

# ARKLOW AND ENVIRONS LOCAL AREA PLAN 2018 - 2024



WICKLOW COUNTY COUNCIL



# ARKLOW AND ENVIRONS LOCAL AREA PLAN 2018 – 2024

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**Local Area Plan adopted**            **05 February 2018**  
**Local Area Plan effective**        **04 March 2018**

**This Local Area Plan shall be read in conjunction with the Wicklow County Development Plan.**

## ARKLOW AND ENVIRONS LOCAL AREA PLAN 2018

This is the Arklow and Environs Local Area Plan (LAP) 2018 prepared pursuant to Section 20 of the Planning & Development Act 2000 (as amended).

Arklow is the largest town in south Co. Wicklow and is a key hub of economic activity, shopping, education, recreation and administration for south east Wicklow. Arklow is located on the Irish Sea coast, approximately 27km south of Wicklow Town and approximately 70km south from Dublin city. Arklow Town is part of and the administrative head office of the Arklow Municipal District area, which covers a geographical area of 483 square kilometres and has a population (2016) of 26,185 persons.

Arklow Town is prioritised in Regional and County Plans for growth and investment. The town is designated to accommodate a large growth in population to 23,000 as well as large scale growth in economic activity and employment as well as services for the wider catchment. Arklow is ideally positioned on the east coast of Ireland to accommodate high levels of growth, proximate and well connected to Dublin (by motorway and rail), with a shipping port, while enjoying abundant natural amenities and space to grow.



# CHAPTER 1

## INTRODUCTION AND VISION

### INTRODUCTION

The purpose of this plan is to put in place a land use framework that will guide the future sustainable development of the settlement of Arklow town and its environs for the 2018-2024 period. This plan, in conjunction with the County Development Plan, will inform and manage the future development of the area.

The aim of this plan, in conjunction with the County Development Plan, is to enhance and facilitate the balancing of economic, social and environmental infrastructure in order to maintain and develop a high quality of life without compromising the protection of the environment and the needs of future generations.

The LAP provides for, and controls, the physical, economic and social development of the settlement, in the interests of the overall common good and in compliance with environmental controls. The plan includes a written statement, maps and appendices. The written statement indicates the development objectives and the maps delineate the zoning provisions and give expression to the objectives of the plan. These objectives set out where land is to be developed and for what purposes (e.g. housing, shopping, employment, etc), objectives for phased development, community facilities and services, infrastructure and amenities and the protection of the built and natural environment. It informs decisions on where public services such as roads and water infrastructure are to be provided, and affects the type of buildings that can be constructed and the use to which land can be put. It affects many facets of daily economic and social life, in terms of where one can live, what services and facilities are available and where job opportunities are to be sited. Should any discrepancy arise between the written statement and maps, the written statement shall take precedence.

All new developments shall achieve the highest quality of layout and design, in accordance with the standards set out in the Development and Design Standards document in volume 3 of the County Development Plan.

The Local Area Plan shall only include objectives that are settlement specific and achievable, and avoid those that are aspirational or are best dealt with in the annual budget, road works programme, etc. The role of this land use plan is to put in place the framework within which development can occur, but does not decide what works actually get done by either private individuals or public bodies. The delivery of objectives will be determined by the initiation of private development or by the allocation of public funding through the annual budgetary process, which is a separate process to any land use plan.

This plan shall have a duration of 6 years, but has been framed within a longer horizon. In particular, zoning provisions have been made on the basis of providing enough land to meet the 2028 population, housing and employment targets, in order to ensure that there is enough flexibility in the zoning provisions to achieve these targets in the event that impediments to the development of other zoned lands arise.

This plan has been developed by (a) establishing the VISION for the town, (b) identifying and evaluating the factors that will have bearing on how the town may develop and the desired goals may be achieved, and (c) crafting a realistic and implementable plan, in consultation with stakeholders.

Chapter 2 of this plan outlines the keys factors – legal / statutory, environmental, historical – that have influenced the plan outcome presented. The following chapters set out the objectives in relation to a number of distinct land uses and activities, such as employment, community, tourism and heritage.

