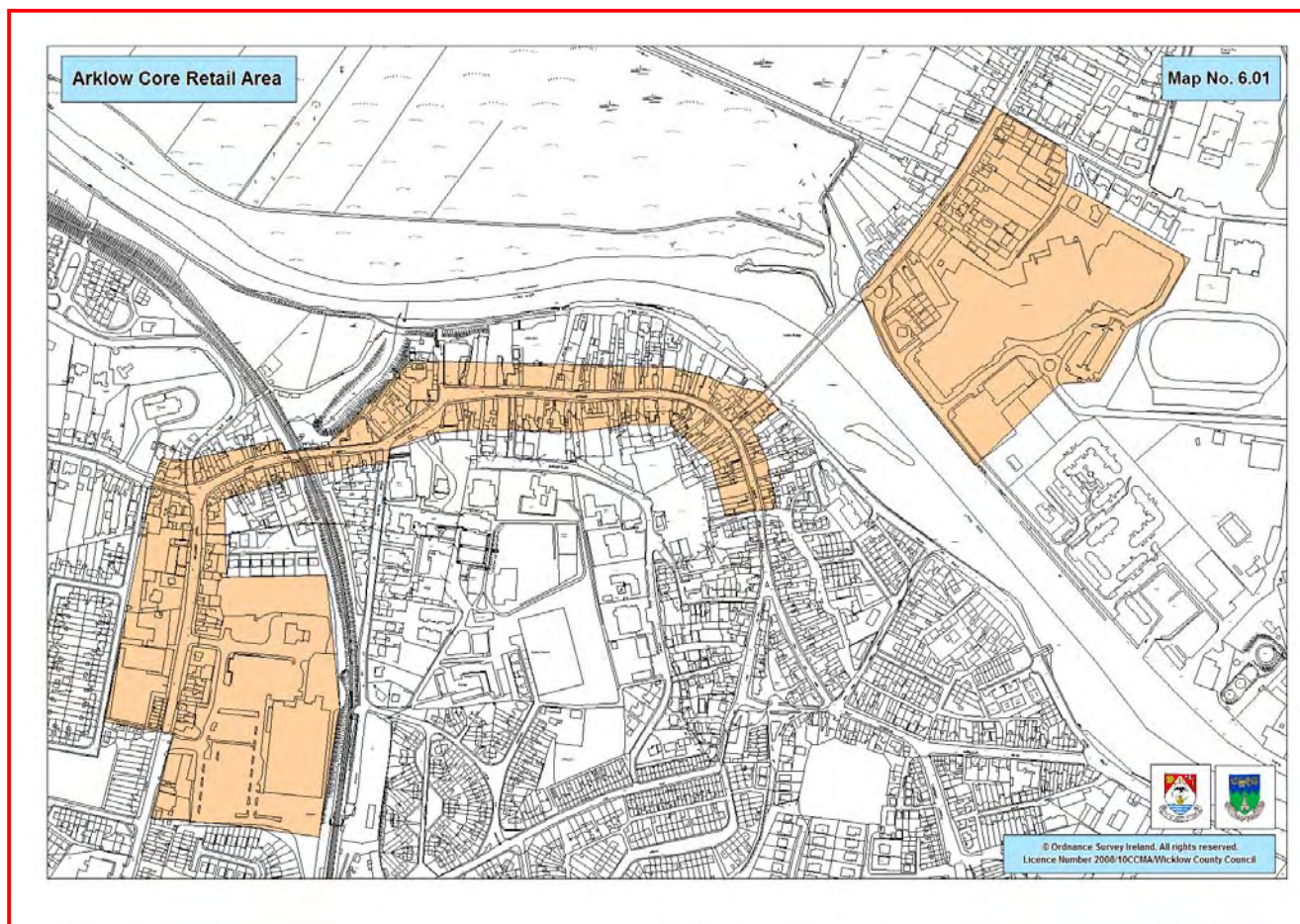
Arklow is located in Level 3 of the retail hierarchy, which is classified as “Town and/or district centres & sub county town centres”. Arklow is also identified as a ‘town serving a wide district’ and therefore is considered to be in the upper tier of Level 3.

The strategy allocates Arklow 7,000-10,000sqm growth in comparison floor space and 2,000-2,500sqm of convenience floorspace. However, this growth is based on a baseline from a survey date in 2006, and since then, approximately 25,00sqm of new retail space has been constructed or permitted (and is awaiting commencement/under construction).

All of the new comparison retail delivered is in the form of non-bulky goods, particularly clothing stores, and while there is some retail warehousing in the town (mostly confined to hardware and electrical outlets), this is a notable deficiency given the distance of Arklow from the Metropolitan area.

Therefore the retail strategy for Arklow is:

- To promote and encourage consolidation of and improvement to retailing and other town centre activities in the core area; however no further significant retail permission will be granted other than:
 - (i) Conversion of non-retail premises in the core area to retail use;
 - (ii) Renovation and expansion of existing retail premises in the core retail area;
 - (iii) Redevelopment of derelict or brownfield sites in the core area and
 - (iv) Replacement of existing facilities within the town.
- Expansion of the retail warehousing sector, either at existing retail warehousing or industrial estate locations.



Map 6.01: Arklow Core Retail Area

6.10.3 Retail Objectives

- RT1** Applications for new retail development shall accord with “Retail Planning Guidelines for Planning Authorities”, (DOEHLG 2005) and any subsequent Ministerial Guidelines or directives.
- RT2** Applications for new retail development shall accord with the County Retail Strategy and where appropriate shall be accompanied by a Retail Impact Assessment.
- RT3** The preferred location for new retail development where practicable and viable, is within the town centre. Where it is not possible to provide the form and scale of development that is required on a site within the town centre, then consideration can be given to a site on the edge of the town centre so as to encourage the possibility of one journey serving several purposes. An edge of centre site is taken to be one which is within an easy and convenient walking distance from the primary shopping core of a town centre. The distance considered to be convenient will vary according to local circumstances but typically is unlikely to be much more than 300-400m from the edge of the prime shopping area.
- RT4** There will be a presumption against large retail centres located adjacent, close to, or on a high speed route directly to existing, new or planned national roads/motorways. Such centres can lead to an inefficient use of costly and valuable infrastructure and may have the potential to undermine the regional/national transport role of the roads concerned.
- RT5** The ‘sequential approach’ to the location of new retail development will be applied i.e. having assessed the size, availability, accessibility, and feasibility of developing both new sites and existing premises, firstly within a town centre and secondly on the edge of a town centre, alternative out of centre sites should be considered only where it can be demonstrated that there are no town centre or edge of centre sites which are suitable, viable and available.
- RT6** Where an application for new retail development is made within the defined core retail area of Arklow town centre it will not always be necessary to demonstrate the quantitative need for retail proposals in

assessing such proposed developments. In setting out the retail impact of the development the report should focus on how the scheme will add/detract from the vitality of the town centre - both in relation to improving retail, urban design, integration with the built fabric and quality of life in the town/centre.

6.11 Tourism

6.11.1 Introduction

The tourism industry affords significant potential for economic development and employment opportunities in Arklow and in County Wicklow as a whole. Arklow was once regarded as a popular seaside resort; however, this has changed over time. With increased industrial development in the town, water pollution and due to the limited attractiveness of the seaside particularly South Beach due to the proximity of the port and the Roadstone quarry, Arklow has not capitalised enough on its location at the river or at the sea, for example, with waterfront development.

Nevertheless the town has assets and activities that can be exploited, such as:

- The festivals that take place in Arklow including the Arklow Music Festival in March, the Seabreeze Festival in July, the Maritime Festival in August and the Celtic Challenge (biannual rowing competition);
- The natural amenities of Arklow, such as the Marsh, the Beaches and Nature Reserves;
- Its service function for the numerous holiday homes / caravan parks and golf clubs in and surrounding the town;
- Numerous sporting and leisure facilities, including swimming pools, a skate park and water based activities around the marina and river;
- An active tourist office, well positioned in the town centre;
- A range of overnight accommodation types and a vibrant pub and restaurant culture.

6.11.2 Tourism Objectives

- TP1** To support opportunities to improve the tourist product in Arklow and to co-operate with the appropriate statutory agencies, private tourism sector and community groups.
- TP2** To promote and facilitate improvements to tourism and recreation infrastructure in the Arklow and environs area. Favourable consideration will be given to proposals for developments that place a particular emphasis on service-rest facilities, sign posting, car parking facilities etc. subject to the proper planning and sustainable development of the area, and the objectives of this plan.
- TP3** To support the development of new / improved tourist facilities, including accommodation and attractions, particularly those taking advantage of the existing assets of the town, subject to such assets being protected from any adverse impacts arising from new development.
- TP4** To improve, as funding allows, the principle access routes into the town centre from surrounding tourism locations, particular the Coast Road north of the town, the Clogga Road and the Vale Road.
- TP5** To facilitate the erection of standardised signage for tourism facilities and tourist attractions throughout the town.
- TP6** To encourage tourism and leisure related uses in the Waterfront Zone including hotel / accommodation facilities and leisure uses to complement the marina and associated boating uses and activities.
- TP7** To promote, in co-operation with the various relevant organisations, the more extensive use of the coastal strip for such activities as touring, sight-seeing, walking, pony trekking, etc. as a tourism and recreational resource.
- TP8** To recognise the importance of local golf courses and other sports clubs to tourism in the town.
- TP9** To support and encourage improvement to access to river banks and towpaths to facilitate walking and cycling.
- TP10** To ensure that new / improved tourist facilities are designed to the highest standard with particular emphasis on ancillary features (such as leisure facilities, bars, restaurants etc.), and to high quality external and internal finishes.

6.12 Development Management Standards

6.12.1 Business Parks, Warehousing, Retail Warehousing and Industrial Developments

All employment developments are required to be of the highest quality design and development management standards. By developing a physically attractive and harmonious business environment, the Planning Authority seeks to create a quality business environment that encourages existing businesses to expand.

Building Form and Materials

A high quality design, finish and layout is required for all developments. The following standards should be applied:

- Variation in building form is recommended to reduce the mass of building walls. Overly long rectangular buildings will not generally be acceptable – the impact of these structures will be expected to be softened by breaking up the mass into appropriately stepped sections;
- Accent entry ways are recommended to create an architecturally pleasing entrance feature;
- The sides of each building on a site, particularly buildings visible from multiple street frontages, shall be consistent in design and should be compatible with other developments in the immediate vicinity;
- All external elevations should be suitably clad or fully rendered and painted, save for where brick or other similar finished material, such as fairfaced blockwork, acceptable to the Planning Authority, is proposed;
- Architecturally enhanced metal clad buildings may be permitted, however corrugated iron buildings will generally not be permitted;
- In the case of developments of two or more industrial or warehouse buildings, a uniform design, including architectural treatment, roof profiles, boundary fences and building lines is essential.

Building Lines

Generally, development should not be carried out in front of established building lines or in a position where it would be in conflict with the building lines determined by the Council to be appropriate for that area. The Planning Authority, in determining an appropriate building line, will examine each application on its merits and will have regard to the needs of the area in terms of maintaining a good townscape, protecting from traffic and preserving the character and amenity of the area.

Building Heights

Building heights should be appropriate to the design and scale of development proposed and to that of the adjoining area. Developments that result in a significant degree of visual obtrusion or overshadowing, which is detrimental to the character of the area or to the amenity of adjoining residential properties will not be permitted. The height of buildings should be no more than is necessary for the operation of the business. Regard will be paid to the following matters in making an assessment on the suitable height of a building:

- The size and configuration of a site, and whether it is large enough to provide a visual transition from the scale of surrounding developments;
- The quality of the design;
- The requirements of the activities undertaken therein;
- Any detrimental impact to residential amenity, including overlooking or overshadowing;
- Detraction from structures or spaces of architectural or historic importance, and important landmarks.

Boundary and Landscape Treatment

In order to soften the visual appearance of buildings and to screen adjoining properties and views from roads, all new development proposals shall be accompanied by proposals for suitable boundary treatment, including walls, fencing or landscaping.

- The design, materials, finishes and colours of walls or fencing along road frontages shall be compatible with the main building and adjoining properties in the vicinity;
- Inordinately long walls or fences should be broken up by landscaping, pilasters, offsets in the alignment of the wall or fence, and/or changes in materials and colours;
- No steel security fencing with sharpened spears/pickets should be installed forward of the front building line of any industrial or warehouse facility;
- Priority should be given to the preservation of existing trees and hedgerows along site boundaries;

- Landscaped strips along public roads will normally be required;
- A minimum of 10% of the total site area shall be for soft landscaping. The landscaped areas should generally be provided along the front of the property;
- Existing trees and hedgerows should be protected, where possible;
- Landscaping proposals should provide for planting in an informal pattern with trees and shrubs of varieties suitable to the surrounding area;
- Trees should be planted within the landscaped area along public road frontages in order to provide screening.

Developments adjoining existing residential areas, or adjoining land that is planned or zoned for residential use:

The following particular standards shall apply to all developments, which are visible from a public road or from a residential area:

- All exterior elevation walls and boundary walls shall have a material, finish and colour that are compatible with adjoining properties. Metal clad buildings will generally not be permitted;
- Trees shall be planted within the landscaped area along public road frontages in order to provide screening;
- Particular regard shall be paid to ensuring that the height and setback of a building is acceptable, and in accordance with the standards set out above;
- The building height proposed shall provide a suitable transition between residential and employment areas.

Extractive Industries/Quarries

The Council acknowledges the economic value of extractive industries to the local economy. However the operation of quarries can give rise to land use and environmental issues, which require to be mitigated and controlled in the planning process.

- The protection of residential and natural amenities, the prevention of pollution, noise/vibration, traffic and the safeguarding of groundwater are important concerns;
- The Council will have regard to the DoEHLG's Quarries and Ancillary Activities, Guidelines for Planning Authorities, 2004 when assessing quarry related proposals, in order to achieve more sustainable aggregates development and to avoid and minimise adverse impacts on the environment;
- Particular constraint will be exercised for sites in the vicinity of or in areas of archaeological importance, recorded monuments;
- European areas of ecological importance and other environmentally sensitive (designated) areas, unless it can clearly be demonstrated that such quarries would not have significant adverse impacts on amenities or the environment;
- All developments should have regard to and comply with the Environmental Protection Agency's (EPA) publication 'Environmental Management in the Extractive Industry (non-scheduled minerals), 2006.

Intensity of Development

The Council will require all employment developments to be of an appropriate intensity, measured by plot ratio and site coverage. The following standards will normally apply, except where local conditions require otherwise:

	Site coverage		Plot ratio
	Maximum initial	Maximum Final	
Offices	60%	75%	1.5
Manufacturing	40%	60%	1
Distribution / Warehousing	30%	50%	1
Retail warehousing	30%	50%	1

The Council will not permit an employment development where it is considered that there is an unacceptable over development of the site.

Access and Roads

- Developments that result in a significant increase in traffic congestion or a hazard to road safety will not be permitted;
- Roads and facilities should be provided in accordance with the 'Traffic Management Guidelines', the 'NRA DMRB (Design Manual for Roads and Bridges) Manual' and the 'National Manual for Urban Areas: Provision of Cycle Facilities';
- Generally only one vehicular access point will be permitted to serve the development;
- Pedestrian, cyclist and public transport access should be considered in the layout of industrial areas. Where there are high volumes of HGV movements, cyclists and pedestrians should be protected from general traffic by segregated facilities;
- Adequate turning areas must be provided within the curtilage of the site unless satisfactory alternative arrangements are agreed with the planning authority. Turning space should be provided for 15 metre articulated vehicles and 9 metre fixed axle vehicles. In this regard, the Planning Authority may require the submission of an 'auto-track' analysis.

Car Parking and Loading

Functional parking provision (car parking for staff/visitors, loading/unloading area etc) shall be in accordance with the Planning Authority's vehicle parking standards as set out in Chapter 5 of the Plan.

The following minimum car parking standards shall apply:

Use	Car parking requirement
Offices	5 per 100m ² gross floor area (Offices ground floor). 4 per 100m ² gross floor area (Offices above ground floor).
Manufacturing (including science and technology based)	1 car space per 50m ² gross floor space
Distribution Warehousing	1 car space per 100m ² gross floor space
Retail warehousing	1 car space per 20m ² gross floor space

- Parking should be provided in proximity to the main access points of the building;
- Adequate soft landscaping should be provided to soften the appearance of parking areas that are in the view of the general public;
- Parking areas that are visible from public roads should be screened from view by landscaping or walls;
- It is essential that each industrial / warehousing unit be provided with adequate space for loading and unloading goods, including fuels, in an area clear of the public road and preferably behind the building line.

Cycle Facilities

An appropriate amount of cycle parking facilities should be provided. Cycle parking facilities should be covered and should be located so as to maximise convenience to main entrances, and positioned so as to ensure safety, security and supervision.

Services

- There shall be adequate availability of services to serve the development – water, sewage, surface water drainage, waste, lighting, communications etc;
- All electricity and service lines should be laid underground.

Lighting, Noise and Air emissions

- Impacts resulting from lighting and noise from sites should be minimised. A detailed study may be required prior to the commencement of development in sensitive locations (e.g. adjacent to dwelling houses, nursing homes etc) to outline probable impacts and mitigation measures;
- Noise arising from any industrial/employment development should not exceed 55dB(A) Leq (1 hour) with a maximum peak of 65 dB(A) between 0800 to 1800 hours, Monday to Saturday inclusive, but excluding public holidays, when measured along any point along the site boundary. At all other times the noise level should not exceed 45 dB(A) Leq (1 hour) when measured at the same

locations. No pure tones should be audible at any time. All noise should be measured from the point of the nearest sensitive receptor;

- Regard will also be paid to the recommendations/requirements of the Environmental Protection Agency;
- The proposed development shall be capable of dealing satisfactorily with any emission or effluent.

Storage Requirements

- All external storage including bin storage, oil tanks etc. shall be visually screened from the public areas with adequate screening by fencing or walls;
- Proposals for and location of safe storage on site and disposal of waste is required. A storage area of sufficient size for all recyclable materials generated from the development to the requirements of the Waste Management (Packaging) Regulations 2003 to 2006, as amended should be provided. All overground oil chemical storage tanks should be adequately bunded to protect against spillage.

Advertising

- A co-ordinated signage system throughout business parks/enterprise sites will be required;
- Within the curtilage of industrial estates, signage should be restricted to a single sign identifying all occupiers of the site at the entrance and to fingerpost signs at junctions throughout the estate where such are considered necessary by the Council.

Use

- Details should be submitted of the nature and scale of operations, including full details of proposed use, including industrial processes involved, any toxic materials, chemicals or solvents used;
- Details should be submitted on the hours of operation, particularly where the proposed development is located in proximity to residential areas.

Mobility Management Plans

The Council shall require all planning applications for large employment based developments, where the Council considers that a significant peak and/ or off peak travel will be generated, to include a Mobility Management Plan. Developments for which mobility management could be applied include:

- People intensive employment developments, including office (including office based industrial) and high technology and services based developments;
- Retail (e.g. large one-off stores), including retail warehousing and distribution;
- Health, education and community based institutions.

A Mobility Management Plan is an integrated strategy designed with the common aim of addressing the total mobility requirements of the development in a sustainable way. Its aim is to shift the emphasis from car borne commuting to increased use of sustainable transportation modes. The Plan should include aims and specific works objectives, which minimise the impact on traffic of a development through:

- Providing appropriate parking spaces;
- Optimising links with the public transport system;
- Providing facilities for cyclists and pedestrians;
- Meeting the needs of people whose mobility is impaired;
- Respecting existing public rights of way;
- Encouraging modes of transport other than personal travel by private car.

6.12.2 Retail Development

All retail proposals shall meet the design standards set out in the County Retail Strategy, however the following standards pertain to shopfronts.

Retail and Shopfront Design Standards

These shopfront design standards are drawn from the '*Guidelines for Shopfront Design in Bray*' (Bray Town Council / Colm O'Broin & Partners 2007), and although this document was drawn up for the Bray, for the most part its guidance is relevant to all settlements in the County and reference should be made to this document in the designing of any new shopfronts. The function of the shopfront is two-fold; to identify a retail

premises within a street by way of name, signage and window display and to express the architectural character of a building at ground floor level.

Elements of Shopfront Design

Shopfront Style

- The shopfront is part of the building and the building is part of the street. Where a shopfront is to be installed, it should normally be of materials or finishes appropriate to the age, style and character of the building and its surrounding area. While contemporary design is generally encouraged in the town core a traditional shopfront format, a traditional style shopfront may be the most appropriate solution. However, at locations where there are a range of shop front styles, and no common vernacular, a modern solution is preferred over inaccurate historical representations

Fascia

- The primary function of the fascia is to advertise the name of the shop. The fascia also gives visual support to the upper floors and helps frame the shop window. The fascia should be of an appropriate height, in scale with the overall height of the shopfront and other elements of the building. The fascia should not encroach on or above first floor level or extend uninterrupted across a number of buildings.

Signage

- Signage shall generally be limited to the fascia, but may also be considered on or behind glazing and on columns or doorways;
- Lettering is to be in proper proportion to the size of the fascia and to the scale of the building. As a general rule, the lettering should be restricted to half the fascia width, taking care to leave sufficient space at top, bottom and sides. Shop lettering should convey the essential message of the retailer. The shop name alone will generally have most effect;
- The illumination of shopfronts and signage is generally considered unnecessary. In certain circumstances, for example where the business is open in the evening, modest levels of discreet lighting (the purpose of which is to light the lettering and not bathe the whole façade and pavement in a pool of light) may be permitted.

Doors and Windows

- Shop windows should be set in the same plane as the building front with any recessed areas being confined to the entrance door;
- Frosted glazing rather than solid signage should be used where the use requires a degree of privacy (e.g. non-retail services such as solicitors, surgeries etc) or where the layout of the shop requires functional elements or shelves to be located directly behind the window;
- Access should be made easy for everybody including those in wheelchairs or with other aids to mobility; the visually impaired; parents with pushchairs and young children; the elderly and those carrying heavy bags. Shopfronts should be designed with level access at pavement level. Where this is impossible, a ramp rather than steps must be provided.

Materials

- Materials used in shopfront construction should be of good quality, durable, and should respect the age and character of the building and adjoining street;
- Timber is an appropriate material for shopfront construction, it is versatile, durable, easily and cheaply maintained or altered. Modern materials such as aluminium and plastic may be considered for contemporary shopfronts. Other high quality materials such as marble, terrazzo, bronze or chrome might also be suitable for use in such locations;
- The number of different materials shall be minimised, as too wide a range can result in a confused or chaotic appearance.

Colour

- When considering the colour of new or replacement shopfronts it is important that the selected colour scheme complements the character and style of the building, rather than conflicting with it. Shopfronts are traditionally painted in strong colours, which are slow to fade. The use of rich colours, such as dark shades of green, blue, red and black is recommended;
- Corporate colours should be restricted to the main signage of the shopfront and not the entire shopfront.

Security

- Solid external shutters which completely cover the shopfront when closed have a major impact on the street scene and therefore will not be permitted;
- Where there is an obvious need for enhanced security, the use of alternative methods of protection should be considered, such as toughened / laminated glass, additional glazing bars reduce glazing size or internal open-mesh window grilles;
- Appropriate use of lighting may reduce the likelihood of a break in. The lighting should generally not be so strong as to illuminate the area outside the shop, as this might affect the character of the area;
- The use of upper floor for residential use is an effective way of improving security. Having a constant presence over the premises is one of the most efficient ways of reducing crime and vandalism and often involves little alteration which might affect the character of the building.

Vacant retail units

- Vacant properties have a very negative impact on our town centres - visitors and shoppers can be discouraged from return visits, the look and feel of the town centre is one of decline, the retail offer is weakened and investment stagnates. In this regard, it will be condition of the grant of permission for any new or extended / refurbished units that at all times that the retail unit is not in active use, the street front display area will be required to be provided with an attractive temporary display or professionally designed artwork affixed to the glass frontage. The temporary use of the retail space during such times for creative, cultural or community purposes will be encouraged; however, such change of use may require planning permission, and advice will be provided by the Council on a case by case basis in this regard.

6.12.3 Tourist Development

General Criteria for Tourism and Recreation Developments

1. Tourism and recreation developments shall be assessed against the following criteria:

- The nature, scale and use of a development shall be appropriate to the character of the area in which it is to be located and shall be visually sympathetic to its surroundings. This shall apply to matters such as the type of use, number of employees, hours of operation, amount of expected visitors, site area, building size, design, layout etc, as well as to the particular land use, and the economic and social requirements of the area and its surroundings;
- The development shall not give rise to any significant adverse environmental impact, in terms of detrimental impact on the scenic value, heritage value and/ or environmental/ ecological/ conservation quality of the area. It shall not have a negative impact on the surrounding area in terms of nuisance, noise, odours or other pollutants;
- The development shall not be detrimental to the amenity of nearby properties, and in particular, to the amenity of nearby residential properties;
- Any proposal shall be acceptable in terms of the following traffic and parking issues:
 - Car parking is required to be in accordance with the standards of the plan. Car parking shall be provided within the boundary of the site, unless the Planning Authority agrees other suitable arrangements;
 - There shall be safe vehicular access to and from the road network;
 - The capacity of access roads shall be adequate for the likely levels of traffic generated by the proposal;
 - There is adequate provision for pedestrians and public transport providers.
- The proposal shall be acceptable in terms of water supply, wastewater disposal and surface water drainage;
- All developments in rural areas must be capable of being satisfactorily screened and assimilated into the landscape;
- Developments should generate economic and social benefits for local people and enhance the well-being of host communities.

2. It is the objective of the Council to ensure that tourism and recreation related developments do not destroy the qualities, which visitors come to the plan area to enjoy.

3. All planning applications should include details of the nature and scale of the proposed operation, and include opening hours and anticipated traffic levels. A business plan should also be submitted, where appropriate.
4. Applications for tourism and recreation developments in agricultural zones within the plan area shall be accompanied by the following information, in addition to that required to be submitted under the Planning Regulations:-
 - Comprehensive justification of need for the development;
 - Overall master plan for the development;
 - Evaluation of compliance of the proposed development with the other requirements of the County Development Plan here set out;
 - Evidence that, where feasible, existing ruinous or disused buildings have been re-used to maximum potential.

Overnight Accommodation

1. Applications will be considered on the basis of the particular characteristics of the proposed scheme. Proposals that have a detrimental impact on the amenity, character and environmental quality of the area will not be permitted. In this regard, the Planning Authority will have regard to the following matters in the determination of planning applications, in addition to those set out above:
 - The size, scale, design and nature of the accommodation;
 - The availability of existing accommodation facilities in the vicinity;
 - The standard of accommodation for the intended occupiers of the premises (including indoor and outdoor space and amenity requirements, noise insulation, parking provision, access, etc.)
2. The scale of overnight accommodation allowable on any site may be restricted according to the amenities proposed to be provided for guests and the impact of the facility on the amenities of the area.
3. Adequate information will be required to be submitted to satisfy the Planning Authority that the design, size and nature of a proposed facility is such that no doubt exists regarding the intended use of the facility as tourist accommodation. In particular, the Planning Authority shall be satisfied that the development is to be retained for visitor accommodation use and will not be used for long term, permanent residential use or other non-tourist use.
4. The Council will only permit the development of static caravans / mobile homes, touring caravans and camping sites in areas where the local environment can absorb such development. Sites should have significant existing natural screening. All proposals should be accompanied by comprehensive planting schemes. In particular, the Council will discourage touring caravans from locating on the actual amenity which attracted them to the area in the first instance in order to protect the interpretation and tourist value of the site in question.

Holiday Homes

Where the principle of holiday homes has been accepted at a particular location the layout and design of the development shall accord with the following standards:-

- The design of holiday homes should be of a high standard, incorporating imaginative layouts, well laid out communal open spaces, significant and appropriate landscaping, sufficient private space and parking facilities for both occupants and visitors;
- The design of units themselves should be imaginative, of a high quality and respect the character of the area in which they are located. Favourable consideration will generally not be given to detached suburban type developments - courtyard type developments will be particularly encouraged;
- Site features such as hedgerows, trees, etc. shall be maintained wherever possible;
- A management company will be required to maintain and manage the upkeep of holiday home developments in particular with respect to landscaping and the maintenance of communal buildings / services and letting / occupancy. A management company will also be required to maintain and repair any private effluent treatment plant or water supply.

Caravan and Camping Developments

Where the principle of static / touring caravans or camp sites has been accepted at a particular location, the layout and design of the development shall accord with the following standards:-

- Design and layout should be of a high standard ensuring adequate safety, separation between plots and well located communal areas such as shower blocks and common open spaces;
- A grant of permission for a caravan park will not imply, unless otherwise stated in the permission, a grant of permission for additional facilities such as a shop, café, restaurant or the building of other commercial purposes;
- Sites should normally be accessible to existing local services and public utilities, but should not adversely affect them;
- The overall level of development in any one area should not detract from the amenity currently enjoyed by local residents. No such sites should be located immediately adjacent to existing residential properties or be overlooked by same;
- High quality and extensive landscaping and tree planting will be required around all boundaries and throughout the site. Any new planting should only be necessary to reinforce existing substantial tree cover and not to compensate for a lack of existing cover. New planting should normally comprise indigenous species and a comprehensive and detailed landscaping scheme, prepared by an appropriately qualified professional, should be submitted with any application;
- Public lighting should be on low level posts and of low intensity;
- Compliance with the Regulations for Caravan and Camping Parks, (Bord Failte 2009).

Natural and Built Heritage

7.1 Introduction

Arklow is a coastal town with a strong maritime tradition. The Irish name for the town, *An tInbhear Mór* or ‘the broad estuary’ is a reference to its location at the mouth of the Avoca river. The Vikings settled on the North side of Arklow in the ninth century, giving the town its current name, with the suffix “Lo”, denoting a low lying meadow. This low-lying floodplain of the river is now known as Arklow Town Marsh, a proposed Natural Heritage Area (pNHA) of ecological importance. The Normans settled in Arklow in the 12th Century, building Ormonde castle, the remains of which are located on Parade Ground. The castle replaced earlier Viking fortifications and was finally destroyed by Cromwellian troops in the 1640’s. The town of Arklow was granted to Theobald Fitzwalter around 1185, and it, along with a large amount of the hinterland remained in the hands of his family, the Butlers, throughout medieval times. In 1264 the Dominicans were granted a large tract of land, now known as the townland of Abbeylands, upon which they founded the Abbey of the Holy Cross. The Abbey was subsequently destroyed in 1796, with the site currently maintained as Abbeylands Park. The small elevated park on Main Street was also formerly a graveyard. Two memorials, one on Parade Ground and one on Coolgreany Road commemorate the Battle of Arklow on 9th June 1798. This was a significant historical event, where English crown forces defeated Irish insurgents.

The environs area outside the town boundary is located to the north, south and west of the town and includes agricultural fields interspersed with woodland, coastal habitat, and bisected by the Avoca river valley. The Avoca River played a vital role in the historical development of Arklow’s seafaring economy and maritime heritage, providing a transport conduit for the import and export of minerals to service the upstream mining activities around Avoca and the later establishment of the chemical industry. By the late 19th Century Arklow was a thriving port town with its own shipbuilding industry.

7.2 Heritage – Natural and Built

Heritage is defined under the Heritage Act 1995 as items such as monuments, archaeological objects, heritage objects, architectural heritage, flora, fauna, wildlife habitats, landscape, seascapes, geology, heritage gardens and parks and inland waterways. The County Wicklow Heritage Plan 2009-2014 provides an agreed framework around which actions to conserve natural, built and cultural heritage, and increase appreciation and enjoyment of it can be advanced. The development plan will support the objectives and actions contained in the County Heritage Plan.

The protection and enhancement of heritage assets through the Plan will help to safeguard the local character and distinctiveness of Arklow Town and its environs, providing local economic, social and environmental benefits.

Strategic Objectives:

- To safeguard local natural and built heritage assets;
- To enhance the quality of the natural and built environment, to enhance the unique character of the town and environs as a place to live, visit and work;
- To promote greater appreciation of, and access to, local heritage assets.

7.3 Natural Heritage and Biodiversity

There are a good variety of natural habitats present in the Arklow Town and environs area, including three proposed Natural Heritage Areas (pNHA); Arklow Town Marsh, Arklow Sand Dunes and Arklow Rock. The marsh is the principal wetland habitat in the area, providing an important flood control role and supporting a variety of plant and animal life, in particular reed species and bird life. The Arklow Sand Dunes, located to the immediate north of the town, are also afforded pNHA status for the plant and animal communities that this habitat supports, while Arklow Rock - Askinnity is afforded pNHA status also. Outside of the designated wildlife sites, there are other habitats, which are locally important as wildlife habitats, and which collectively, have the potential as “green corridors” linking designated sites, to strengthen the overall biodiversity value of the wider town and environs area.

Biodiversity – or biological diversity - is the term given to the variety of life on earth. It includes the habitats and ecosystems, which support this life and how life-forms interact with each other and the rest of the environment. Biodiversity covers plants, animals and micro-organisms both on land and in water. It relates to both wildlife and domesticated crops and animals. The biological diversity we see today is the result of millions

of years of evolution. Ireland's national policy is set out in the National Biodiversity Plan. The Plan contains 91 Actions aimed at securing the conservation and sustainable use of biodiversity in Ireland, and where possible its enhancement, and also to contribute to the conservation and sustainable use of biodiversity globally.

7.3.1 Natural Heritage and Biodiversity Objectives

- BD1** To ensure that consideration is given to the impact of proposals for new developments on bio-diversity, and that appropriate mitigation schemes are proposed as relevant.
- BD2** To maintain the favourable conservation status of all proposed and future Natural Heritage Areas (NHAs) in the plan area in particular the Arklow Marsh which has been designated a 'Conservation Zone'.
- BD3** To protect features such as native hedgerows, trees and watercourses, and the locally important biodiversity areas from inappropriate development, and to strengthen through development management the role of these sites as "green corridors" to enhance overall biodiversity.
- BD4** To ensure that appropriate consideration is given to the protection of trees of amenity and environmental value in the design of new developments, and discourage the felling of mature trees to facilitate development.
- BD5** To require the planting of native and locally characteristic species of trees and shrubs in all new developments.
- BD6** To encourage the retention and enhancement of hedgerows and traditional stone walls in the plan area.
- BD7** Any programme, plan or project carried out on foot of this development plan, including any variation thereof, with the potential to impact upon a Natura 2000 site(s) shall be subject to Appropriate Assessment in accordance with Article 6 (3) and (4) of the EU Habitats Directive 1992 and 'Appropriate Assessment of plans and projects in Ireland – Guidance for Planning Authorities' DoEHLG 2009.

7.4 Water Systems

The natural water systems (aquifers, rivers, lakes and coastal waters) are fundamental to the survival of the natural habitats and the species therein.

The EU Water Framework Directive is an important piece of EU environmental legislation, which aims at improving our aquatic environment. It requires governments to take a new holistic approach to managing their waters. It applies to rivers, lakes, groundwater, estuaries and coastal waters. The directive aims to achieve good ecological status in all waters by 2015, protect high ecological status in our pristine waters and must ensure that status does not deteriorate in any waters. Local Authorities are charged with implementing the Water Framework Directive objectives. River Basin Management Plans list the current status of our waters and detail the measures required to bring those failing back to good status and maintain the high status of our pristine sites.

7.4.1 Water Systems Objectives:

- WS1** To co-operate with statutory bodies and all stakeholders to reduce the pollution of the Avoca River and facilitate the Eastern Regional Fisheries Board in implementing the recommendations of the "Restoring the Avoca River" Report.
- WS2** To implement the EU Water Framework Directive and associated River Basin and Sub-Basin Management Plans and the EU Groundwater Directive to ensure the protection, improvement and sustainable use of all waters in the plan area, including rivers, lakes, ground water coastal and estuarine waters, and to restrict development likely to lead to deterioration in water quality.
- WS3** To resist development that would interfere with the natural water cycle to a degree that would interfere with the survival and stability of natural habitats.

- WS4** To prevent development that would pollute water bodies and in particular, to regulate the installation of effluent disposal systems in the vicinity of water bodies that provide drinking water or development that would exacerbate existing underlying water contamination.
- WS5** To minimise alterations or interference with river/stream beds, banks and channels, except for reasons of overriding public health and safety (e.g. to reduce risk of flooding); a buffer of 10m along watercourses shall be provided free of built development with riparian vegetation generally being retained in as natural a state as possible. In all cases where works are being carried out, to have regard to Regional Fisheries Board "Requirements for the protection of fisheries habitat during the construction and development works at river sites."
- WS6** To promote the development of riparian walks and parks, subject to the sensitivity and /or designation of the riverside habitat, particularly within 10m of the watercourse.

7.5 Recreational use of Natural Resources

The Council recognises the importance of natural areas within the Plan area in providing for passive and active activities for the local community.

7.5.1 Recreational use of Natural Resources Objectives

- RN1** To facilitate the use of natural areas for active outdoor pursuits, subject to the highest standards of habitat protection and management and all other normal planning controls.
- RN2** The Council shall seek to promote access to amenity areas of the plan area for the benefit of all, on the basis of co-operation with landowners, recreational users and other relevant stakeholders groups to promote "agreed access" on public and privately owned land in the plan area on the basis of sustainability, consultation and consensus.

7.6 Prospects

The prospect listed in this plan is considered to be of the highest amenity value in the plan area. It is not the intention that where the prospect occurs in a settlements that the lands would not be prohibited from development. Any application for development in such locations will be required to provide an assessment of the prospect and an evaluation of how the development would change or interfere with the prospect.

7.6.1 Objectives

- VP1** Protect and preserve the prospect of special amenity from the R750 towards the sea from the coast road.

7.7 Agriculture Lands

Agriculture lands serve a number of purposes, they provide for agriculture uses, have an important natural, recreation and amenity value and can also facilitate strategic projects such as roads. The Agricultural lands form a part of a unique natural setting, which provides a backdrop of the built environment. It is an objective of the Council in relation to this agricultural zone is to facilitate the continued use of these lands for agricultural purposes subject to general environmental considerations and to control non-agricultural development.

A limited type of residential development may be considered in this zone. However unless a convincing case of need is established permission for dwellings will not be granted except to the immediate family members of families (i.e sons and daughters) of persons who are householders and residing in the immediate area and to farmers and to the immediate members of their families.

7.7.1 Agriculture Lands Objectives

- AG1** Single residential development on these lands will be strictly controlled, the applicant will be required to illustrate housing and local need and where residential development is permitted the applicant will be subject to an occupancy clause (duration of 7 years).

- AG2** To encourage sustainable agricultural activities, protect the rural character of these lands and prevent developments, which would cause environmental pollution or injury to general amenities.
- AG3** To ensure that the agricultural development complies with the measures set out in the Easter River Basin Management Plan.

Built Heritage – Architecture and Archaeology

7.8 Architectural Heritage

Arklow has a wealth of buildings of architectural merit, including one of Wicklow's most impressive churches St. Saviours Church, erected in 1899, one of Wicklow's few post-Disestablishment Church of Ireland churches. Despite growth over the years, the town centre has generally retained its compact form and essential architectural qualities, while the main street still retains its medieval layout. There are a number of areas of dereliction in the town centre area and especially in the backlands behind the principal streets, which are a source of concern and require objective initiatives in this plan. Individual developments, which may involve the demolition of buildings of architectural and historic interest, can have a negative visual impact as can the cumulative impact of a number of small-scale developments. Inappropriate alterations such as the removal of historic sash windows, alteration to traditional shopfronts, the addition of inappropriate signage and lighting, or the unsympathetic extension of structures can detract from the character of individual buildings and have a cumulative negative impact on the streetscape.

7.8.1 Architectural Objectives

- AH1** To consolidate and safeguard the historical and architectural character of Arklow Town Centre through the protection of individual buildings, structures, shopfronts and elements of the public realm that contribute greatly to this character.
- AH 2** To conserve buildings and features of historical and vernacular interest through ensuring that adequate consideration is given to their protection as part of development proposals and that mitigation measures are put in place as required.

7.9 Protected Structures

There are currently 38 buildings on the Record of Protected Structures in the Arklow Town and environs area, the compilation of which has been informed by the National Inventory of Architectural Heritage (NIAH) Wicklow County Survey. These structures are deemed to be of special architectural historical, archaeological, artistic, cultural, scientific, social or technical interest.

The placing of a structure on the RPS seeks to ensure that the character of the structure is maintained and any changes or alterations to it are carried out in such a way as to retain and enhance this character. Works to a protected structure that would materially affect the character of the structure, require planning permission. Protection extends not only to the protected structure itself but also to the relevant structures within the curtilage and to specified features in the grounds of such structures. A declaration under Section 57 of the Planning and Development Act 2000, as amended, can be sought from the Council to list the type of works that do not affect the character of a specified protected structure and therefore do not require planning permission. Any works that would materially affect the character of a structure require planning permission.

7.9.1 Protected Structures Objectives

- RPS 1** To safeguard the character of Protected Structures and encourage appropriate alterations to these buildings to render them viable for modern use, subject to best conservation practice (in accordance with Architectural Heritage Protection guidelines produced by the DoEHLG). (Arklow RPS are set out in Appendix 1 of the Plan)

7.10 Archaeological Heritage

The Record of Monuments and Places (RMP), was established under Section 12 of the National Monuments (Amendment Act) 1994. Structures, features objects or sites listed in this record are known as Recorded Monuments. The historic core of Arklow is as a Zone of Archaeological Potential, containing known recorded monuments. Other recorded monuments occur in the townlands of Kilbride, Bogland and Rock Big. Burial grounds are an important part of local heritage, often containing the standing remains of sites of earlier

structures and also a great diversity of animal and plant life. The relevant structures are listed below in table 7.1.

7.10.1 Archaeological Heritage Objectives

- AR1** To safeguard archaeological heritage by ensuring that development in the vicinity of a recorded monument which are listed in table 7.1 below shall be permitted only where it can be demonstrated that there will be no damage to the monument itself, its setting or its cultural and educational value.
- AR2** Any development that may due to its size, location or nature have implications for archaeological heritage shall be subject to an archaeological assessment.
- AR3** To ensure that provision is made through the development control process for the protection of previously unknown archaeological sites and features where they are discovered during development works.