As this plan must conform to the Wicklow County Development Plan it is not proposed to include a repetition of the County Plan policies, objectives or strategies. All efforts have been made to minimise repetition of the County Plan objectives in this LAP, unless it is considered necessary to emphasise assets or restate objectives that have particular relevance and importance to the settlement.

Development standards, retail strategies etc that are included in the County Development Plan shall not be repeated. Any specific policies / objectives or development standards required for Arklow and its environs will be stated as precisely that, and in all cases will be consistent with the County Development Plan. Thus development standards will be the same across the entire County, and any differences for specific settlements would be clear and transparent, to both those adopting the plans, and the general public alike.

The 'Land Use Zonings Objectives Map No. 1' indicates the Arklow and Environs Local Area Plan boundary. All lands located outside the LAP are considered to be within the 'rural area'. Within this rural area planning applications shall be assessed having regard to the objectives and standards for the rural area, as set out in the Wicklow County Development Plan.

## VISION

A key aim of a Local Area Plan is to set out the vision and development strategy for the future development of a settlement and from this vision, all policies and objectives can be developed and implemented with the overall aim of achieving this vision. The vision and development strategy must be consistent with the 'Core Strategy' of the County Development Plan and reflect the characteristics, strengths and weaknesses of Arklow.

### VISION FOR ARKLOW AND ENVIRONS

#### 1 POLICY CONSISTENCY

To be consistent, as far as practicable, with higher order national, regional and county development objectives, in particular the County Wicklow Development Plan and Core Strategy and manage the spatial development of the settlement in an efficient sustainable manner.

#### 2 LAND USE FRAMEWORK

To provide an integrated land use and transportation framework for the growth of the settlement, that aims to reduce the distance people need to travel by car to places; to provide housing at appropriate locations for current and future generations, to revitalise the economy of the town and; to allow improvements of social and community facilities.

#### 3 BALANCED HOUSING

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.

#### 4 VIBRANT CORE

To maintain and enhance the viability and vibrancy of Arklow town centre, to ensure that the core town centre remains at the heart of the community and provides a wide range of uses including retail, employment, commercial, social, recreational and residential in a consolidated and accessible manner.

#### 5 SUSTAINABLE COMMUNITIES

To support and facilitate social and community development and in particular, to create increased access and links between new and existing housing areas to community facilities, including schools, playing pitches, health facilities, etc and the town centre.

#### 6 EMPLOYMENT ACTIVITY

To facilitate and encourage the growth of a broad range of employment, enterprise and economic activity in the settlement, to support the port and manufacturing employment tradition in the settlement.

#### 7 ENHANCE TOURISM

To develop the tourism potential of the area as a visitor / tourist destination in itself and in its role as a 'gateway' to surrounding attractions.

#### 8 INFRASTRUCTURE

To protect and improve the settlement's transport, water, waste, energy, communications and maritime infrastructure having regard to our responsibilities regarding the protection of the environment.

#### 9 UNIQUE HERITAGE

To recognise, protect and strengthen the unique character, built heritage, seaside location, maritime history and natural environment of the area, ensuring that this heritage can continue to contribute positively to the overall quality of life, biodiversity, recreation and tourism role of the settlement.

#### 10 ADAPT TO CLIMATE CHANGE

To address the climate change challenge, directly in the areas of flooding and renewable energy, and indirectly by integrating adaptation to climate change and sustainable development into the plan objectives.

#### 11 HIGH QUALITY DESIGN

To ensure a high quality living environment for existing and future residents. To promote high quality design so that new developments complement their surroundings, are well connected to neighbourhoods, are functional and pleasant to experience, are accessible, attractive, secure and contribute to a sense of place.

## CHAPTER 2

# OVERALL DEVELOPMENT STRATEGY

## FACTORS INFLUENCING THE DEVELOPMENT STRATEGY

### ○ ROLE & FUNCTION OF ARKLOW IN COUNTY WICKLOW

This Local Area Plan for Arklow and environs exists in a hierarchy of plans flowing from national level (National Spatial Strategy) to regional level (Regional Planning Guidelines for the Greater Dublin Area) to County level (Wicklow County Development Plan). It is through the County Development Plan that these higher order strategies, as well as other national and regional policies (e.g. relating to transportation and the environment) are translated to a 'local level'. The County Development Plan includes a 'Core Strategy' which sets out the 'direction' for the future growth of the County, in accordance with these higher level strategies, and in particular sets out the settlement and population growth strategy up to 2028, evaluates the demand for housing and adequacy of zoned lands to meet those needs, as well as providing strategies for infrastructure, environmental protection and retail development.