Table 7.1 Recorded Monuments

RMP Number	Townland/Location	Classification
40:29	Abbeylands/ Arklow/ Ferrybank/ Marsh/ Sheephouse/ Tinnahask lower/ Yardland	Historic Town, Castle (in ruins), site of church and graveyard
40:21	Kilbride	Kilbride Church (in ruins), Grave Yard, Mausoleum
45:3	Bogland	Church and Graveyard site
45:4	Rock Big	Site of St. Iver's Holy Well
45:6	Rock Big	Lady's Holy Well
45:7	Rock Big	Site of St. Patrick's Holy Well
45:5	Rock Big	Ecclesiastical Remains/Chapel site

7.11 Maritime Heritage

Arklow's coastal location has greatly influenced its socio economic development. While historically dependant on fishing, improvements to Arklow port meant that by the late 19th century it had an extensive fleet to service the trade in ore from Avoca mines, the export of quarried stone from Arklow Rock, and chemicals for the Arklow Manure Company and Kynoch's munitions factory. The town at one time had the largest fishing fleet based in the Irish Sea and a thriving shipbuilding industry with a shipyard noted for building timber boats such as Francis Chichester's Gypsy Moth III and the TSV Asgard II. This maritime tradition provided the main source of employment and influenced the location of houses, the development of local schools, shops and services. While much declined in recent years, the presence of the port and associated maritime heritage contributes greatly to the character of the town. The collection held by Arklow's Maritime museum traces this aspect of the town's history and is of National significance, while the Arklow Maritime Memorial Park highlights this aspect of the town's heritage.

7.11.1 Maritime Heritage Objectives

- MH1** To support facilities such as the Arklow Maritime Museum which increase public awareness and appreciation of the town's maritime heritage.
- MH2** To support initiatives to highlight Arklow's Maritime heritage in the public realm.
- MH3** To ensure that any development projects in and around the Arklow quays respect any valuable structures or items of Arklow's maritime heritage.

Avoca River Valley

Arklow Sand Dunes

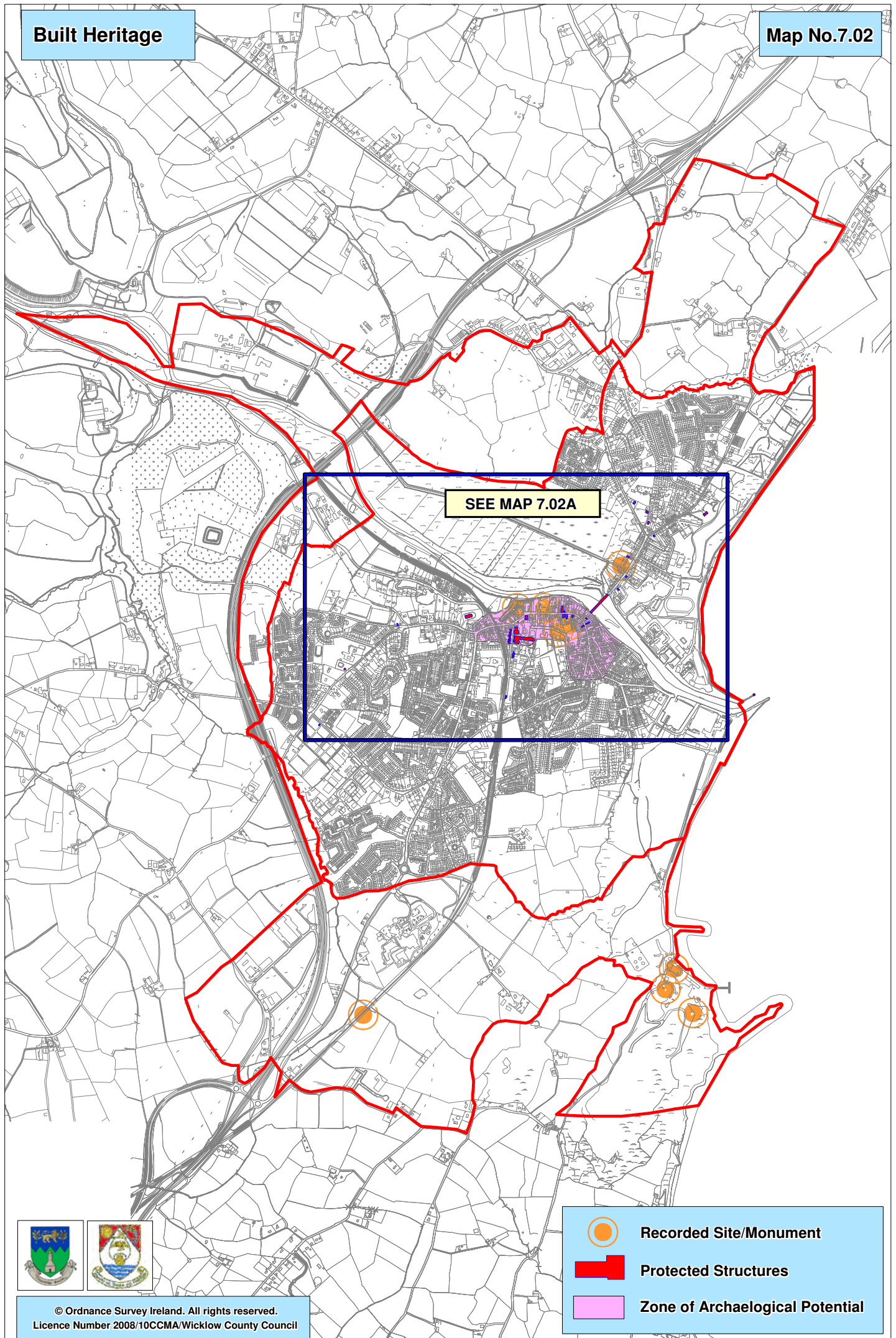
Arklow Town Marsh

Arklow Rock-Askintinny



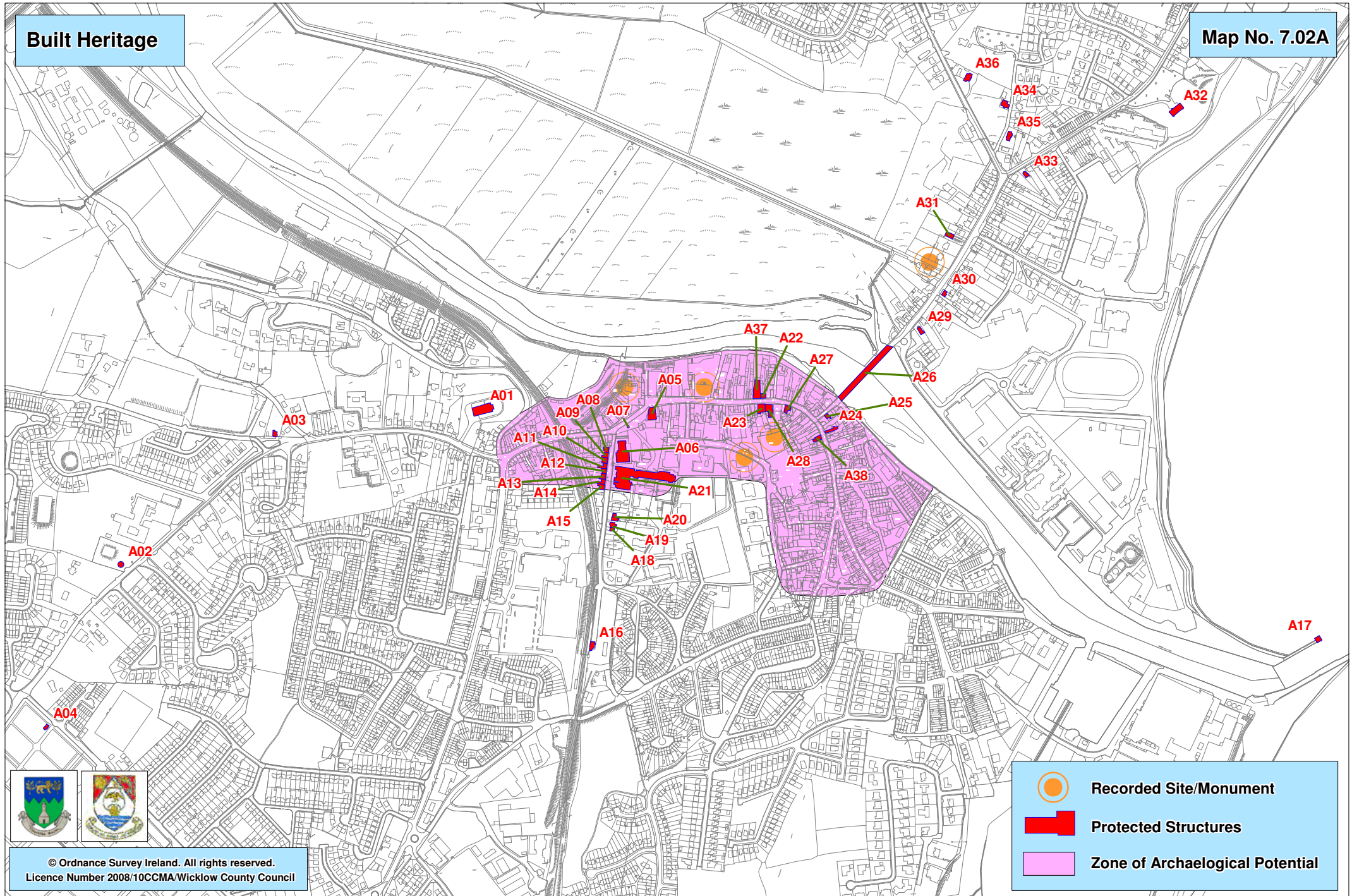
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- Rivers
- Green Routes
- Proposed Natural Heritage Area
- ▲▲▲▲▲ Prospect of Special Amenity



Built Heritage

Map No. 7.02A



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7.12 Development Management Standards

7.12.1 Agricultural Developments in Agricultural Lands:

- Waste Management and storage associated with agricultural buildings shall comply with the Department of Agriculture , Fisheries and Food best practice guidelines on good farming practices, protection of water from nitrate pollution and farm pollution control;
- Where possible new buildings shall be located within or adjoining the existing farmyard complex;
- Buildings shall be of minimum scale and external finishes shall be dark green, dark brown or grey in colour;
- Screening and landscaping proposals shall be required where buildings will be exposed to public view.

17.2.2 Residential Development in Agricultural Lands

- Dwellings shall normally be required to be sites as unobtrusively as possible from a landscape point of view and locate close to existing farm dwellings and buildings;
- Access shall be designed to avoid traffic hazard and shall not be located directly onto national or regional routes;
- Site suitability shall have regard to proximity to the family home, prominence in the landscape, impact on waterlines, safety and adequacy of access, water supply and suitability of wastewater treatment systems;
- Where waste water treatment systems are required, they shall comply with the requirements of the Environmental Protection Agency: Code of Practice Wastewater Treatment and Disposal Systems serving Single House (EPA 2009) and any subsequent revisions and any new legislative requirements.

Service Infrastructure-Water, Waste and Energy

8.1. Water

Water is a critical issue in Arklow town and its environs, both in terms of the quality of water in rivers, at the estuary and the along the coast but also in terms of quality and quantity of drinking water. Arklow has experienced a number of drinking water restrictions in the last 5 years. Water is such an important issue in this area as it could be a limiting factor to the growth of population and economic activity.

8.2 Wastewater

The existing piped system was installed in the 1930s and was designed as a combined sewer (foul and surface water), which discharged untreated directly into the River Avoca. Permission has been granted to Arklow Town Council for a new sewage system, comprising:

- A wastewater treatment plant (WWTP) located at Seabank on the north side of the town, which would discharge treated effluent to the Irish Sea;
- Interceptor sewers on the north and south banks of the Avoca River to collect sewage flows from the existing sewers thereby removing the direct outfalls to the Avoca River;
- A pumping station at North Quay between the interceptor sewers and the sewage treatment plant.

The proposed treatment plant will have a capacity for 18,000 p.e. (population equivalent). Due to legal reasons construction has not yet commenced on this new system this could result in the restriction of the growth of the plan area.

The current wastewater treatment demand for the plan area is estimated at 17,000p.e. with domestic demand being 14,500p.e. and non-domestic demand being 2,500p.e. Therefore this WWTP will when constructed have limited spare capacity for additional sewage inflows.

8.3 Surface Water

In the main, surface water in the town is collected in the combined sewer system and discharged directly to the Avoca River. In accordance with current practice, newer developments have separate surface water collection and attenuation systems. Clearly the addition of surface water to foul water significantly impacts on the efficiency of a foul water collection and treatment system, and there is an ongoing program to replace the combined system with separate networks, as funding allows.

8.4 Water Supply

Water for Arklow is currently sourced from the Goldmine River and treated at the Ballyduff Drinking Water Treatment Plant (which is currently being upgraded) but a planned replacement scheme will see most of the water being sourced from 16 new wells. When these new wells are fully commissioned, the Goldmine River surface source may be discontinued.

Notwithstanding the planned augmentation of the water supply system, it is imperative that measures are taken to control the demand for water and focus now needs to be placed on water conservation as well as supply increase. The term 'water conservation' refers to the wide range of measures that can be employed to more efficiently utilise the water resource, such as reducing the demand for water in homes, farms and places of work, reducing leakage in the water distribution network and the reuse of rain/ storm water and grey water.

8.4.1 Water Objectives

W1 To ensure that all waste water generated is collected and discharged after treatment in a safe and sustainable manner, strictly in accordance with the standards and requirements set out in EU and national legislation and guidance documents including the provisions of the Eastern River Basin Management Plan and the Habitats Directive.

W2 To provide for a town sewerage system that meets the needs of the existing and future population of the town, comprising

- New trunk and interceptor sewers
- Pumping stations as required
- A wastewater treatment plant at Seabank, with sea outfall

- Upsizing of existing network where identified in the Sewer Model Study (2009).

- W3** Proposed developments within the plan area will only be permitted where it can be adequately demonstrated that sufficient waste water treatment infrastructure with adequate capacity is available or proposed to be available, capable of servicing the proposed development without causing any adverse impacts on human health and water quality or other environmental impacts.
- W4** To ensure the separation of foul and surface water effluent through the provision of separate sewerage networks.
- W5** To ensure the implementation of Sustainable Urban Drainage Systems (SUDS) and in particular, to ensure that all surface water generated in a new development is disposed of on-site or is attenuated prior to discharge to an approved surface water system.
- W6** To provide a town water supply and distribution scheme that meets the needs of the existing and future population of the town.
- W7** To protect existing and potential water resources of the Town and its Environs area, in accordance with the EU Water Framework Directive, the River Basin Management Plans, the Groundwater Protection Scheme and source protection plans for public water supplies.
- W8** To require new developments to connect to public water supplies where services are adequate or where they will be provided in the near future.
- W9** To seek to minimise wastage and demand for water, through
- Ongoing monitoring and improvement of the Local Authority controlled water distribution system;
 - Requiring new developments to incorporate water efficiency measures.

8.5 Flooding

Low-lying parts of Arklow suffer from extensive flooding during prolonged wet periods as was seen in January 2010. Flooding is a natural phenomenon of the hydrological cycle. Different types of flooding include overland flows, river flooding, coastal flooding, groundwater flooding, estuarial flooding and flooding resulting from the failure of infrastructure. Like any other natural process, flooding cannot be completely eliminated, but its impacts can be avoided or minimised with proactive and environmentally sustainable management and planning.

The Office of Public Works (OPW) is the lead agency for flood risk management in Ireland. This gives the OPW a role in policy advice and coordination in addition to its operational roles, but not responsibility for addressing all issues related to flooding. Local Authorities are required to implement the provisions of '*The Planning System and Flood Risk Management*' Guidelines (DoEHLG 2009) in the carrying out of their development management functions.

These guidelines require the planning system at national, regional and local levels to:

- (1) Avoid development in areas at risk of flooding by not permitting development in flood risk areas, particularly floodplains, unless where it is fully justified that there are wider sustainability grounds for appropriate development and unless the flood risk can be managed to an acceptable level without increasing flood risk elsewhere and where possible, reducing flood risk overall;
- (2) Adopt a sequential approach to flood risk management based on avoidance, reduction and then mitigation of flood risk as the overall framework for assessing the location of new development in the development planning processes; and
- (3) Incorporate flood risk assessment into the process of making decisions on planning applications and planning appeals.

Flood Management Strategy

The Council shall adopt a comprehensive risk-based planning approach to flood management to prevent or minimize future flood risk. In accordance with the Ministerial *Guidelines on the Planning System and Flood Risk Management*, the avoidance of development in areas where flood risk has been identified shall be the primary response. Proposals for mitigation and management of flood risk will only be considered where

avoidance is not possible and where development can be clearly justified with the guidelines' *Justification Test*. The justification test has been designed to rigorously assess the appropriateness, or otherwise, of particular developments that, for the reasons of town centre location, are being considered in areas of moderate or high flood risk. Flood management should have regard to surface water, groundwater, drinking water supply, flood plains and water and wastewater infrastructure.

Avoidance of Development in Flood Risk Areas

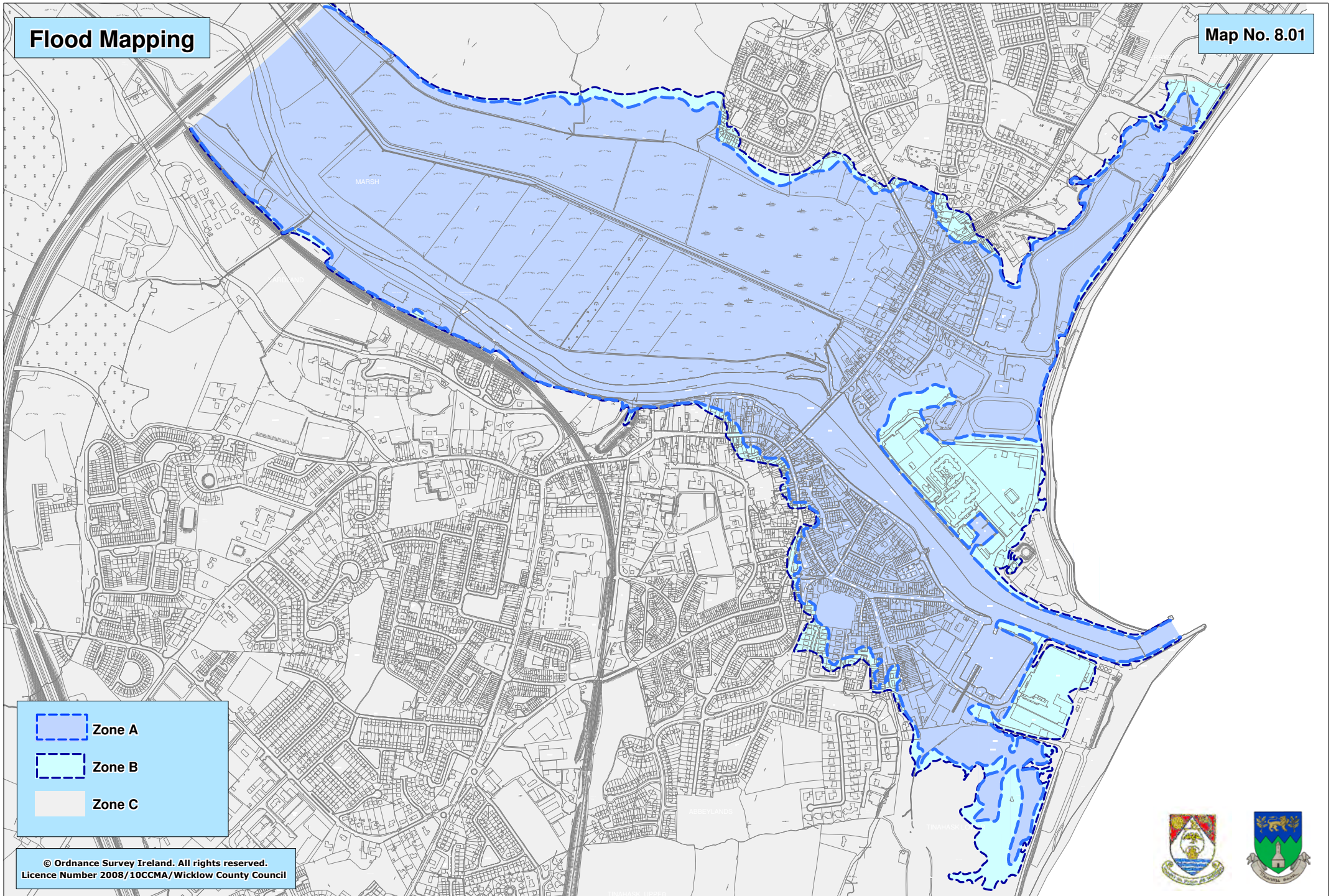
Flood zones are geographical areas within which the likelihood of flooding is in a particular range and they are a key tool in flood risk management within the planning process as well as in flood warning and emergency planning. There are three types or levels of flood zones defined for the purposes of the guidelines:

- Flood zone A – where the probability of flooding is highest (greater than 1% or 1 in 100 for river flooding or 0.5% or 1 in 200 for coastal flooding) and where a wide range of receptors would be vulnerable;
- Flood zone B – where the probability of flooding is moderate (between 0.1% or 1 in 1000 and 1% or 1 in 100 for river flooding and between 0.1% or 1 in 1000 year and 0.5% or 1 in 200 for coastal flooding); and
- Flood zone C – where the probability of flooding is low (less than 0.1% or 1 in 1000 for both river and coastal flooding).

The map 8.01 to follow illustrates the flood zones for the town of Arklow. The map was prepared for Arklow Town Council by specialist flooding consultants. Care must be taken in interpreting this map, as there are further examinations ongoing regarding the flooding and the proposed relief schemes in Arklow and in the life time of the plan this ongoing work may lead to modifications to the flood risk areas identified on this flood risk map.