The Wicklow County Development Plan 2016 – 2022 'Core Strategy' and 'Settlement Strategy' have identified Arklow as a 'Level 3 – Large Growth Town II' within the hinterland area of Dublin. Level 3 settlements in County Wicklow are prioritised to accommodate a large amount of population growth, to be strong active towns that are economically vibrant with high quality transport links to larger towns/cities.

Arklow is prioritised for growth and investment. It is the main centre in the south-east of the County. The centre has a large catchment and provides for the service needs of its residents and a large geographical catchment extending to Avoca, Aughrim, Redcross, Rathdrum, a significant rural population, and to some extent to Tinahely / Shillelagh / Carnew. It is serviced by good public transport facilities including the Dublin to Rosslare rail line and Bus Eireann services. In addition, the town is located on the M/N11 road link with ease of access to Dublin and the south-east.

Arklow forms part of the 'Wicklow/Arklow Core Economic Area'<sup>1</sup> and in line with the Economic Development Hierarchy<sup>2</sup>, Arklow as a growth centre is a key focus for economic growth in the County. The town should aim to attract a concentration of major employment generating investment and should target investment from foreign and local sources in a mixture of 'people' and 'product' intensive industries. The town is expected to provide for the retail needs of its population and its catchment, in the form of a mixture of both comparison and convenience retail offer. This town should be economically self-sustaining with a population (including the wider catchment) that is able to support facilities such as a high quality secondary (and perhaps tertiary) education service, small hospital or polyclinic type facility and higher order/ mid range comparison retail services.

In line with the Retail Planning Guidelines and the County Wicklow Retail Strategy, Arklow has been designated a 'Level 3 Sub County Town Retail Centre serving a wide district', where it is a specific policy to facilitate and encourage the consolidation and improvement of retailing and other town centre activities of Arklow and to ensure that there is an equitable, efficient, competitive and sustainable distribution of retail floorspace in the town.

The Wicklow County Housing Strategy, which is part of the Wicklow County Development Plan, sets out a strategy that ensures that the proper planning and sustainable development of the area of the development

<sup>1</sup> As designated under the Regional Planning Guidelines 2010 – 2022

<sup>2</sup> As designated under the County Wicklow Development Plan 2016 - 2022

plan provides for the housing of the existing and future population of the area in the manner set out in the strategy. This strategy sets out a number of key housing principles, including zoning, phasing, design, etc, for the delivery of homes within the county.

The Wicklow County Development Plan (CDP) sets out the Heritage Strategy for the County and includes the Record of Protected Structures (RPS) which lists all of the protected structures within this plan area. The County Plan sets out the objectives relevant to the RPS. The County Plan also lists the sites and areas of archaeological potential / significance in the county that are on the Record of Monuments & Places.

Table 2.1 below sets out the key elements of the ‘Core Strategy’, as they apply to Arklow.

| CDP CORE STRATEGY              | APPLICATION TO ARKLOW  |
|--------------------------------|--|
| SETTLEMENT STRATEGY            | Level 3 settlements are designated ‘Large Growth Towns’ and generally have population targets in the range 15,000 – 25,000. Arklow has a target of 23,000 persons in 2028.   |
| ECONOMIC DEVELOPMENT STRATEGY  | The economic function of ‘Large Growth Towns’ is to be an attractor for inward investment with an investment target of foreign and local investment into ‘people’ and ‘product’ intensive industries.  |
| RETAIL STRATEGY                | Arklow is designated a ‘Level 3 retail centre’ which are defined as a tier 1 ‘sub County town centre’ serving a wide district. Such centres will vary both in the scale of provision and the size of catchment, due to proximity to a Major Town / County Town centre. Generally where the centre has a large catchment (e.g. market town in a rural area) and is not close to a larger centre, there will be a good range of comparison shopping with a mix of retail types, leisure and cultural facilities and a range of cafes and restaurants. Such towns / centres would generally range in size from 10-25,000sqm of lettable retail space catering for a population catchment of 10,000- 40,000.   |
| COMMUNITY DEVELOPMENT STRATEGY | In accordance with the County community facilities hierarchy, Arklow is a ‘Level 1’ settlement which generally falls into the 15,000-30,000 population range and should be ideally should be serviced by the following community infrastructure: Multi-purpose Community Resource Centre, Regional and Local Indoor Sports and Recreation Facilities, Swimming Pool/Leisure Centre, Youth Centre, Athletics Track and Field Facilities, Arts and Cultural Centre, Local Multi-Purpose Community Space/Meeting Rooms, Outdoor Water Sports Facilities (where applicable), Neighbourhood Parks and Local Parks, Outdoor (full size) Multi-Use Games Areas – Synthetic / Hardcourt, Playground(s), Playing Pitches, Alternative/Minority Sports Facilities, Open Space/Urban Woodlands/ Nature Areas, Library |
| INFRASTRUCTURE STRATEGY        | In accordance with the County Development Plan: <ul style="list-style-type: none"> <li>- Sufficient wastewater treatment capacity is required to cater for the projected population within the plan area</li> <li>- Sufficient water supply is required capable of meeting the demands of projected population within the plan area.</li> <li>- Measures to improve the capacity and efficiency of local roads and connections to national routes in close proximity to the plan area are required.</li> </ul>   |
| ENVIRONMENTAL STRATEGY         | To ensure the objectives of the plan are consistent with the conservation and protection of the environment.   |

Table 2.1 Core Strategy of Wicklow County Development Plan application to Arklow



## ○ HISTORICAL PATTERN OF DEVELOPMENT

Arklow town originally developed on the north side of the river, with the Vikings settling at the Town Marsh, in the 9th century, giving the town its current name, with the suffix “Lo”, denoting a low lying meadow. The Anglo-Normans followed in the 12<sup>th</sup> century building ‘Ormonde Castle’ on the southern banks of the river. The castle was destroyed by Cromwellian troops in the 1640s with the remains located on Parade Ground (rear of the former Courthouse). 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 ‘Dominican Order of Preachers’ were granted a large tract of land, now known as the townland of Abbeylands, to the south of the town, 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 formerly a graveyard. Two memorials, one on Parade Ground and one on Coolgreany Road commemorate the Battle of Arklow on 9<sup>th</sup> June 1798. This was a significant historical event, where English crown forces defeated Irish insurgents.

The commercial area of Arklow town developed principally on the southern side of the river, this is an elevated area away from flood risk, with the Main Street the initial focus of growth. The original N11 national road was Arklow’s Main Street, linking Arklow to Wicklow Town in the north and Wexford to the south, with the Nineteen Arches Bridge over the Avoca River built in 1759. Other regional roads serve the town north to south and the railway station, to the south of the town, opened in 1863. Large housing estates developed in time to the south, around the Wexford Road/N11 and railway line. The Arklow M11 by-pass was opened in 1999; it defined a new western boundary and since that time, the development strategy has generally been to allow sequential development from the centre out to the by-pass. This strategy is reflected in the land use zonings with the centre of the town as the focus for development, with phased development planned for edge of centre locations. While the plan acknowledges existing uses it facilitates future residential, open space, community and educational uses at appropriate locations around the edge of centre lands. While there are numerous existing schools within the plan area and most are close to the centre of the town, future school sites have been zoned at locations close to the new residential zonings to ensure that the schools are located close to future pupils.

Historically Arklow was a major seafaring town with shipping, fishing and ship building industries locating around the waterfront. The town was famous for its ‘Arklow Pottery’ which was an industry on the south quays. To this day the waterfront area has a strong industrial and shipping base however there has been a decline in commercial shipping/port activities with the result that there are large amount of lands and warehouse units vacant and some in a state of disrepair. Since the 2000s the development potential for this waterfront area has been acknowledged and partially realised with the redevelopment of some of the North Quay with the Marina Village apartments and the Bridgewater Shopping Centre. This plan focuses on the redevelopment of the waterfront area as a key location to provide significant residential development while also facilitating the existing port activities and further tourism, community, recreational and maritime uses.