Flood Mapping

Map No. 8.01



Arklow Town Flood Zones

As part of the preparation of the Town and Environs Development Plan, the Planning Authority in considering the future development of the urban settlement has satisfied the justification test in permitting in principle a range of developments in areas that are at moderate or high risk of flooding within the plan area. The following criteria have satisfied the justification test that is required in the preparation of the development plan:

1. Arklow is identified as a large Growth Town II and as such is identified as a growth centre under the Regional Planning Guidelines;
2. The zoning or designation of the lands for the particular use or development type is required to achieve proper planning and sustainable development of the urban settlement and in particular:
 - (i) Is essential to facilitate regeneration and/or expansion of the centre of the urban settlement
 - (ii) Comprises significantly of under-utilised lands
 - (iii) Is within the core or adjoining the core of an established or designated urban settlement
 - (iv) Will be essential in achieving compact and sustainable urban growth
 - (v) There are no alternative lands for the particular use or development type in areas at risk of flooding within or adjoining the core of the urban settlement.

Planning Implications for each of the Flood Zones

The initial justification test has been met in the zoning of lands, which are subject to moderate or high risk of flooding as outlined above. The second process is the Development Management Justification Test which will be applied at the planning application stage where it is intended to develop land at moderate or high risk of flooding for uses or development vulnerable to flooding that would generally be inappropriate for that land. The following table illustrates criteria as outlined in the *Guidelines on the Planning System and Flood Risk Management* that must be adhered to when considering a proposed development in the different flood zones. The table below (8.1) illustrates the type of development that would be appropriate to each flood zone and those that would be required to meet the justification test.

Table 8.1: Classification of vulnerability versus flood zone

	Land Uses and Types of development	Flood Zone A	Flood Zone B	Flood Zone C
Highly vulnerable development (including essential infrastructure)	Garda, ambulance, forestations. Hospitals, Dwelling houses, residential care homes, children's homes and social services homes, Caravans and mobile homes.	Justification Test	Justification Test	Appropriate
Less vulnerable development	Buildings for retail, leisure, warehousing, commercial, industrial and non-residential institutions, Waste treatment, local transport infrastructure, land and buildings used for holiday or short-let caravans and camping. Waste treatment, local transport infrastructure.	Justification Test	Appropriate	Appropriate
Water-compatible development	Docks, marinas, amenity open space, outdoor sports and recreations and changing rooms, water based recreations and tourism (excluding sleeping facilities), essential ancillary sleeping or residential accommodation for staff.	Appropriate	Appropriate	Appropriate

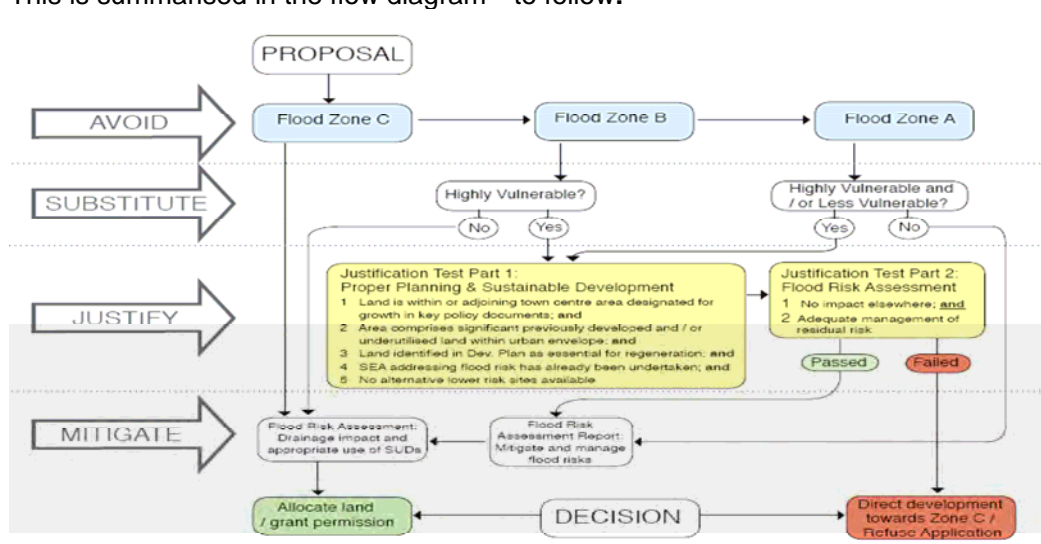
Reduction and Mitigation of Flood Risk

The risks associated with flooding at any particular location can be reduced and mitigated in a number of ways depending on the scale and type of flooding that may be likely, for example:

- Through structural measures that block or restrict the pathways of floodwaters, such as river or coastal defences;
- The provision of attenuation measures (either natural or man made) that hold excess water until it can be released back into the natural water systems;
- Through the proper design of surface water systems, that allow the system to convey away from the site (to an appropriate outfall) the water that may be generated in an extreme event¹³;
- Through the minimisation of 'hard surfacing' in new developments, which prevents waters from seeping into the ground;
- Through 'flood routing' i.e. the integration into the design of a development of escape routes for water;
- Flood resistant and resilient construction;
- Effective emergency planning.

Flood Risk Management

Applications for permission will be evaluated following the sequential approach as set out in the guidelines. This is summarised in the flow diagram¹⁴ to follow:



Flood Risk Assessment

Where flood risk may be an issue for any proposed development, a flood risk assessment should be carried out that is appropriate to the scale and nature of the development and the risks arising. This shall be undertaken in accordance with the DoEHLG Flood Risk Assessment Guidelines. This shall include proposals for the storage or attenuation of runoff/discharges (including foul drains) to ensure the development does not increase the flood risk in the relevant catchments. Those planning new developments are advised to refer to the OPW National Flood Hazard Mapping Website, the Flood zone map (08.1), Coastal flood maps and GSI data etc prior to submitting proposals.

8.5.1 Flood Management Objectives

FL1 To require in accordance with table 8.1 that developments of a type that maybe considered sensitive to flooding are subject to a “justification test”. Where a justification test is required it shall demonstrate to the satisfaction of the Council that;

- a). Such proposals includes a sequential assessment demonstrating that there are no alternative sites available at a more suitable location within the town that would meet the requirements of the development;

¹³ What constitutes an extreme event will depend on the location of the site and the uses thereon. For urban/built up areas or where developments (existing, proposed or anticipated) are involved, design for a 1 in 100 year event will be required; along estuaries, design for the 200-year tide level will be required.

¹⁴ Reproduced with permission from jba Consulting

- b). The area comprises significant previously developed and/or underutilised lands within the town plan area;
- c). The development of the area is essential to facilitate the regeneration and rejuvenation or town centre expansion;
- d). Environmental/hydrological assessment has been undertaken to identify the impact of flood risk as a result of development and that the development would not result in increased or new flood risk elsewhere and if possible will reduce the overall flood risk;
- e). The proposal includes measures to minimise flood risk to people, property, the economy and the environment as far as is reasonable possible;
- f). Residual risk to the area and/or the development can be managed to an acceptable level by design, incorporated flood risk measures.

FL2 Applications for significant new developments or developments in high or moderate flood risk areas shall follow the sequential approach as set out above.

FL3 To limit or break up large areas of hard surfacing in new developments and to require all surface car parks to integrate permeability measures such as permeable paving.

FL4 Excessive hard surfacing shall not be permitted for new, or extensions to, residential or commercial developments and all applications will be required to show that sustainable drainage techniques have been employed in the design of the development.

FL5 To require all new developments to include proposals to deal with rain and surface water collected on site and where deemed necessary, to integrate attenuation and SUDS measures.

FL6 For developments adjacent to all watercourses of a significant conveyance capacity or where it is necessary to maintain the ecological or environmental quality of the watercourse, any structures (including hard landscaping) must be set back from the edge of the watercourse to allow access for channel clearing/ maintenance/ vegetation. A minimum setback of up to 10-15m will be required either side depending on the width of the watercourse.

8.6 Waste and Emission Control

The issue of waste management is recognised as one of the most problematic areas of environmental management. Waste generation is directly linked to trends in consumption and output, reflecting population growth and household formation, the level of manufacturing, industrial and agricultural activity, and overall economic performance. The waste produced from the above activities can be quite diverse requiring consideration of a wide range of environmental, technical, economic and market related issues in order for it to be efficiently managed.

The County's strategies and policies on waste management as whole are already set out in the Wicklow Waste Management Plan. This section will therefore only set out the strategies and objectives of plan with regard to solid waste and 'waste' emissions to the environment, as they impact on land use decisions and applications for planning permission.

8.7 Solid Waste Management

It is the policy of the Council, as set out in the Wicklow Waste Management Plan, to:

- Prevent or minimise the production of waste in the first instance
- Reduce, re-use and recycle to the maximum extent possible
- Endeavour to recover energy from waste where possible
- Ensure the efficient and safe disposal of any residual waste

The role of a land-use plan in the achievement of these objectives is somewhat limited, but it will play a role in guiding the location of new facilities and services that are necessary to implement the Wicklow Waste Management Plan.

Hazardous wastes pose a greater risk to the environment and human health than non hazardous wastes and thus require a stricter control regime. Hazardous waste is generated by all sectors of Irish society, from large industry, to small businesses, households, schools and farms. It is for the most part managed by the professional hazardous waste industry and is treated appropriately and in accordance with legal requirements. A significant amount of hazardous waste is generated in County Wicklow, in the main due to the presence of the chemical and pharmaceutical industries. While the Wicklow Local Authorities do not

directly manage waste generated by these private companies it does provide for civic amenity sites for the proper collection of small quantities of household hazardous waste.

8.7.1 Solid Waste Management Objectives

- WM1** To facilitate the development of sites, services and facilities necessary to achieve implementation of the objectives of the Wicklow Waste Management Plan.
- WM2** To have regard to the Council's duty under Section 38 (1) of the 1996 Waste Management Act, to provide and operate, or arrange for the provision and operation of, such facilities as may be necessary for the recovery and disposal of household waste arising within its functional area.
- WM3** To require all developments likely to give rise to significant quantities of waste, either by virtue of the scale of the development or the nature of the development (e.g. one that involves demolition) to submit a construction management plan, which will outline, amongst other things, the plan for the safe and efficient disposal of waste from the site.
- WM4** To require all new developments, whether residential, community, agricultural or commercial to make provision for storage and recycling facilities.
- WM5** To facilitate the development of existing and new waste recovery facilities and in particular, to facilitate the development of 'green waste' recovery sites.
- WM6** To have regard to the "Major Accidents Directive" (European Council Directive 96/82/EC). This Directive relates to the control of major accidents involving dangerous substances with an objective to prevent major accidents and limit the consequences of such accidents. This policy will be implemented through Development Management, through specific control on the siting of new establishments and whether such a siting is likely to increase the risk or consequence of a major accident.

8.8 Litter and illegal Dumping

The occurrence of illegal dumping and the amount of litter and street cleaning waste generated in the County has been falling. This can be attributed to the National Litter Campaign and increased public awareness. All such wastes are disposed of to landfill and therefore all efforts are required to continue to reduce this form of waste.

8.8.1 Litter and illegal Dumping Objectives

- LT1** To facilitate the implementation of the County and the local Litter Management Plan.
- LT2** To proactively pursue enforcement and legal action against perpetrators of illegal dumping and 'fly tipping'.
- LT3** To require all new potential litter generating developments (such as shops, takeaways, pubs etc) to provide litter / cigarette bins on or directly adjoining the premises and to provide for the cleaning of the adjoining streetscape in accordance with the provisions of Part II Section 6 of the Litter Pollutions Act 1997 and 2003.

8.9 Air Emissions

The Environmental Protection Agency holds overall responsibility for the co-ordination and monitoring of air quality in accordance with EU air quality directives. Damaging emissions in the air can take the form of pollutant gases (for example from car exhausts) and air borne particulates (such as dust).

8.9.1 Air Emissions Objectives

- AE1** To regulate and control activities likely to give rise to emissions to air (other than those activities which are regulated by the EPA).

- AE2** To require proposals for new developments with the potential for the accidental release of chemicals or dust generation, to submit and have approved by the Local Authority construction and/or operation management plans to control such emissions.
- AE3** To require activities likely to give rise to air emissions to implement measures to control such emissions, to install air quality monitors and to provide an annual air quality audit.

8.10 Noise Pollution

Noise pollution can be described as unwanted sound that disrupts the activity or balance of our daily lives. There are many sources of noise pollution, most of which are associated with urban development; road, rail and air transport; industrial, neighbourhood and recreational noise.

In Ireland, the principal laws relating to noise are set out in Sections 106, 107, and 108 of Part VI of the Environmental Protection Agency (EPA) Act 1992. Under this legislation local authorities or the EPA are empowered to serve a notice requiring measures to be taken to limit or prevent noise. The local authority has a role in the issuing of noise conditions as appropriate in planning permissions and in the enforcement of any planning permissions granted.

8.10.1 Noise Pollution Objectives

- NP1** To enforce, where applicable, the provisions of the Environmental Protection Agency (EPA) Acts 1992 and 2003, and EPA Noise Regulations 1994.
- NP2** To regulate and control activities likely to give rise to excessive noise (other than those activities which are regulated by the EPA).
- NP3** To require proposals for new developments with the potential to create excessive noise to prepare a construction and/or operation management plans to control such emissions.
- NP4** To require activities likely to give rise to excessive noise to install noise mitigation measures and monitors. The provision of a noise audit may also be required as appropriate.

8.11 Light Pollution

While the use of artificial light has done much to safeguard and enhance our night-time environment, if it is not properly controlled, obtrusive light (commonly referred to as light pollution) can present physiological, ecological and safety problems. Outdoor lighting, when misdirected towards public roads (light glare), can be a hazard to drivers. Light pollution, whether it keeps you awake through a bedroom window (light trespass) or impedes your view of the night sky (sky glow), is a form of pollution and could be substantially reduced without detriment to the lighting task.

8.11.1 Light Pollution Objectives

- LP1** To require proposals for new developments with the potential to create light pollution or light impacts on adjacent residence / public roads to mitigate impacts.

8.12 Energy and Telecommunications-

The word *energy* is used as a synonym of energy resources, and most often refers to substances like fuels, petroleum products and electricity in general. These are sources of *usable energy*, in that they can be easily transformed to other kinds of energy sources that can serve a particular useful purpose.

Today, we burn fossil fuel, such as coal, oil, and natural gas to make energy. Fossil fuels are non-renewable, that is, they are not replaced as soon as we use them. We therefore face the potential depletion of these resources in the future and the associated risk to security of fuel supply. Furthermore, the combustion of such fuels results in emissions to the atmosphere. It is imperative that our use of and dependence on fossil fuels be reduced. Therefore the development of renewable energy shall be to the forefront in the Councils policy formulation.

The Council recognises the importance of a high quality telecommunication infrastructure in the context of national, regional and local development. The development of this service is an essential element in

industrial, commercial, tourist and social development. The next generation of telecommunication networks is likely to be coming on stream during the course of this plan, such as higher capacity and speed broadband and facilitation of these systems is key goal of this plan.

8.12.1 Energy

The most recent comprehensive data available for energy use in Ireland is from 2007. In that year, the total requirement for all uses of energy including energy used to transform one energy form to another (e.g. burning fossil fuels to generate electricity) and energy used by the final consumer, which is measured in terms of its oil equivalent, was 16.1 MTOE (million tonnes oil equivalent). This energy use is split evenly between the three principle energy users – transport (33%), electricity generation (33%) and heating (34%). Growth in energy demand is forecast to be 2-3% annually to 2020.

The problem is with the source of this energy. In 2007, Ireland was 96% dependent on fossil fuels, 90% of which were imported. This gives rise to two serious problems:

- Ensuring the continued security of energy supply;
- Continued release of CO₂ and pollutants into the atmosphere, with their associated impacts of environmental health and climate change.

These issues in themselves give Ireland the impetus to move away from fossil fuel dependency and to exploit and develop renewable sources of energy. Ireland's commitment to a move to renewables however also stems from its international commitments such as the Kyoto Protocol, European Directive 2001/77/EC¹ and the new directive on the Promotion of Renewable Energy Sources, which is due to come into effect in 2009, which will establish a target of 20% of overall EU energy consumption coming from renewable sources by 2020. The Government have recently revised the target for energy consumption from renewable sources (RES-e) and has increased the target to 40 % by 2020.

Therefore it is imperative to consider both the issues of supply and demand for energy.

8.12.2 Energy Objectives

- E1** To encourage the development of alternative and renewal energy sources, including wind, solar, hydro, bio energy sources.
- E2** To encourage the development of wind energy at suitable locations in the plan area, in accordance with the County Wicklow Wind Strategy and in particular to allow wind energy exploitation subject to:
- The maintenance of a suitable buffers between any wind turbine and any existing residential areas and detailed evaluation and mitigation of potential impacts on any residence within 600m of any wind turbine;
 - Consideration of any designated nature conservation areas (SACs, NHAs, SPAs etc) and any associated buffers;
 - Impacts on visual, residential and recreational amenity;
 - Impacts on 'material assets' such as towns, infrastructure and heritage sites;
 - Consideration of grid connection issues;
 - Best practice in the design and siting of wind turbines, and all ancillary works including access roads and overhead cables.
- E3** To facilitate the development of off-shore wind energy projects insofar as onshore facilities may be required, having regard to the provisions of the National Offshore Renewable Energy Development Plan.
- E4** To facilitate the development of solar generated electricity and to positively consider all applications for the installation of PV cells at all locations, having due regard to architectural amenity and heritage.
- E5** To facilitate the development of expanded or new river / lake based hydroelectricity plants, subject to due consideration of ecological impacts, in particular, the free flow of fish and maintenance of biodiversity corridors and the development of off shore hydroelectricity projects insofar as onshore facilities may be required.
- E6** To facilitate the development of small-scale electricity generation installations such as solar panels, single stand-alone or wall mounted wind turbines and biomass converters.

¹ EU target of 21 % of electricity from RES by 2010, Irish target of 13.2% by 2010.

- E7** To require all new buildings during the design process to incorporate sustainable technologies capable of achieving a Building Energy Rating in accordance with the provisions S.I. No. 666 of 2006 European Communities (Energy Performance of Buildings) Regulations 2006.
- E8** To support the development and expansion of the electricity transmission and distribution grid, including the development of new lines, pylons and substations as required; to suitably manage development within 35m of existing 110KV/220kV transmission lines and to support and facilitate the development of landing locations for any cross channel power interconnector.
- E9** To facilitate the development of alternative transport fuels and the development of services and utilities for alternative vehicles types.

8.12.3 Telecommunications

The availability of high quality, high-speed information, telecommunication and broadcasting network is essential to the economic development of the Country. This principally comprises traditional telephone networks, mobile networks and broadband (all of which can carry voice and digital information, including the internet). Such networks not only provide for better communications between individuals and businesses but also provide opportunities to change the way we live and work, including working from home.

8.12.4 Telecommunications Objectives

- ICT1** To facilitate the development and expansion of communication, information and broadcasting networks, including mobile phone networks, broadband and other digital services.

8.13 Development Management Standards

8.13.1 Water Supply

- Proposed developments connecting to the public water supply shall provide the following information at application stage:
 - Point of connection to existing mains system
 - Information on the capacity and supply available at the point of connection
 - Analysis of pressure available
 - Proposals for pressure boosting or on-site water storage as may be required
 - The design of the water supply network on site, which shall be compliant with the specifications of Sections 3 and 4 of *“Recommendations for Site Development Works for Housing areas”* (DoEHLG 1998), as may be revised or amended
- Proposed developments dependent on an existing or new private well source shall provide the following details at application stage:
 - Location of water source and aquifer type and vulnerability;
 - Hydrogeological analysis of the water regime in the area, direction of flows, location of possible sources of contamination etc;
 - Measures to ensure the protection of the source;
 - Yield and quality analysis (in accordance with current Drinking Water Regulations);
 - Proposals for a duty and standby well, each with its own submersible pump to ensure security and continuity of supply to the proposed development;
 - Management measures including treatment (where necessary) and ongoing maintenance;
 - Such assessment shall be provided by a recognised hydrogeological professional with professional indemnity insurance.

8.13.2 Water Demand

- The provision of “dual flush” toilets shall be required in all new developments, in accordance with Part G of the Building Regulations (as amended 2008).
- Rainwater butts¹⁵ shall be installed by the developer for all new residential developments.

8.13.3 Wastewater Systems

- Proposed developments connecting to the public wastewater collection system shall provide the following information at application stage:
 - Point of connection to existing mains system;
 - Information on the capacity available at the point of connection;
 - The design of the wastewater collection system on site, which shall be compliant with the specifications of Sections 3 and 4 of *“Recommendations for Site Development Works for Housing areas”* (DoEHLG 1998), as may be revised or amended;
 - Details of any proposed pumping stations, to include full details of design and operating processes, which accord with the requirements of the Water Services Authority.
- Proposed developments dependent on private wastewater collection and treatment systems shall comply with the appropriate EPA Wastewater Treatment Manual:
 - Persons carrying out a site assessment must submit appropriate background information confirming their competency to carry out the assessment and details of their professional indemnity insurance;
 - Developers of private temporary treatment plants will be required to submit a maintenance contract for the operational lifetime of the plant.

¹⁵ A water *butt* is a container for collecting rainwater from the roof and downpipes of a dwelling, which can later be used for gardening etc.

8.13.4 Surface and Storm Water Systems

All new developments shall be designed to ensure:

- The on-site collection of surface water separate from foul water;
- Surface water is appropriately collected on site to prevent flow onto the public roadway, adjoining properties or into the public foul sewer / sewage treatment plant;
- The appropriate on-site disposal of surface water (where the scale and amount of water generated makes this feasible) e.g. through soakpits. For larger scale developments, it may be necessary to demonstrate through soil and subsoil tests that the site is capable of absorbing the surface water generated;
- Where on-site disposal is not feasible and discharge to surface waters is necessary, that the system has been designed in accordance with Sustainable Urban Drainage measures (SUDS) and in particular, that run-off has been attenuated to greenfield conditions;
- Discharges to water courses shall be channelled through adequately sized filters /interceptors for suspended solids and petrol/ oils prior to discharge.

8.13.5 Construction Management

All construction sites shall be appropriately managed to ensure that environmental emissions are strictly controlled. This will be enforced by requiring (by planning condition) the agreement and implementation a 'construction and demolition management plan', which will set out detailed measures to manage waste arising from the construction activity. In drawing up such plans, developers should have regard to DoEHLG guidance publication 'Best Practice Guidelines on the preparation of Waste Management Plans for Construction and Demolition Projects' (2006) as may be amended and revised. In particular, such plans will set out:-

- Construction programme for the works
- Hours of operation
- A traffic management plan
- Noise and dust mitigation measures (including details of a truck wheel wash at the site entrance
- Details of construction lighting

A Construction Manager will be required to be appointed to liaise directly with the various sections of the Council.

8.13.6 Residential Developments

- The design and layout of all individual and multi house developments shall provide for on site waste storage (including recyclables) and composting facilities;
- For traditional housing layouts, this will normally require the inclusion of sufficient space to the side or rear of a dwelling for the storage of waste, including up to 4 wheelie bins (recyclables, glass, organic and residual waste);
- For terraced houses or courtyard type developments (i.e. those developments that include houses with either no / limited private gardens) and apartment developments, bin storage and composting areas shall be provided;
- Waste storage areas shall be designed and screened so as not to cause any adverse visual impact on the proposed complex.

8.13.7 Employment and Commercial Developments

- All commercial developers shall appraise themselves of their obligations under the Waste Management Acts and the Wicklow Waste Management Plan 2006-2011 (and any subsequent reviews) and show at application stage details of waste storage and other waste facilities necessary to meet these obligations. In particular, as appropriate to the type of development:
 - Details of waste storage areas, including areas for the storage of recyclables shall be detailed. Such areas shall be suitably located and screened on site so as to minimise impacts on visual or residential amenity;
 - Developments likely to result in litter generation shall provide and manage litter bins on or immediately adjacent to the site;

- Records of wastes arising / accidental emissions occurring shall be maintained and made available at any time as required by the Local Authority.
- Where permission does not specify the exact processes to be carried out on a site (e.g. permission for a light industrial development with no specified users), written approval shall be obtained from the Planning Authority for the exact use before such use is commenced. Details shall be provided of effluents, waste products, materials to be used in the industrial process, toxic or hazardous by-products of the industrial process, together with details of the intended means of disposing of effluents and waste materials and controlling toxic or hazardous by-products.

8.13.8 Agriculture

- Agricultural wastes shall be managed in an environmentally sustainable manner in accordance with the principles set by the Rural Environment Protection Scheme, the Farm Waste Management Scheme and relevant EU and national legislation (in particular, the EC (Good Agricultural Practice for the Protection of Waters) Regulations).

8.13.9 Construction and Demolition Waste Facilities

Applications for the development of commercial waste disposal or recycling facilities catering for the disposal or reuse of inert clean soils, clays, sands, gravels and stones shall only be permitted at appropriate locations and shall be subject to the following:

- It shall be for the disposal of inert clean material only;
- There shall be a proven need for the proposed development;
- The proposed development shall be in accordance with the policies set out in the Wicklow Waste Management Plan 2006-2011;
- The proposed development shall not be located on lands that have a negative impact on the surrounding landscape or near a designated Natura 2000 site, or which interferes with a protected view or prospect, a public right of way, an existing or planned piece of strategic infrastructure, or an important tourist site;
- A development shall not be permitted if it has a detrimental impact on the amenity of adjoining residents, by reason of unacceptable levels of traffic, noise, dust, lighting or other impact resulting from the operation of the facility;
- A development shall not be permitted if it has a detrimental impact on the flora and fauna, ecology, ground and surface water, air quality, and geological/ archaeological heritage of the area;
- The development shall not result in the creation of a significant traffic hazard and the road network is suitable and has the capacity for anticipated traffic levels.

It should be noted that this policy pertains to an inert clean waste disposal facility only, and does not relate to any ancillary activities pertaining to the operation of sorting, manipulation and recycling of waste.

A detailed phasing programme for the importation of material, to include details of the volume of material to be included in each phase, cross sections of each phase of operation, the construction of slopes or banks in each phase, details for the seeding and capping of each phase, details pertaining to the impact on the landscape at each phase and landscaping details for the final phase of site restoration must be submitted.

8.13.10 Air emissions

Dust

- Any activities likely to give rise to dust emissions (e.g. construction activities, extractive industry) shall make suitable arrangements, and take precautionary measures, to suppress and control dust arising from the activity or the handling and transportation of materials. The deposition of dust on surrounding lands, or spillage onto public roads shall be prevented at all times;
- Dust levels emanating from any site shall not exceed 350 milligrams/square metre per day averaged over a continuous period of 30 days, measured as deposition of insoluble particulate matter, at any position along the site boundary.

Particulates

- The concentration in ambient air of PM₁₀ at any sensitive / residential receptor shall not exceed the quantity specified in a schedule to the Air Quality Standards Regulations 2002, and which is not to be exceeded for the period and under the conditions specified in the schedule in relation to that pollutant.

Noise

- The noise level arising from any development shall not exceed 55 dB(A) Leq (1 hour) with a maximum peak of 65 dB(A) between 0800 to 1800 hours, Monday to Saturday inclusive, but excluding public holidays, when measured at the closest residence. At all other times the noise level shall not exceed 45 dB(A) Leq (1 hour) measured at the same locations. No pure tones should be audible at any time;
- As and when required by the Planning Authority, a survey of noise levels at monitoring stations on adjacent properties (to be agreed with the Planning Authority) shall be undertaken by an agreed professional (at the expense of the developer) and the results submitted to the Planning Authority within one month of such a request;
The results of such surveys shall include, inter alia:-
 - (i) Type of monitoring, equipment used, sensitivity or calibration evidence, and the methodology of the survey.
 - (ii) Prevailing climatic conditions at the time of the survey.
 - (iii) The time interval over which the survey was conducted.
 - (iv) What machinery was operating at the time of the survey.

Light

- Applications for permission which include the provision of new street lighting or significant on site / on building lighting shall be accompanied by a certificate from a suitably qualified professional in the field confirming that all lighting has been so positioned and designed to eliminate or mitigate impacts on adjoining properties, particularly residences (light trespass) or on the night sky (sky glow). Regard shall be taken of **Guidance Notes for the Reduction of Light Pollution** (Institute of Lighting Engineers, 2000);
- All external lighting attached to buildings shall be cowled and directed away from the public roads and adjacent dwellings;
- To preserve the character of the night time landscape, roads in rural areas should use the minimum amount of lighting necessary, restricted to critical intersections. Passive measures, such as cat's eyes and reflectorised markings, should be preferred as night time safety guides.

Contaminated Land

Applications for the development of sites where soil or groundwater contamination is evident or is known to have occurred, or sites where a previous or current activity is at high risk of causing contamination, shall be accompanied by such documentation and investigations as appropriate to identify the nature and extent of the contamination and necessary measures required to contain and redress previous contamination and to prevent new contamination.

8.13.11 Design Standards for Improved Energy Efficiency

'Energy efficiency' in building design relates to (a) reducing the amount of energy used in the building and (b) increasing the use of renewable sources of energy. There are a number of ways in which both can be achieved:

- High quality insulation, which will minimise heat loss and therefore reduce demand for heat generation;
- The use of energy efficient lighting, which include not only the use of energy efficient long life bulbs but also the installation of devices to control use of lights such as light movement sensors;
- The use of energy efficient appliances;
- In use of renewable energy technologies such as
 - Solar panels (for either or both water heating and for the generation of electricity)
 - Biomass burners, such as wood pellet boilers (again which can generate both heat and electricity)
 - Small scale wind turbines.

Even without these technologies, measures can be taken through siting and design to reduce energy use. The following are the main principles of Passive Solar Design (PSD) which should be integrated into the design process:

- Building location – where there is a choice in location, consideration should be given to the ability of any site to make use of sunlight for passive space heating;
- Orientation - the capture of solar gain can be maximised by orientating the main glazed elevation of a building within 30 degrees of due south;
- Room layout - placing rooms used for living and working in the south facing part of the building, to reduce reliance on artificial lighting and heating methods;
- Avoidance of overshadowing - careful spacing of buildings will minimize overshadowing of southern elevations, particularly during the winter when the sun is low;
- Window sizing and position – sizing and positioning windows to maximise gain from the sun, while minimising windows on other elevations. The precise amount of glazing utilised should be based on considerations of latitude, altitude, climatic conditions and heating / cooling requirements. Care is needed to avoid ‘over-glazing’ resulting in overheating / glare / fading of furnishing and heat loss when ambient temperatures fall;
- Ventilation and shade – to use natural ventilation or heat exchange system in order to avoid the need to install air conditioning;
- Thermal buffering - unheated spaces such as conservatories, green houses and garages attached to the house can act as a barrier to unwanted heat loss or gain in the main living area;
- Excessively large open spaces within the building should be avoided as this may lead to unequal distribution of warm air between upper and lower floors as air rises;
- Exterior finishes – materials and colours can be chosen to reflect or absorb solar thermal energy;
- Landscaping – energy efficient landscaping materials, including the use of trees, plants, hedges or trellis can be used to selectively create summer shading and also create winter wind chill shelter.

8.13.12 Mast and Telecommunications Development Standards

These standards deal with those telecommunications installations which form part of the requirements for licensed, public mobile telephony and which are considered to be development in accordance with the Planning & Developments Acts. Operators of broadcast VHF and fixed radio link installations, which support the mobile radio requirements of the emergency services, should, where applicable, take cognisance of these standards.

Need for the new installation

All applications for new antennae shall be accompanied by adequate information to show that there is a requirement for the new installation. In particular, the following information shall be provided;

- Map of the area concerned (minimum 10km radius) showing all antennae operated by the applicant and the applicant’s existing coverage in that area;
- Details of antennae operated by other providers in the area and their associated coverage maps;
- Details of the area to be covered by the proposed antennae and technical explanation of the reasons why coverage cannot be provided by existing antennae.

Location

Where it has been proven that there is a need for new / expanded coverage in a particular area, the applicant shall show that all existing masts and support structures in the area have been firstly examined to determine if the attachment of new antennae to existing support structures can provide the coverage required. This will require the submission of:

- A map of all existing support structures in the vicinity of the coverage ‘gap’;
- A technical evaluation of the capabilities of these masts to take additional antennae and provide the coverage required.

Once it has been determined that new antennae / antennae support structures are required and co-location on an existing support structure is not feasible, permission will be considered for new support structures and associated base stations subject to the following control criteria.

Locations in Settlements

The applicant shall be required to follow a 'sequential' approach to site location i.e. in accordance with the order of priority set out to follow, the applicant must show that the preferred locations have been examined in the first instance and rejected for specified reasons (commercial competition in this instance will not be acceptable as a reason) and only then, can locations further down in the hierarchy be considered:-

1. Clustering with existing support structures;
2. In industrial estates or on industrial zoned lands;
3. Rooftop locations in commercial / retail zones;
4. In parks / open space areas ('disguised' masts may be requested in such areas).

New support structures shall not be permitted within or in the immediate surrounds of a residential area or beside schools.

Impacts on protected structures, Architectural Conservation Areas, National Monuments or other building / sites of heritage value shall be considered.

Rural Locations

- Masts and base stations should be sited in a manner which respects the landscape and which limits the intrusion on the landscape. Notwithstanding coverage obligation issues:
 - Hilltops shall generally be avoided, except in exceptional circumstances, where technical or coverage requirements make it essential;
 - Locations in the direct line of listed views or prospects shall be avoided;
 - Along major tourist routes, care shall be taken to avoid terminating views;
- The location of structures, archaeological sites and sites designated for nature conservation reasons (e.g., NHAs, SACs, SPAs) shall be considered against the conservation objectives of these sites¹⁶;
- Forested locations are likely to be preferable, subject to the nature of the forestry and its felling programme. In such cases, the applicant must be in a position to maintain a suitable cordon of trees around the site and bonded undertakings to that effect will be required to be submitted;
- Unless otherwise advised through pre-planning discussions, a visual impact assessment shall be submitted with any application, which shall address, inter- alia,
 - Landscape and topography, elevation and overall visibility;
 - Any listed views or prospects in the area;
 - Intermediate objects (e.g. buildings or trees) between the site and the principal viewing locations;
 - The scale of the object in the wider landscape;
 - The multiplicity of other objects in the wider panorama;
 - The position of the object with respect to the skyline;
 - Weather and lighting conditions.

Access Roads and Power Supply

- Access roads and power supply Access roads and new overground power lines shall be permitted only where they are absolutely necessary and great care should be taken that they would not appear as a scar on a hillside;
- It will normally be a condition that access roads are grubbed up at the end of the construction period. In exceptional cases, the Planning Authority can consider requiring the use of a helicopter for the construction and installation of base stations.

¹⁶ In accordance with the Habitats Directive, any project not directly connected with or necessary to the management of a Natura 2000 site but likely to have a significant effect thereon, either individually or in combination with other plans or projects, shall be subject to appropriate assessment of its implications for the site in view of the site's conservation objectives.

Mast / Antennae Design

- Subject to visual and landscape considerations, support structures will normally be required to be so designed as to facilitate the attachment of additional antennae. Where such a design is facilitated, it will be a condition of any permission that the mast be made available for co-location with other operators;
- Support structures shall be so coloured as to minimise visual impact – in forestry areas, dark green will normally be required whereas those structures that would be visible against the skyline will normally be required to be a neutral sky grey;
- Whilst the design of the antennae support structures and the antennae themselves will be dictated by radio and engineering parameters, all applicants will be asked to explore the possibilities of using other available designs where these might be an improvement on traditional design;
- While it is acknowledged that there is a trade off between height (taller height implying better coverage) and the number of masts required for network coverage, in all cases, height shall be restricted to that required to bridge the existing coverage gap identified. Alternatively, consideration may be given to higher masts if this would allow for an overall reduction in mast in any given area.

Site Layout / Design

- Support structures, associated antennae and base stations shall be designed to minimise visual intrusion. In particular, height and width of the mast shall be kept to a minimum, subject to coverage considerations;
- In built up areas, monopole structures may be preferable, subject to consideration of future co-location demands;
- Site boundaries shall be suitable to the location. In particular, palisade type metal fencing will generally not be considered appropriate in built up areas – render or stone clad solid walls will normally be required;
- Landscaping shall be integrated into the scheme in both urban and rural locations;
- The number of ancillary buildings / containers shall be kept to a minimum, with all such structures proposed being clearly justified. Such structures shall be painted or clad in a material / colour suitable to the location.

Safety Criteria

- As part of their planning application, applicants will be required to furnish a statement of compliance with the International Radiation Protection Association (IRPA) Guidelines (Health Physics, Vol. 54, No. 1(Jan) 1988) or the equivalent European Pretender 50166-2 which has been conditioned by the licensing arrangements with the Departments of Transport, Communications, Energy & Natural Resources and to furnish evidence that an installation of the type applied for complies with the above Guidelines;
- Where the applicant proposes to share an existing mast or to enter a clustering arrangement on an existing site, a statement from the owner/landlord of the mast or site that the shared mast or cluster will continue to operate under the guidelines applicable to it should be presented to the Planning Authority;
- The results of monitoring, shall, if required, be made available to the Council and through the Council to the members of the public;
- Safety aspects of the antennae and support structures will, unless perhaps in the case of ground mounted single poles, stayed or otherwise, involve anti climbing devices and proper ducting and insulation measures for cables;
- During construction of the site, special precautions may have to be taken in relation to traffic.

Obsolete Structures

- Where the original operator is no longer using the antennae and their support structures and no new user has been identified they should be demolished, removed and the site reinstated at the operators expense (This will be a condition of any permission and a bonding arrangement to this effect will be put in place);

- Where the owner of a site disposes of the site to another suitably licensed operator, the original operator/owner will be required to inform the Planning Authority of such transfer so that the Authority may be in a position to readily enforce any continuing conditions on the new operator.

Duration of Permission

- Permissions for antennae support structures and associated base stations shall only be granted for 5 years;
- Further permissions for the facility at the end of the 5 year period shall be conditional on the provision of evidence, as necessary, to justify the continued need for the facility, given changes in technology and development of other sites in the meantime;
- Where a subsequent permission does not include any alterations to the permitted facility, the applicant shall be required to show that no new changes in technology have come about that would allow the design (height, width, no of antennae etc.) or environmental impacts of the installation to be improved;
- The Planning Authority shall apply more stringent conditions on any subsequent permission for the same site, if considered necessary.

Social and Community Infrastructure, Recreation and Amenity.

9.1 Introduction

The provision of accessible social and community infrastructure contributes to the quality of life for all and it is important that such facilities also be provided in tandem with the development of new dwellings and neighbourhoods. The increased emphasis on the provision of social and community infrastructure has been emphasised by the DoEHLG through the production of guidance documents relating to childcare, school provision and urban design, which have in turn been further expanded upon, through publications and work carried out by the Planning and Community & Enterprise Sections of Wicklow County Council.

9.2 Community Development

The term “community development” refers to a complex and broad range of actions and measures involving a wide range of practitioners and bodies with the common aim of improving various aspects of local communities. There are however two key strands to the development of “sustainable communities”;

- (1) Facilitating communities in developing the skills, capacities and projects needed to enable them to have a greater say in the management of their own futures;
- (2) Facilitating access to the goods, services and power structure within society for all, and particularly for those that are marginalised and powerless (social inclusion).

Land use planning plays the following roles in delivering these aims:-

- (1) Facilitating the delivery of community projects, through
 - The reservation of land for community uses in the plan area;
 - Managing the expansion of residential development commensurate with the community facilities available;
 - Requiring the delivery of new community facilities as part of development proposals;
 - Co-operating with other services providers in the delivery of new facilities.
- (2) Facilitating improved physical access to goods and services through
 - Directing new facilities to suitable locations and in particular, to the locations where people live or locations that are easily accessible by public transport, cycle or foot;
 - Requiring all new facilities to be accessible and useable by all.
- (3) Facilitating an overall improvement in the quality of the built environment, which contributes substantially to our perception of places and communities.

9.2.1 Community Development Objectives

- CD1** To ensure sufficient zoned land is available to meet the community needs of the projected population of the plan area over the plan period.
- CD2** The Council will promote and facilitate the delivery of community facilities in accordance with the Hierarchy Model of community facilities prepared under Strand 3 of the Development Levy Scheme (under Section 48 of the Planning and Development Acts).
- CD3** Unless otherwise specified by the Planning Authority, new significant residential developments¹⁷ will be required to carry out a social infrastructure audit, to determine if social and community facilities in the area are sufficient to provide for the needs of the future residents. Where deficiencies are identified, proposals will be required to either rectify the deficiency, or suitably restrict or phase the development in accordance with the capacity of existing or planned services.

9.3 Social Infrastructure

The provision of ‘social infrastructure’, in the form of buildings, facilities, clubs and the means of accessing and using services, is necessary for the development of sustainable communities. The purpose of such infrastructure is both to provide a service and also to promote community cohesion and community identity

¹⁷ This is determined to be any application that would increase the housing stock in a settlement by more than 10%

and in doing so combat social isolation and alienation. A wide variety of facilities are required in order to have a functioning and developing society, and one's use of facilities will depend on a range of factors including age, family structure and physical ability. Essentially there are four broad categories of facilities:-

- (1) Those providing education and development, including primary, secondary and third level schools and colleges and vocational or training centres (Montessori's and pre-schools are addressed under 'childcare');
- (2) Those providing physical and mental care and development, such as health services, nursing homes, childcare and pre-schools;
- (3) Leisure and recreational facilities including community / youth centres, indoor halls, dance / gymnastic studios, playing pitches, courts etc;
- (4) Cultural facilities, such as arts centres, theatres, libraries and places of public worship and burial grounds etc.

9.3.1 Education and Development

Education and training have a key role to play in all three dimensions of 'sustainable development' - environmental, economic and social. It is widely recognised as a key component of a competitive economy and a vibrant society.

The Council seeks to create an environment in which everyone can develop to their full potential to enable them to participate in and contribute to all aspects of social, economic and cultural life.

Primary Education

The projected population in Arklow by 2022 is approximately 23,000 persons. There are currently six primary schools in Arklow. The Department of Education advises that 12% of the population at any time is of primary school going age. The existing primary schools have approximately 68 classrooms and while some schools have temporary classrooms on their permanent sites, it is necessary to note that the Gaelscoil is on a temporary site. For the purpose of this analysis, it is therefore taken that there are only 59 'permanent' classrooms in the settlement. In accordance with the Department of Education's methodology, a population of 23,000 persons will generate a demand for 98 primary classrooms. Therefore there will be a shortfall of 39 classrooms in the settlement as the population grows up to 2022.

This plan will therefore designate lands for the future development of three additional primary schools (two 16-classroom schools and one 8-classroom school) at Tinahask (AA1), Kilbride (AA3) and on the Coolgreaney Road. These locations are all proximate to existing and future residential development and would allow for a geographical spread of schools through the town.

Secondary Education

There are currently four post primary schools in Arklow, with a 2009/2010 with an attendance of 1,388 students. The Department of Education estimates that 8% of the population at any time is of secondary school going age and it is clear given the current population of Arklow and its immediate environs of c. 14,000 that these schools serve a wider area than the town itself, serving an approximate population of 17,500 persons. This would correlate to the catchment of Arklow secondary schools that would include the south Wicklow area up to Aughrim, Annacurragh and parts of Tinahely and also parts of Avoca.

Assuming this trend continues into the future, provision should be made for secondary school places for a catchment area of c. 28,000 up to 2022, which is c. 2,250 school places.

In this regard, this plan will make provision for the reservation of lands for two new secondary schools, at Tinahask (AA1) and Kilbride (AA2).

Third Level Education

There are no third level institutes operating in Arklow although adult education services are provided by the VEC. While it is intended that the established third level institute in Wicklow Town will develop at the principle third level institute in the County, this plan will give specific encouragement to the development of third level/higher training in conjunction with high technology development, particularly in Action Area 2.

9.3.2 Education Objectives

- ED1** To co-operate with the Department of Education & Skills, the Vocational Education Committee for Co.Wicklow and school management Boards in the provision of school places.
- ED2** Where lands are zoned for educational use, to promote and facilitate the development of facilities that provide for linkages between schools types. For example, particular encouragement will be given to primary and secondary school campuses, the linking of pre-school services with primary schools and the linking of secondary schools with vocational training facilities.
- ED3** Where lands are zoned for employment use, to promote and facilitate the development of employment training facilities (privately and/or publicly funded).
- ED4** Where practicable, education, community, recreational and open space facilities shall be clustered. However schools shall continue to make provision for their own recreational facilities as appropriate.
- ED5** To promote the provision of dedicated facilities for adult and community education in recognition of the growing demand for life-long learning opportunities and the perceived shortage of such facilities at present.
- ED6** To promote the use of education facilities after school hours / weekends for other community and non-school purposes, where possible.

9.4 Health, Care and Development Facilities

9.4.1 Health

A number of public, voluntary and private agencies are responsible for the provision of healthcare facilities within the plan area, with the Health Services Executive being the primary agency responsible for delivering health and personal social services.

9.4.2 Health Objectives

- HC1** To facilitate the development of healthcare uses at suitable locations, in liaison with the appropriate health authorities. Health facilities will be considered on appropriately zoned lands subject to:
 - The location is readily accessible to those availing of the service, with a particular presumption for facilities close to services. Locations distant of services will not generally be considered except where it can be shown that the nature of the facility is such that it demands such a location;
 - The location is generally accessible by means other than private car, in particular by public transport services, or by walking / cycling;
 - The location is accessible to those with disabilities.
- HC2** To support the establishment of centres of medical excellence, hospices, respite care facilities or facilities for those with long term illness.
- HC3** To allow for the change of use of all or part of an existing dwelling in a residential zone to health care usage, subject to normal planning considerations, paying particular regard to car parking availability, impacts on traffic flow and obstruction and impacts on residential amenities.

9.5 Residential and Day Care Facilities

Having regard to the 'ageing' of the Irish population, in addition to health care facilities, there is a growing need for the provision of specific residential and day care facilities for the elderly. The Council recognises that the provision of residential / day care and nursing homes is an essential community requirement within the plan area.

A number of agencies are active in the plan area providing residential and day care services to those with physical or intellectual disabilities. The Council recognises the special services provided by these bodies and aims to facilitate them wherever possible.

Residential and day care facilities can take many forms, ranging from day time activities / services to care / nursing homes, to assisted living units to independent (but supervised) living units and it is not therefore always possible to craft policies that will address all development types. All applications for development will be considered on their merits with particular regard to their location and the type of service being provided.

9.5.1 Residential and Day Care Objectives

- NH1** To encourage the development and improvement of new and existing residential and day care facilities in appropriate locations located close to shops and other community facilities required by the occupants and easily accessible to visitors, staff and servicing traffic.
- NH2** 'Retirement villages', made up of a number of independent housing units, with limited / no on site care facilities will be required to locate on residentially zoned lands.
- NH3** Edge of centre locations at the fringe of plan area (eg AG zone) will only be considered for residential or day care facilities where:
- There are good vehicle and pedestrian linkages available to town facilities;
 - The site is within the built 'envelope' of the settlement and would not comprise of an isolated, stand alone development;
 - The design and scale of the facility is reflective of the semi rural location.

9.6 Childcare and Preschool Facilities

The provision of childcare and preschool facilities is recognised by the Council as a key piece of social infrastructure enabling people to play a more active role in society, particularly in accessing employment and education. Childcare services range from childminding a small number of children in a private home, to pre-schools and crèches. A large number of childcare facilities now provide a full range of services from caring for newborns to pre-school and Montessori type education. The DoEHLG guidelines, on childcare require the provision of 20 childcare places for every new 75 housing units granted permission.

9.6.1 Childcare Objectives

- CC1** To facilitate the provision of childcare in a manner, which is compatible with land-use and transportation objectives and adheres to the principles of sustainable development.
- CC2** To require the provision of childcare facilities in all residential developments comprising 75 houses or more (including local authority and social housing schemes). In accordance with Department of Environment, Heritage & Local Government guidelines, childcare places shall be provided at a ratio of 20 places per 75 residential units, having regard to cumulative effects of permitted development, (unless it can be demonstrated that having regard to the existing geographic distribution of childcare facilities and the emerging demographic profile of the area that this level of childcare facilities is not required). Without substantial cause, it is the policy of the Council not to allow a change of use of these premises within five years.

9.7 Leisure and Recreational Facilities

The types of leisure and recreational facilities provided/required vary greatly from person to person ranging from active to passive activities. The Council recognises this fact and aims to provide for adequate leisure and recreational facilities throughout the plan area, which are capable of meeting the requirements of the resident population.

9.7.1 Children's Play Facilities

In addition to childcare facilities, pre-schools and after school services (dealt with previously) children also require opportunities to socialise, play and exercise. Wicklow County Council through the Office of Community & Enterprise has responded to this need by preparing a Play Policy for County Wicklow. The purpose of the Play Policy is to change the culture of thinking on play and provide more opportunities for children to play. The policy makes a clear commitment to play as a right and to ensuring that children and their needs are considered when it comes to policy making and that provision is made to meet their needs.

In the plan area there are a number of play-grounds which have been developed in recent years by the Town Council, there is a large playground at Peters Place, and a smaller playground at the South Green (illustrated on map 9.01).

9.7.2 Objectives

- CP1** To facilitate opportunities for play and support the implementation of the County Council Play Policy and its objectives, including the collection of development levies.
- CP2** In all new residential development in excess of 75 units, the developer shall provide, in the residential public open space area, a dedicated children's play zone, of a type and with such features to be determined following consultation the Local Authority.
- CP3** All new estates, streets, open spaces/parks and community facilities shall be designed with the needs and safety of children as a priority.
- CP4** Subject to safety considerations, natural features (trees, streams etc) shall be retained in new developments.

9.7.3 Facilities for Teenagers and Young Adults

Many teenagers and young adults feel disenfranchised in society, particularly with regard to the lack of facilities provided specifically to meet their needs. These youths are too old for playgrounds and while many are active in sports clubs, there is still a lack of facilities for socialising and relaxation. Depending on the age, there are a number of facilities that are considered attractive to teenagers and young adults including Mixed Use Games Areas (MUGAs), which would typically provide a hard surfaced area allowing for basketball and other hard court sports, skate parks, youth clubs and Internet cafes. Arklow Town Council has developed a skateboard/bmx park in the Seaview area which is conveniently located beside existing recreational facilities.

9.7.3.1 Objectives

- TY1** In accordance with Objective CD3, where a deficiency in facilities for teenagers / young adults is identified in an area, the developer of any significant new residential estate shall submit proposals to address the deficiency.
- TY2** All new neighbourhood parks or active open space zones shall include a MUGA of a size and nature to be following consultation with the Local Authority.
- TY3** New community buildings / facilities shall be designed to facilitate the operation of youth clubs and youth services (see Objective CC2 to follow).

9.8 Community Centres

Community centres provide an important function for all groups in society, by providing for an indoor space for active recreation and for meetings / club use. While many 'outdoor' sports clubs also have indoor spaces, these many not be suitable for non-sport activities such as support group meetings, bridge clubs, mother-and-baby groups etc. In Ireland there is a particular dependence on the use of function rooms in hotels and public houses for club or meeting use, which are similarly not often ideal in design or size.

9.8.1 Objectives

- CC1** In accordance with Objective CD3, where a deficiency in indoor community space is identified in an area, the developer of any significant new residential estate shall submit proposals to address the deficiency.
- CC2** New community buildings / facilities shall be designed to facilitate a wide range of uses including active uses (e.g. basketball, badminton, gymnastics / dance, martial arts etc) and meeting / club use.

9.9 Sport Facilities

In addition to the Play Policy, Wicklow County Council has also developed a Sports & Recreation Policy. This policy recognises the importance that sport and recreation contributes to the quality of life of individuals, communities and the County as a whole. It provides a strategic approach, which includes the identification of deficiencies, needs and priorities and the inclusion of underpinning principles of social inclusion and sustainable development framework. Its implementation will be carried out in partnership and co-operation, to enable all residents of the plan area to have equal access to sport and recreation facilities and opportunities for participating in the sport or recreation of their choice.

9.9.1 Objectives

- SR1** To contribute to the improvement of the health and well being of the inhabitants of the plan area and to facilitate participation in sport and recreation.
- SR2** To be guided by the Sports & Recreation Policy in the provision and expansion of sport and recreation opportunities in the plan area. In addition the policy will inform the development levy scheme for community facilities, in particular the provision of sport and recreation facilities.
- SR3** Facilities for sports shall normally be located close to large populations, on designated Active Open Space land. All efforts will be required to be made to locate new sports facilities close to existing community facilities, schools or areas of dense residential development. The Council may consider providing sites for these purposes or may be prepared to make financial or other assistance available, subject to reasonable access being made available to the public and to reasonable safeguards for the continued use of the land as open space.
- SR4** The redevelopment for alternative uses of open space and recreational lands whether owned by private recreational clubs or publicly owned, will normally be resisted by the Council unless suitable alternative recreational facilities can be provided in a convenient location.
- SR5** The development of new sports or active open space zones shall be accompanied by appropriate infrastructure including car parking and changing rooms.

9.10 Cultural Facilities

Cultural facilities are places for the creation, production and dissemination of culture and include buildings and cultural sites.

9.10.1 Arts

The Arts create opportunities for the cultural development of all the community. In addition it offers all the community, young, old and minority groups, a creative outlet and an alternative to sport and active recreation.

In order to provide for the existing and future development of the Arts in County Wicklow the Council has developed the Wicklow County Arts Plan. A number of objectives and actions have been identified in the Arts Development Plan and these will be reflected in increased resources and support to the arts community from Wicklow Local Authorities, Statutory Agencies, Local Development Agencies, the private sector and the wider community.

9.10.2 Libraries

The purpose of the public library is to support the community's needs for education, information, recreation, arts and culture. The public library is a publicly funded resource providing a cost-effective means to equity of access. The library is regarded as a service that promotes social inclusion in providing public access to the Information Society. The library is a means to ensure support for literacy, independent learning and distance education.

9.10.3 Places of Worship and Burial

In many communities, churches, burial grounds and other places of worship form a focal point for the local population and often provide not only a religious service, but also meeting places and other cultural services.

9.10.4 Objectives

- CA1** To maximise the opportunities for the Arts and support the implementation of the Wicklow County Arts Plan and its policies.
- CA2** To encourage and support the creation and display of works of art in public areas, including appropriate locations within the streetscape, provided no unacceptable environmental, amenity; traffic or other problems are created.
- CA3** To support the implementation of the Wicklow Library Development Plan.
- CA4** To facilitate the development of new, improved or expanded places of worship and burial grounds at appropriate locations in the plan area, where the demand for the facility has been demonstrated.

9.11 Parks and Public Open Spaces-Green Networks

Open Spaces are vital part of the urban environment. Open space amenities create benefits not only for the enhancement of the quality of life of residential areas but also provide opportunities for recreational activities, ecological and environmental preservation. The Council is responsible for the maintenance and management of a number of a number of open spaces and amenity areas in Arklow. The planning process plays a vital role in ensuring that existing parks and open spaces are protected and enhanced. In addition it is key to the provision of appropriate, high quality additional parks and open spaces to cater for increased demand as new residential areas are created and the population increases. Map 9.01 indicates the public open spaces and green networks that indicate the natural amenity of the town.

Open space can take a number of forms, with some use types overlapping

- (1)** Private open space – open space owned and / or dedicated to use of single individuals or small groups for example private gardens, terraces, yards, balconies or shared private spaces in apartment developments;
- (2)** Residential open space – space generally provided in housing developments, that is public in the sense that there are no barriers to access, but its function is to provide for passive and active use by the residents of that development;
- (3)** Public open space – space that is open to general public use, which can be further divided into active and passive public open space:
Passive POS – squares and civic spaces, picnic areas, walkways, parks etc
Active POS – playing fields, hard surfaced courts, MUGAs;
- (4)** An emerging new form of open space is the use of land for allotments. Allotment gardens allow a number of people to cultivate their own vegetables in individual plots/land parcels on lands owned by another private individual or body. The individual size of a plot/parcel ranges between 200-400sqm and often the plots include a shed for tools and shelter. The individual gardeners are usually organised in an allotment association which leases the land from the owner who may be a public, private or ecclesiastical entity, provided that it is only used for gardening (i.e. growing vegetables, fruits and flowers), but not for residential purposes.

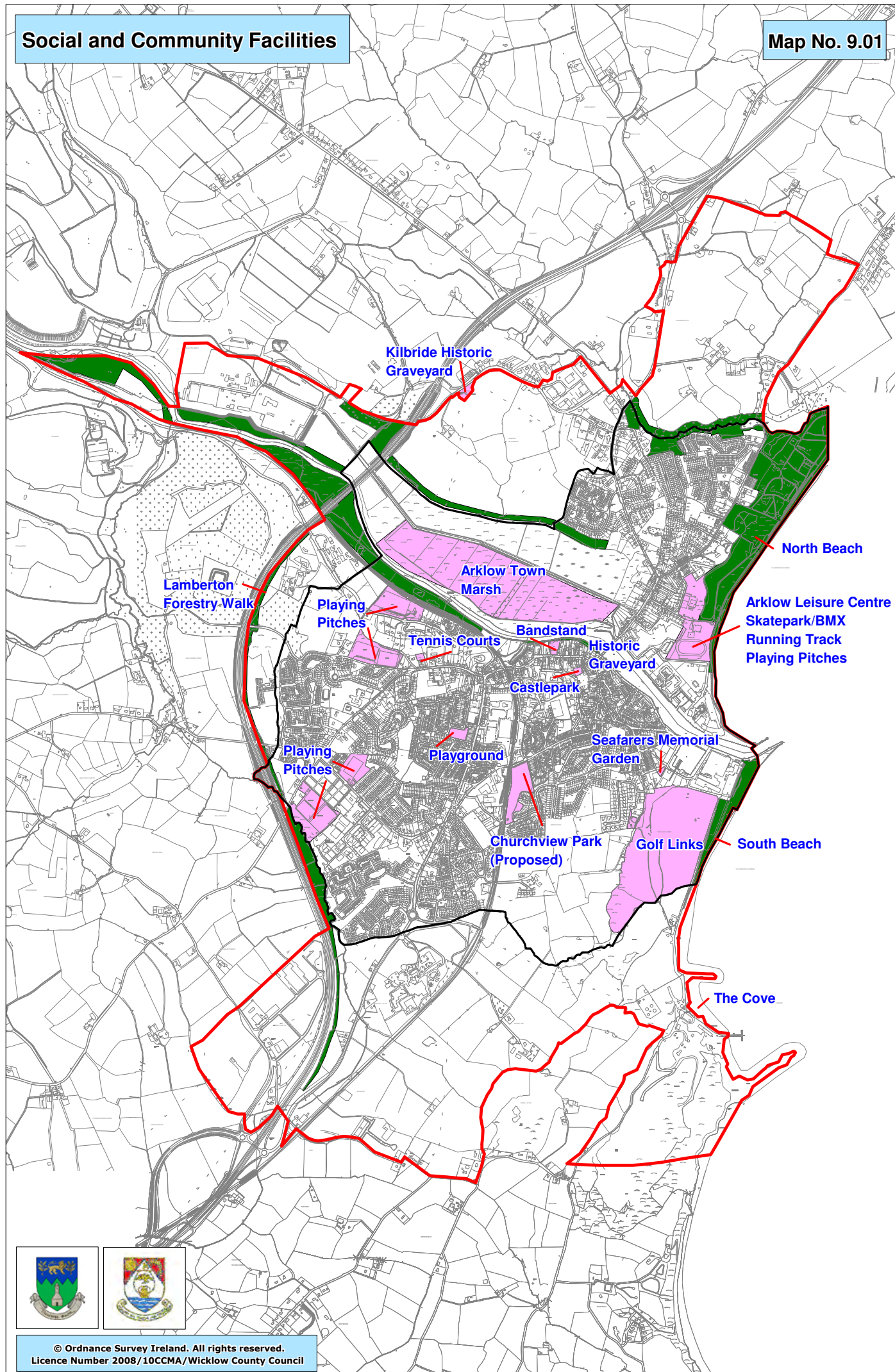
As the town expands, there will be a clear need for additional open space, particularly for sports facilities. These needs will be provided for in the action areas set out in this plan, as these are the areas of planned residential expansion and are conveniently located to the existing population. In accordance with the County play policy a town of 23,000 persons would require 55.0 ha of public open space, of which 41 ha is

needed for active sports uses. In this regard there is approximately 26ha of active open space in the town¹⁸ and this plan shall make provision to increase this by a minimum of 15ha. Additional areas of passive open space are provided throughout the plan area.

9.11.1 Open Space Objectives

- OS1** To encourage the provision of open space for both passive and recreation to serve the needs of the plan area's existing and future population concurrent with new residential development.
- OS2** To develop and facilitate the provision of public open space generally in accordance with "Sustainable Residential development in Urban Areas-Guidelines for Planning Authorities" (DOEHLG 2009).
- OS3** Prohibit non-community uses on areas of lands permitted or designated as public open space in existing residential developments.
- OS4** To facilitate and encourage a series of high quality open spaces throughout the town, preferably as part of a larger linked network that is available to all ages and accessible to everyone, including people with mobility impairments.
- OS5** To retain open space lands with established recreational uses.
- OS6** To preserve, manage and maintain to a high standard the existing parks and open spaces in the town.
- OS7** To facilitate the development of allotments of an appropriate scale on lands which meet the following criteria:-
 - Lands situated within or adjacent to the edge of plan area;
 - Lands that are easily accessible to the residents of the plan area;
 - Where an adequate water supply can be provided;
 - Where adequate parking facilities can be provided.
- OS8** To reserve lands at Churchview (c. 3ha) for a town park, which will include areas for both sports and activities (such as a MUGA) and passive enjoyment.

¹⁸ This does not include the 31.39 ha of land which are operated by Arklow Golf Club.



9.12 Development Management Standards

9.12.1 Community Facilities

- New community facilities shall be conveniently located and accessible by both residents of the development and others that have reason to use the facility. They should be well integrated with pedestrian and cycle routes and where they serve a wider community, located on or close to a quality public transport route;
- Community facilities must be accessible to all members of society, including those with disabilities.

9.12.2 Childcare

- The location and design of new childcare facilities shall generally in accordance with the guidance set out the 'Childcare Facilities: Guidelines for Planning Authorities' (DoEHLG) and the 'Child Care (Pre-School Services) Regulations 1996 & 1997' and any other relevant statutory guidelines which may issue during the life of this Plan;
- As a general rule 20 childcare spaces shall be provided for every 75 dwelling units. A childcare facility within a residential development shall be sited at or near the entrance/exit to the proposed development so as to allow for ease of access, drop off/pick up points;
- Where a large development (or a development in conjunction with other developments in an Action Plan area) comprises more than 75 units, a single large childcare facility capable of serving all proposed units (and future units) may be permissible, subject to a ceiling of 100 places (full and part time);
- The internal layout and design of proposed childcare facilities should allow, where possible, for the dual usage of the proposed facility e.g. night time community uses;
- All applications for a childcare facility shall be accompanied by the following information in addition to those set out in the policies set out for childcare developments:
 - The need for the proposed development;
 - The nature of the facility e.g. full day care, sessional care, after school care;
 - Number and ages of children to be catered for;
 - Compliance with standards for parking, traffic impacts and turning areas;
 - Proximity to public transport/areas of employment;
 - Hours of operation;
 - Open space provision and measures for management of same;
 - Impact on residential amenity.
- Childcare facilities will be required to be provided in large-scale employment zones developments. Any application for employment development with in excess of 100 employees shall include a childcare facility unless it can be shown, with regard to the demographic of the workforce or the availability of existing facilities in the immediate area that no such service is necessary.

9.12.3 Education

Primary and Secondary schools

While the location, layout and design of new public primary and secondary schools shall generally be determined by the Department of Education, new schools shall be required to comply with the following criteria;

- Sites shall be well serviced by road infrastructure and in particular, shall be on or adjacent to a road network capable of accommodating existing or future public transport facilities;
- Complete foot and cycleways shall be available to the site from the residential areas that are located in the school catchment;
- Pedestrian crossings of the existing / new road network serving the site shall be provided as may be required;
- Adequate car, bicycle and bus parking shall be provided on site, including convenient short term set down area;

- Building design shall meet the highest standard possible with regard to architectural quality, visual integration with the area and minimisation of impacts on adjoining properties or residences;
- The layout and design of the school shall facilitate possible out of school hours use by other bodies / the community.

Temporary School structures

- While certain exemptions apply for temporary classrooms at school sites, where the exemptions are not applicable, positive consideration will be given for temporary structure subject to the following controls:
 - Permission shall be granted on a temporary basis for a period of a maximum of 5 years;
 - The development of temporary classroom developments shall not impede traffic movements and circulation within the school premises or significantly reduce open space;
 - The structures shall be of a high design quality and shall be painted or coloured to integrate with any existing school structure.

9.12.4 Nursing Home Developments

- Nursing home developments and facilities for the elderly shall be located close to local amenities and where adequate pedestrian infrastructure has been or is capable of being provided;
- Individual/independent housing units proposed as part of a nursing home / retirement village shall generally be held in single ownership with the overall site, with lease agreements to the occupants. Where for the viability of the project the sale of units required, this shall be strictly only on the basis of a legal agreement specifying that the units shall at all times be utilised only for accommodation for the elderly / those in need of nursing home care;
- Developments comprising of a number of independent dwellings shall comply with the housing layout and design standards set out in this plan. Deviations from the density, car parking and open space may be considered where this can be suitably justified having regard to the needs of the future residents;
- Facilities shall be so laid and designed to meet standards and obligations specified in Nursing Homes (Care and Welfare) Regulations, (1993) and the Building Regulations, in particular Part M.

9.12.5 Care Facilities

- In accordance with the Planning & Development Regulations 2001, change of use from residential to a care facility for more than six persons with an intellectual or physical disability or mental illness requires planning permission;
- Applications for permission for change of use to care facility or a new care facility shall be evaluated against the following criteria:
 - Care facilities shall be located close to local amenities and where adequate pedestrian infrastructure has been or is capable of being provided;
 - Adequate provision shall be made for car parking and open space facilities.

9.12.6 Accessibility

- In considering access for those with a disability, the Council will adhere to the criteria set out in the Building Regulations, 1997, (or as subsequently amended), and the documents "Access for the Disabled" (Nos. 1 to 3) published by the National Rehabilitation Board;
- New dwellings should be designed in order to ensure that they are visitable and accessible by people with disabilities or mobility impairments. Design considerations shall include:-
 - The provision of a level gently sloped or ramp approach access to the dwelling from the entrance point to the site or from a suitable parking spot.
 - A level access at one entry point to the dwelling.
 - A front door and living room door wide enough to accommodate a wheelchair.
 - Circulation space for a wheel chair at entry storey.
 - A ground floor toilet located so as to be usable by wheelchair users and other people with disabilities or mobility impairments.

9.12.7 Open Space

These standards will apply to all new residential developments and should be read in conjunction with Chapters 3 of this plan.

Active open spaces

- In accordance with the Council's Active Open Space Policy, active open space shall be required as a rate of 2.4ha per 1,000 population divided into
 - 1.6ha outdoor play space (pitches, courts, sports grounds)
 - 0.6ha casual play spaces (parks)
 - 0.2ha equipped play space (playgrounds and MUGAs)

Any application or Action Area Plan, which would result in a resident population of 1,000 or more, compliance with this standard will be required.

Sports Grounds

- New organised sports areas shall be located in proximity to existing or planned community or neighbourhood facilities such as neighbourhood retail centres, schools etc and opportunities for the sharing of facilities, including changing rooms shall be explored and exploited;
- Where shared indoor facilities are not available, new sports facilities shall be accompanied by a building of scale commensurate with the size and nature of the sports facility for indoor changing and administration;
- Sports areas should be located such that a suitable separation from residential properties is provided, in order to limit disturbance from noise and light
- Sports facilities shall be provided with access to suitable roads and car parking facilities shall be required on site;
- Proposals for the development floodlighting for playing fields/pitches shall be accompanied by details of external lighting schemes. All lighting shall comply or be so altered to comply with the *Guidance Notes for the Reduction of Light Pollution* (Institute of Lighting Engineers, 2000).

Neighbourhood Parks

- Neighbourhood parks should be ideally located within 800 metres of the population served;
- While not specifically for the purpose of sport or organised recreation, all parks shall be so laid out, contoured and landscaped to allow for walking, jogging, cycling and casual play;
- Neighbourhood parks may be provided as part of a number of housing developments, in part delivery of residential open space requirements (see below).

Equipped Play Spaces

- The siting and location of playgrounds / mixed use games areas (MUGAs) shall take account of the surrounding environment and be sited in order to ensure passive surveillance by neighbouring residential properties;
- The layout and positioning of apparatus shall exploit existing landscape features to provide adequate shade and shelter from wind for users and create visual harmony with the surrounding area;
- Play equipment shall generally be located in accordance with the following standards:
 - 10 metres from the edge of a building or major structure;
 - 20 metres from adjoining residential property lines, the edge of any local road or car park pavement area;
 - 30 metres from distributor road pavements (if proposed to be closer, a perimeter fence will be required);
 - 20 metres from hazards such storm water drains, bike tracks and playing fields.

Allotments

Proposals for the development of allotments shall be evaluated against the following criteria:

- The suitability of the site location vis-à-vis the location of the population served – sites in or at the edge of the plan area will be preferred;
- The adequacy of the public road serving the site;
- The adequacy of car parking;

- The adequacy of water supplies;
- The suitability of the land to absorb the somewhat haphazard appearance of allotments, which often include randomly, positioned sheds, tunnels and greenhouses.

Residential public open space

- Public open space in residential developments shall be provided in accordance with the following standards:-
 - Public open space will normally be required at a rate of 15% of the site area – areas within the site that are not suitable for development or for recreational use must be excluded before the calculation is made;
 - Where a public park is being provided by the same developer (or by a group of developers in a combined Action Area) in close proximity to the residential development site, the public open space provided on site may be reduced to 7.5% of the residential site area, with the remainder being made up in the park;
 - The need to provide public open space in town centre developments may be waived, particularly where public amenity space such as a town park or beach is in close proximity;
 - Open spaces shall be attractively landscaped through the use of both hard and soft landscaping where appropriate. Open spaces should incorporate existing features and encourage pedestrian use by suitable paving;
 - in greenfield developments, subject to the size of the site, a hierarchy of open spaces shall be provided to provide for the different play needs of different age groups. In this regard, all developments shall aim to include:
 - at least one, flat space with dimensions on not less than 20m x 40m, suitable for ball games (trees should only be planted around the perimeter)
 - a number of smaller spaces immediately adjacent to dwellings, with interesting contours and natural features, suitable for play activities of younger children.
 - The layout and orientation of residential developments should maximize the potential for passive surveillance of open spaces - all efforts shall be taken to ensure that all houses are in visual range of one open area.

Private Open Spaces - gardens, terraces, balconies

- All residential units shall be provided with private open space, either in the form of private balconies, terraces or rear / side gardens. Where necessary to make up for shortfall in genuinely private space, communal private space, for example, in the form of internal courtyards or roof gardens, shall be provided. Care shall be taken to ensure such spaces receive adequate sunlight and meet the highest safety standards;
- All apartments shall be provided with a minimum area of 30sqm private open space, which shall be at least partially made up of a private balcony or terrace. The minimum balcony / terrace sizes shall be:

Apartment size	Minimum balcony / terrace size
One bedroom	5sqm
Two bedrooms	7sqm
Three bedrooms	9sqm

- Dwellings (including own door duplexes) shall be provided with private open space at a rate of 0.64sqm per 1sqm house floor area, with the minimum garden size allowable being 48sqm;
- In certain development circumstances, the open space requirements, as set out above are not appropriate to special housing needs categories, including the special needs requirements of certain social and affordable housing categories, such as the elderly and disabled. The open space requirements to be provided for certain special needs housing developments, (including social and affordable housing) shall have regard and be appropriate to, the special needs of those to be accommodated in any development.

Landscaping

Tree planting can be used to complement hard-landscapes in high-density / urban developments and re-in force and enhance existing natural features and integrate development with surrounding landscape. A landscaping plan shall be designed as an integral part of all new residential estates and shall be submitted with the planning application. This plan shall highlight existing landscape features to be retained and detail new landscaping including species, number, size and location. The plan should put an emphasis on the use of native species where possible.

10.1 Introduction

Three action areas have been identified in this plan. All action areas are to be the subject of comprehensive (not piecemeal) integrated schemes of development that allow for the sustainable, phased and managed development of the action area during the plan period.

Separate applications for sections of each action area will not generally be considered until an overall action plan has been agreed in writing with the Planning Authority unless the proposal delivers commensurate facilities and infrastructure, and does not undermine the overall objectives of the Action Area.

The position, location and configuration of each use within any action area will be determined following evaluation of the site characteristics and surroundings, the optimal location for access routes and linkages to the existing fabric of the town and consultation with relevant agencies, including the Planning Authority. The total quantum of development in each use type set out for each action area will however require to comply with the criteria set out for that action area, as should phasing proposals where relevant.

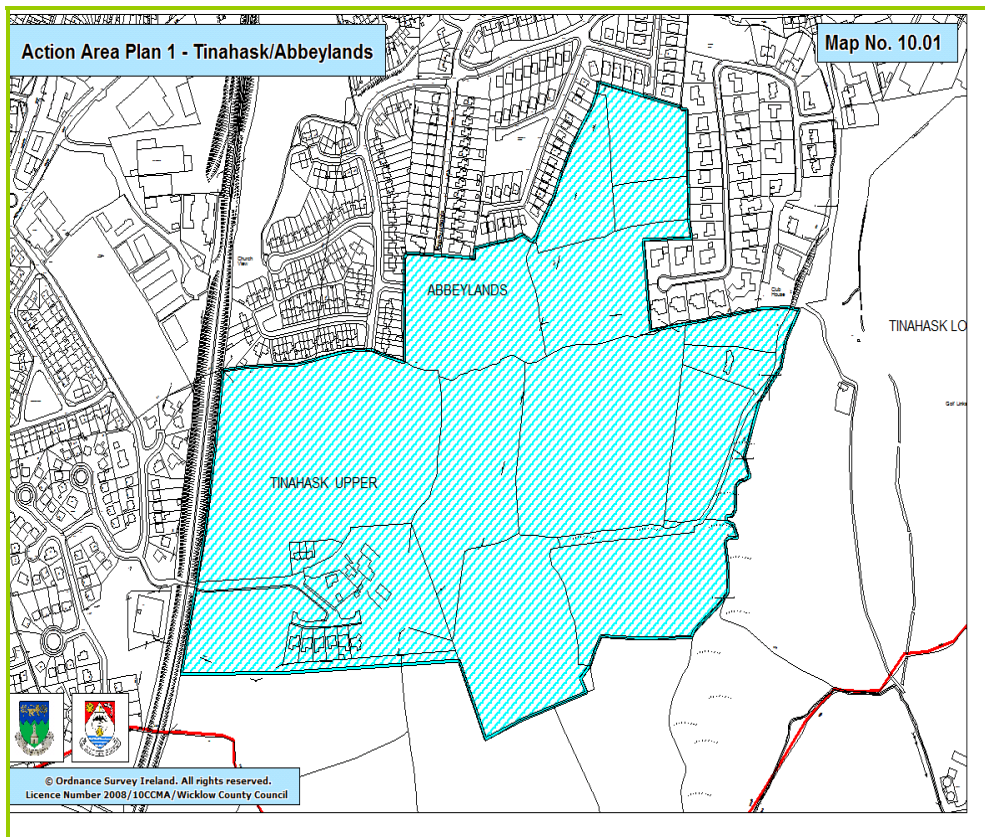
Any residential development occurring within an action area must be matched with the appropriate community / social and engineering infrastructure necessary to serve that quantum of housing. In the interests of encouraging sustainable transport, all large development proposals for Action Areas will require Local Transport Plans that illustrate that modal choice will be used in providing for local transport needs. Mobility Management Plans will be required for all significant commercial developments including enterprise, industrial and retail developments. These must also promote and enable modal choice at the developers expense if necessary.

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

10.2 AA1 Tinahask – Abbeylands

This Action Area is located in the townlands of Abbeylands and Tinahask Upper as shown on Map 1. This Action Area measures c. 32.5ha and is bounded to the north by the residential development, to the east by the golf club, to the south by undeveloped lands and to the west by the railway line. This Action Area shall be developed as a mixed residential, community and open space zone in accordance with the following criteria:-

- Principal vehicular access to this Action Area shall be provided from Action Area 2; other, secondary access routes from the adjacent road network shall also be provided as may be possible;
- A number of cycling / pedestrian access routes into the action area shall be provided from adjacent developed areas and in particular to the railway station;
- A maximum of 500 residential units shall be provided, in a range of development formats, densities, unit sizes and designs. To achieve a sense of place and allow for visual diversity any residential application should provide for a number of identifiable and distinct housing estates (not exceeding 200 units) each containing materially different house designs within an overall unified theme;
- A minimum of 7ha shall be reserved for the provision of primary and post primary schools, which may be located on a single campus, subject to consultation and agreement with relevant stakeholders, including the Department of Education and Skills;
- A local service centre (including retail and non-retail services), of scale commensurate with the needs of the future population of the Action Area shall be provided, on a site of c. 1ha;
- A minimum area of 4.5ha shall be developed as public open space, of which a minimum area of 3.5ha shall be laid for active sports uses; remaining open areas shall be laid out as informal parks and walks, and shall include at least 1 equipped children's play area;
- Any development proposals shall have regard to the setting and curtilage of structures and sites of heritage value, and habitats of biodiversity value and appropriate buffer zones-/mitigating measures shall be provided as required.



Map 10.01 Action Area Plan 1

10.3 AA2 Tinahask - Money Big

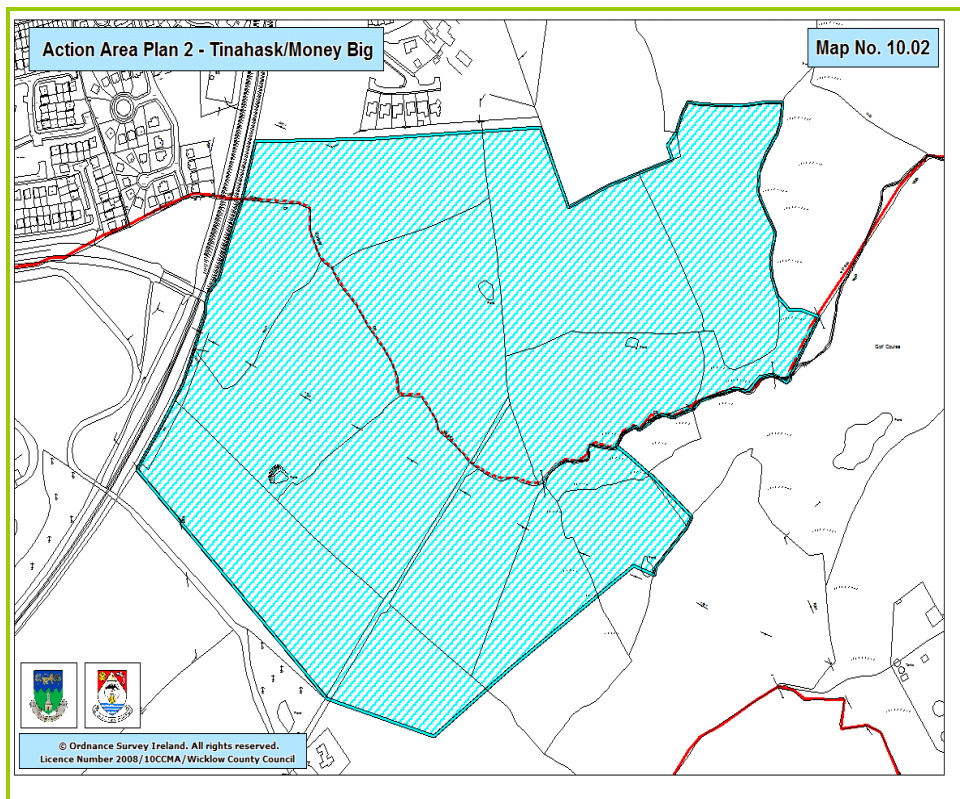
This action area is located on the south side of the town, the townlands of Tinahask Upper and Money Big as shown on Map 1. The site is bounded to the north by Action Area 1, to the east by the golf club and Roadstone site, to the south by open farmlands and to the west by the railway line. Access to this land is currently provided by an access road and railway bridge from the Knockmore roundabout. This action area measures c. 38.5ha and shall be developed as a mixed use residential, employment and community zone in accordance with the following criteria:

- The development of this action area shall be contingent on the provision of the following roads infrastructure as part of any development project:
 - provision of a Port Access Road along the indicative alignment shown in this plan;
 - improvement of the existing link road from the Knockmore roundabout to the site as required;
 - new area distributor roads through this action area to both AA1 and employment zoned lands to the south of AA2.

Such road provision and improvements shall be subject to detailed design and phasing, based on the quantum of development that is planned to occur in each phase of the development.

- This action area shall principally be developed as an employment zone, and not less than 20ha shall be devoted to employment uses;
- Not more than 350 residential units shall be provided, in a range of sizes and formats. To achieve a sense of place and allow for visual diversity any residential application should provide for a number of identifiable and distinct housing estates (not exceeding 200 units), each containing materially different house designs within an overall unified theme;
- A minimum area of 2.15ha shall be developed as public open space, of which a minimum area of 1.6ha shall be laid for active sports uses; remaining open areas shall be laid out as informal parks and walks, and shall include at least 1 equipped children's play area;
- A retail and services zone, on a maximum site area of 5ha to service both the future resident and working population of the action area, of scale commensurate with the needs of the future population shall be provided. This centre shall include such retail and non-retail services as shall be determined as warranted following the carrying out of a Retail Impact Assessment, as well as hotel / leisure facilities, education / training & community facilities;

- Any development proposals shall have regard to the setting and curtilage of structures and sites of heritage value, and habitats of biodiversity value and appropriate buffer zones-/mitigating measures shall be provided as required.



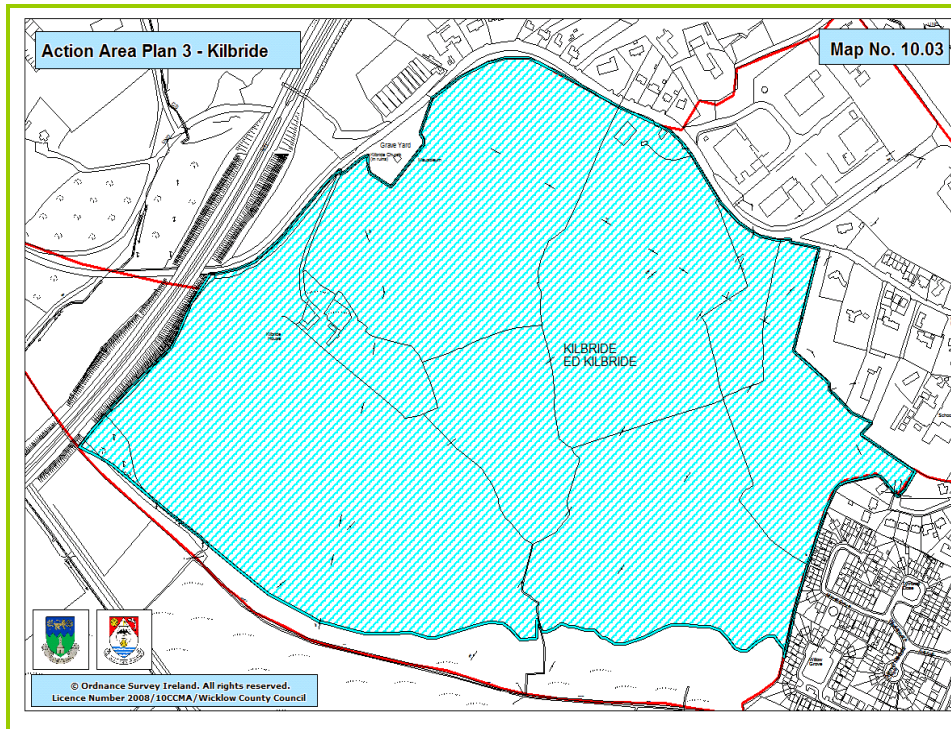
Map 10.02 Action Area Plan 2

10.4 AA 3 Kilbride

This Action Area is located in the townlands of Kilbride as shown on Map 1. This Action Area measures c. 60.8ha and is bounded to the north by Local secondary road L-6179 Ticknock – Kilbride (the Kilbride – old IFI plant road) to the east by existing developed areas mainly in residential and community / educational use, to the south by Arklow Marsh and to the west by the M11. This Action Area shall be developed as a mixed residential, community and open space zone in accordance with the following criteria:-

- Vehicular access to the Action Area shall be provided L-6179, with the roads configuration of the development providing / facilitating a possible future third Avoca river crossing; other, secondary access routes from the adjacent road network shall also be provided as may be possible;
- A number of pedestrian access routes into the action area shall be provided where possible from adjacent developed areas;
- A maximum of 1,500 residential units shall be provided, in a range of development formats, densities, unit sizes and designs. To achieve a sense of place and allow for visual diversity any residential application should provide for a number of identifiable and distinct housing estates (not exceeding 200 units), each containing materially different house designs within an overall unified theme.;
- A minimum of 7ha shall be reserved for the provision of primary and post primary schools, which may be located on a single campus, subject to consultation and agreement with relevant stakeholders, including the Department of Education and Skills;
- A neighbourhood centre, of scale commensurate with the needs of the future population of the Action Area shall be provided, on a site of c. 1.2ha. Such a centre may provide for one supermarket / discount retailer of up to 1,500sqm and a number of smaller local shops and services, including non-retail and professional services, in the order to 1,000sqm;
- A minimum area of 9ha shall be developed as public open space, of which a minimum area of 6.75ha shall be laid for active sports uses in a range of track, pitch and court types suitable for a variety of sports and shall include necessary car parking, lighting and changing facilities; remaining open areas shall been laid out as informal parks and walks, and shall include a number (minimum 2) of equipped children's play areas;

- Any development proposals shall have regard to the setting and curtilage of structures and sites of heritage value, and habitats of biodiversity value and appropriate buffer zones-/mitigating measures shall be provided as required.



Map 10.03 Action Area Plan 3

Chapter 11 Land - Use Zoning

11.1 Introduction

The purpose of land-use zoning is two-fold:

- It indicates the objectives of the Council for all lands within Arklow Town and Environs, including the uses that are acceptable or unacceptable in a particular area, and it reduces the potential for conflict between uses in particular areas.
- Whilst the land-use zoning will give an indication of the acceptability or otherwise of particular uses in particular areas, proposed development will also be assessed in terms of compatibility with the development control guidelines and standards outlined in this plan.

11.2 Land Use Zones

There are 15 land-use zones indicated in this Plan as listed in Table 11.1 below. All zoning objectives are identified by letter on the zoning matrix below (Table 11.2), and by letter and colour on the Zoning Map (Map 11.01).

The zoning matrix (Table 11.2 lists the land use activities most commonly encountered in Arklow and each is defined later in the chapter. They are intended as a general guideline and the uses listed are not exhaustive.

Table 11.1: Zoning Objectives

RE	Existing Residential: To protect and preserve existing residential uses and provide for infill residential development. To protect, provide and improve residential amenities of adjoining properties and areas while allowing for infill residential development that reflects the established character of the area in which it is located.
R1	New Residential: To provide for new residential development.
R2	New Residential: To provide for low density housing (maximum 4 acre) for those living permanently for a period of at least 3 years in the area within 10km of the site prior to seeking of permission / purchase of a house in this zone.
NS	Neighbourhood Shops and Services: To provide for retail and non retail services such as grocery shops, newsagents hairdressers, dry cleaners etc and local professional services.
TC	Town Centre: To preserve, improve and provide for town centre uses.
E1	Enterprise and Employment: To provide for appropriate office, R+D, etc industrial, light industrial, transport, distribution, warehouse or retail warehouse development of good architectural design, layout and landscaping. The provision of retail facilities will not be at the expense of facilities in the town centre.
E2	Large scale employment: To provide for a single undivided employment unit, either a microchip or similar manufacturing plant or for a business, office, science or technology park.
CE	Community/Educational/Institutional: To provide for and improve community, educational and institutional facilities.
WZ	Water- front Zone: To promote and provide for mix-use development
T	Tourism: To provide for tourism related uses including tourist accommodation.
AG	Agriculture: To provide for continued agricultural development and associated uses and to provide a clear break between urban land uses and the rural area.
AOS	Active Open Space: To preserve, improve and provide for recreational public and private open space.
CZ	Conservation Zone: : To protect the proposed Natural Heritage Areas and lands which are integral to the management of this zone from inappropriate development and to retain existing public access.
AM	Amenity: To preserve, provide, and improve recreational Amenity and open space.
AA 1,2 & 3	Action Areas: To provide mixed used development in accordance with Action Area1,2 & 3.
EX	Extractive Industry: To provide for extraction / quarrying and associated activities including processing of extracted materials and land restoration.

Permitted in Principle (P)

Land uses designated under each zoning objective as “Permitted in Principle” are deemed to be generally acceptable, subject to compliance with the relevant policies, standards and requirements set out in this Plan.

Not Normally Permitted (N)

Land uses designated as “Not Normally Permitted” are uses that are not considered accepted in principle but may be considered acceptable where the Planning Authority is satisfied that the proposed development would be compatible with the overall policies and objectives for the zone, would not have undesirable effects, and would otherwise be consistent with the proper planning and sustainable development of the area.

Not Permitted (X)

Uses that are not indicated, as either “Permitted in Principle” or “Not Normally Permitted” will not be permitted.

Other Uses

Uses that are not included in the zoning matrix will be considered in relation to the general policies of the Plan and the zoning objectives for the area in question.

Non-Conforming Uses

In Arklow there are uses that do not conform to the zoning objective for the area. All such uses that were authorised or where in existence longer than seven years shall not be the subject of proceeding in respect of continuing use. When extensions to and / or improvements to premises accommodating such 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/uses in the vicinity, does not prejudice the proper planning and sustainable development of the area, and does not conflict with the policies and objectives of the Town and Environs Development Plan.

Transitional Zonal Areas

The Zoning Map (Map 11.1) shows the boundaries between various land use zones. While the zoning objectives and control standards in this Development Plan indicate the different uses and densities etc., permitted in each zone, it is important to avoid abrupt transitions in scale and use in the boundary areas of adjoining land use zones. In dealing with development proposals in these contiguous transitional zonal areas, it is necessary to avoid developments that would be detrimental to the amenities of the more environmentally sensitive zone. For instance, in zones abutting “residential areas”, particular attention must be paid to the use, scale and density of development proposals in order to protect the amenities of these residential properties.

Use	RE	R1	R2	TC	NS	E1	E2 ¹⁹	CE	WZ	T	AG	AOS	AM	EX
Abattoir	X	X	X	X	X	N	X	X	X	X	X	X	X	N
Aerodrome / airfield	X	X	X	X	X	N	N	X	X	X	N	X	X	N
Advertisements / Advertising Structures	N	N	X	P	P	P	N	N	P	N	P	N	N	N
Agricultural Buildings	X	X	X	X	X	X	N ²⁰	X	X	X	P	X	X	N
Bed & Breakfast	P	P	X	P	X	X	X	X	N	P	X	X	X	X
Betting Shop	X	X	X	N	N	X	X	X	X	X	X	X	X	X
Car Park (including park-n-ride)	N	N	X	P	N	P	P	P	P	P	N	N	N	P
Caravan Park	X	X	X	X	X	X	X	X	X	N	X	X	X	X
Cash & Carry Outlet	X	X	X	P	P	P	X	X	X	X	X	X	X	X
Cemetery	X	X	X	N	X	N	X	P	X	X	N	X	X	X
Church / Religious Building	P	P	X	P	P	N	X	P	N	N	X	X	X	X
Cinema	X	X	X	P	N	N	X	X	N	N	X	X	X	X
Community Facility	P	P	X	P	P	P	X	P	P	P	X	P	P	P
Crèche/ Childcare Facility	P	P	X	P	P	P	N	N	P	P	X	X	X	X
Cultural Use	N	N	X	P	P	P	X	P	P	P	X	X	X	X
Disco / Nightclub	X	X	X	P	X	X	X	X	N	N	X	X	X	X
Discount Food Store	X	X	X	P	X	N	X	X	X	X	X	X	X	X
Doctor / Dentist etc.	P	P	X	P	P	N	X	N	N	N	X	X	X	X
Education	P	P	X	P	N	N	N	P	N	P	X	X	X	X
Extractive Industry	X	X	X	X	X	X	X	X	X	X	X	X	X	P
Enterprise Centre	N	N	X	P	N	P	N	N	N	P	X	X	X	X
Funeral Home	X	X	X	P	P	N	X	N	N	X	X	X	X	X
Garda Station	N	N	X	P	P	N	X	N	N	X	X	X	X	X
Use	RE	R1	R2	TC	NS	E1	E2	CE	WZ	T	AG	AOS	AM	EX

¹⁹ Any uses indicated as 'N' in the E2 zone would be evaluated strictly on the basis of their consistency with the overriding zoning objectives for this land as set out in table 11.1.

²⁰ The construction of an agricultural building shall relate to an existing farm holding-no new construction of agricultural buildings will be permitted where there is not an established farm enterprise.

Use	RE	R1	R2	TC	NS	E1	E2	CE	WZ	T	AG	AOS	AM	EX
Garden Centre	X	X	X	P	N	P	X	X	X	X	X	X	X	N
Golf courses	X	X	X	X	X	X	X	X	X	P	N	X	X	P
Guesthouse	N	N	X	P	X	X	X	N	P	P	X	X	X	X
Health Centre	N	N	X	P	P	N	X	N	P	X	X	X	X	X
Heavy Vehicle Park	X	X	X	X	X	P	X	X	X	X	X	X	X	P
Holiday homes	N	N	X	N	X	X	X	X	X	P	X	X	X	X
Home Based Economic Activity	P	P	X	P	X	X	X	X	N	X	N	X	X	X
Hospital / Nursing Home	N	N	X	P	X	N	X	P	P	N	X	X	X	X
Hotel / Motel	X	X	X	N	X	N	X	X	P	P	X	X	X	N
Industry (General)	X	X	X	N	X	P	P	X	X	X	X	X	X	P
Industry (Light)	X	X	X	N	X	P	P	X	P	X	X	X	X	P
Laboratory	X	X	X	N	X	P	P	X	X	X	X	X	X	P
Motor Sales Outlet	X	X	X	N	X	P	X	X	X	X	X	X	X	X
Offices	N	N	X	P	N	P	P	P	P	X	X	X	X	X
Open Space	P	P	X	P	N	N	N	P	P	N	P	P	P	X
Petrol Station	X	X	X	P	N	P	X	X	X	X	X	X	X	X
Playground	P	P	X	N	P	N	N	P	P	N	X	P	N	X
Public House	X	X	X	P	X	X	X	X	P	N	X	X	X	X
Public Services	N	N	X	P	N	P	P	P	P	P	X	X	X	X
Recreational Buildings	P	P	X	P	N	P	N	P	P	P	X	N	X	X
Recreational Facility / Sports Club	X	X	X	P	N	X	N	N	P	N	N	P	X	X
Recycling centre	X	X	X	N	N	P	X	P	X	X	X	X	X	P
Waste Transfer Station	X	X	X	X	X	P	X	X	X	X	X	X	X	P
Residential	P	P	P ²¹	P	X	X	X	X	P	X	X	X	X	X
Use	RE	R1	R2	TC	NS	E1	E2	CE	WZ	T	AG	AOS	AM	EX

²¹ To provide for low density housing (maximum 4 acre) for those living permanently for a period of at least 3 years in the area within 10km of the site prior to seeking of permission / purchase of a house in this zone

Use	RE	R1	R2	TC	NS	E1	E2	CE	WZ	T	AG	AOS	AM	EX
Residential Institution	P	P	X	P	X	X	X	N	X	X	X	X	X	X
Restaurant	N	N	X	P	N	N ²²	N ²²	X	P	N	X	X	X	X
Retail Warehouse	X	X	X	N	N	P	X	X	X	X	X	X	X	X
Scrap Yard	X	X	X	X	X	N	X	X	X	X	X	X	X	N
Service Garage	X	X	X	P	P	P	X	X	X	X	X	X	X	X
Shop-Local	N	N	X	P	P	N ²³	N ²³	X	P	N	X	X	X	X
Shops-Other	N	N	X	P	N	N	X	X	N	X	X	X	X	X
Take Away	X	X	X	P	N	X	X	X	N	X	X	X	X	X
Theatre	N	N	X	P	X	N	X	N	N	N	X	X	X	X
Travellers Accommodation	N	N	X	X	X	X	X	N	X	X	X	X	X	X
Warehouse	X	X	X	N	X	P	N	X	X	X	X	X	X	N
Wholesale outlet	X	X	X	N	X	P	X	X	X	X	X	X	X	N
Use	RE	R1	R2	TC	NS	E1	E2	CE	WZ	T	AG	AOS	AM	EX

²² This refers strictly only to small restaurant facilities serving only the needs of those employed in the zone

²³ This refers strictly only to small scale convenience retail facilities serving only the needs of those employed in the zone

11.3 Definition of Use Classes

Abattoir

Includes all buildings, kraals, pens, sites and open spaces situated within the boundaries of the premises provided for the slaughtering of any bovine, calf, sheep, lamb, goat, pig or any other animal or bird intended for human consumption

Aerodrome / airfield

A defined area on land, ice, or water (including any buildings, installations or equipment) intended to be used either wholly or partially for the arrival, departure, movement, or servicing of aircraft

Advertisements and Advertisement Structures

Any work, letter, model, balloon, kite, poster, notice, device or representation employed for the purpose of advertisement, announcement, or direction and any structure such as a hoarding, scaffold, framework, pole, standard, device or sign (whether illuminated or not) and which is used or intended for use for exhibiting advertisements.

Agricultural Buildings

A building or part thereof used for the purpose of agriculture as set out in the Planning Acts.

Betting Shop

A building / premises or part thereof registered in the register of bookmaking offices under the Betting Act, 1931.

Bed & Breakfast

A building or part thereof where sleeping accommodation and breakfast are available on a commercial basis.

Car Park

A building or part thereof or land (not being part of a public road) used for the parking of mechanically propelled vehicles, excluding heavy commercial vehicles.

Caravan Park

The use of land for the accommodation of vehicle caravans or temporary chalets during the period from 1st March to 31st October each year.

Cash and Carry Outlet

A building or part thereof or land used for the sale of goods in bulk to traders on a cash-and-carry basis.

Cemetery

Land used as a burial ground.

Church / Religious Building

Any structure habitually used as a place of public worship or for religious instruction. Where a building or part of a building, on the same site as a place of public worship or on an adjoining site, is used in connection with that place of public worship, such a use shall be deemed to be a related use.

Cinema

A venue that hosts film screenings

Community Facility

A building or part thereof used for (community) activities organised primarily by the local community and to which the public may be admitted on payment of a charge or free of charge.

Crèche or Nursery School

Use of a building or part of a building for the provision of day care facilities for the minding and training of children below primary school entry age.

Cultural Use

Use of a building or part thereof or land for cultural purposes to which the public may be admitted on payment of a charge or free of charge.

Disco or Nightclub

A building or part thereof where the primary function is the provision of dancing facilities.

Discount Food Store

Single level, self service store normally between 1000 –1500 square metres of gross floorspace selling a limited range of goods at competitive prices.

Doctor/Dentist, etc.

Use of part of the dwelling house in which the practitioner resides for the provision of medical or professional services. Group practices are excluded from this definition.

Education

The use of a building or part thereof or land as a school, college, technical institute, academy, lecture hall or other educational centre. Where a building or part of a building on the same site as an educational building or on an adjoining site is designed for use or used as a residence for the staff or the pupils of that educational building such a use shall be deemed to be educational.

Enterprise Centre

Use of a building or part of a building or land for small scale ("Starter-type") industries and/or services usually sharing grouped service facilities.

Extractive Industry

The winning of all minerals and substances in or under land of a kind ordinarily worked by underground or open cast mining.

Funeral Home

A building or part of a building used for the storage, preparation and layout of human remains, the holding of burial services and the assembling of funerals. An undertakers premises where the functions of a funeral home are not carried out is regarded as a shop.

Garda Station

A building which serves as the headquarters of a police force or unit which serves a specific district. These buildings contain offices and accommodation for the personnel and their vehicles and often contain a temporary jail facility.

Garden Centre

The use of land, including buildings, for the cultivation, storage and/or the display and sale of horticultural products and the display and sale of related goods and equipment.

Guest House

A building or part thereof where sleeping accommodation and meal services are generally available to residents only.

Health Centre

A building or part thereof or land used for the provision of local medical, dental, prophylactic or social assistance services for the local community and including group practices and clinics.

Heavy Vehicle Park

A building or part thereof or land (not being part of a public road) used for the parking of heavy goods vehicles.

Holiday Homes

A holiday home is any dwelling, which is not used by its owner as their main residence.

Home Based Economic Activity

Service type activities carried on for profit by the occupier of a dwelling, such use being subordinate to the use of the dwelling as a residence.

Hospital / Nursing home

A building or part thereof or land used for general medical treatment. This includes specialised hospitals and nursing homes.

Hotel/Motel

A building or part thereof where sleeping accommodation, meal services and other refreshments are available to residents and non-residents. Function rooms may also be incorporated as part of the use.

Industry (General)

The use of a building or part thereof or land for any industry other than a light industry or a special industry and includes a service garage but not a petrol station.

Industry (Light)

The use of a building or part thereof or land for industry (not being a special industry) in which the processes carried on or the machinery installed are such as could be carried on or installed in any residential area without detriment to the amenity of that area by reason of noise, vibration, smell, fumes, smoke, soot, ash, dust or grit and may include a service garage but not a petrol station.

Laboratory

Any building or part of a building used, or intended to be used, for scientific or technical work which may be hazardous, including research, quality control, testing, teaching or analysis.

Motor Sales Outlet

A building or part thereof or land used for the display and sale of motor vehicles, agricultural machinery and implements.

Office-Based Industry

Office-based activities concerned with the output of a specified product or service, including: data processing, software development, information technology, technical consultancy, commercial laboratories/healthcare, research and development, media recording and general media associated uses, publishing, telemarketing. Other related uses not specified above may be included in the future at the discretion of the Planning Authority.

Office

A building in which the sole or principal use is the undertaking of professional administrative financial marketing or clerical work including services provided principally to visiting members of the public.

Open Space

Means any land, whether enclosed or not, on which there are no buildings or of which not more than one-twentieth part is covered with buildings and the whole of the remainder of which is laid out as a garden or is used for purposes of recreation or lies waste and unoccupied.

Petrol Station

A structure or land used for the purpose of the selling by retail of petrol, fuel oils, lubricating oils and liquefied petroleum gas generally for use in motor vehicles. It does not include a service garage or motor sales outlet. Petrol filling stations can provide a wide range of retail goods in an associated shop. In general these shops should remain secondary to the use as a petrol filling station.

Public House

A building or part thereof or land licensed for the sale of intoxicating liquor to the public for consumption on the premises.

Public Services

A building or part thereof or land used for the provision of "Public Services". "Public Services" include all service installations necessarily required by electricity, gas, telephone, radio, television, drainage and other statutory undertakers; it includes public lavatories, public telephone boxes, bus shelters, bring centres, green waste composting facilities, etc.

Recreational Building (Commercial)

A building or part thereof that is available for use by the public on payment of a charge.

Recreational Facility/Sports Club

A building or part of a building which may be available to the public on payment of a charge or free of charge in the use of which no excessive noise is produced and which may contain a theatre, a cinema, an art gallery or exhibition hall (other than for trading purposes), an assembly hall, a social centre, a community centre, a swimming pool, a bowling alley or a squash centre but may or shall exclude dance halls, band halls, discotheques or similar uses. It may also include facilities for other physical activities in the form of structured games or play for the purpose of recreation or amusement.

Recycling Centre

Use of a building or part thereof where the process by which materials otherwise destined for disposal are collected, reprocessed, or remanufactured, and are reused.

Residential

The use of a building or part thereof including houses, flats, bed-sitters, residential caravans, etc., designed for human habitation.

Residential Institution

A building or part thereof or land used as a residential institution and includes a monastery, convent, hostel, old peoples' home, nursing home and isolation hospital.

Restaurant

A building or part thereof where the primary function is the sale of meals and refreshments for consumption on the premises.

Retail Warehouse

A large single-level store specialising in bulky household goods such as carpets, furniture, and electrical goods, and bulky DIY items catering mainly for car-borne customers. Food and other convenience goods are not considered suitable in a retail warehouse.

Scrap Yard

Land used for the reception, dismantling, packing and storing of scrap metal before transport for processing and recycling elsewhere.

Service Garage

A building or part thereof or land used for the maintenance and repair of mechanically propelled vehicles, excluding heavy commercial vehicles.

Shop - Local

This refers to smaller shops giving a localised service in a range of retail trades or businesses such as sweets, groceries, tobacconist, newspapers, hairdresser, undertaker, ticket agency, dry cleaning and laundry depots and mini markets and designed to cater for immediate catchment only.

Shop Other

This relates to all retail formats other than local shops as defined above and includes supermarkets discount food stores, shops serving a wider catchment

Take Away

The use of a building or part thereof for the sale of hot food for consumption off the premises.

Travellers Accommodation

All accommodation specifically provided by the Council for occupation by members of the Travelling Community including group housing schemes, halting sites and residential caravan parks.

Warehouse

A building or part thereof where goods are stored or bonded prior to distribution and sale elsewhere. It may include the storage of commercial vehicles where this is ancillary to the warehousing function.

Waste Transfer Station

Use of a building or part thereof where waste materials are taken from smaller collection vehicles and placed in larger vehicles for transport, including truck trailers and compaction trailers. Recycling and some processing may also take place at transfer stations.

Wholesale Outlet

Use of a building or part thereof or land used for the sale of goods by wholesale to traders only. Processing and manufacturing of such goods is excluded.