In the 1800s Charles Stewart Parnell commenced quarrying at Big Rock to the south of the town. In the late 19<sup>th</sup> century Kynock large munitions factory was established on the northern side of the town (where Arklow Caravan Park is now located). This factory employed several thousand workers during World War I but closed shortly after. In the 1960s the NET fertiliser factory opened up in Arklow at Shelton, which was one of the first major chemical plants in Ireland and was a significant employer for the area. Today, the town has a strong commuter based workforce, travelling principally to Dublin; however there is still a good industrial base in Arklow with Servier Laboratories (pharmaceutical company), Elavon Merchant Services (credit card processing), Gains Europe Ltd (animal feed) and Sigma Aldrich (bio pharmaceutical company) operating from the town. In the last 10 years, the focus of employment development has been to the south of the town particularly around Servier Laboratories, the IDA Park to the west of the M11, Kish Business Park and other employment sites near the motorway interchange. In order to support possible spin off and economies of scale from existing business and to maximise use of infrastructure already in place, a primary focus for new employment development will be in this same area around the south of the town, accessible to the M11 interchange.

## POPULATION & HOUSING

The CSO provides the result of each census in a number of different geographical units including 'electoral divisions', 'legal towns', 'census towns' and 'small areas'.

| ARKLOW TOWN (CENSUS TOWN)                     | 2006          | 2011          | 2016 <sup>3</sup> |
|---|---------------|---------------|-------------------|
| Arklow (legal town)                           | 11,712        | 12,770        | -                 |
| Arklow (census town <sup>4</sup> )            | 11,759        | 13,009        | 13,163            |
| ARKLOW EDS (WITHIN OR CROSSING PLAN BOUNDARY) | 2006          | 2011          | 2016              |
| Arklow No. 1 Urban                            | 9128          | 9817          | 9956              |
| Arklow No. 2 Urban                            | 2584          | 2953          | 3013              |
| Arklow Rural                                  | 1067          | 1301          | 1386              |
| Kilbride                                      | 825           | 909           | 892               |
|   | <b>13,604</b> | <b>14,980</b> | <b>15,247</b>     |

| Arklow SAPS <sup>5</sup> AREA ID (within or crossing plan boundary)  | 2006          | 2011          | 2016          |
|--|---------------|---------------|---------------|
| Arklow No. 1 Urban<br>257004001, 257004002, 257004003, 257004004, 257004005, 257004006, 257004007, 257004008, 257004009, 257004010, 257004011, 257004012, 257004013, 257004014, 257004015, 257004016, 257004017, 257004018, 257004019, 257004020, 257004021, 257004022, 257004023, 257004024, 257004025, 257004026, 257004027, 257004028, 257004029, 257004030, 257004031, 257004032, 257004033, 257004034, 257004035, 257004036, 257004037, 257004038 | 9128          | 9817          | 9976          |
| Arklow No. 2 Urban<br>257079001, 257079002, 257079003, 257079004, 257079005, 257079006, 257079007, 257079008, 257079009, 257079010, 257079011  | 2584          | 2953          | 3013          |
| Arklow Rural<br>257003002, 257003004, 257003005  | 625           | 764           | 822           |
| Kilbride<br>257047001 & 257047002  | 627           | 689           | 672           |
| <b>Total</b>   | <b>12,964</b> | <b>14,223</b> | <b>14,483</b> |

Unfortunately none of these geographical units match the Local Area Plan boundary. However, using the CSO data, cross referenced with GeoDirectory data, the estimates of 2016 population and housing stock with the plan area are as follows:

|             | EXISTING POPULATION | EXISTING HOUSING STOCK |
|-------------|---------------------|------------------------|
| <b>2016</b> | 13,313              | 5,396                  |

Table 2.2 Arklow population and housing stock 2016 (Source: WCC Forward Planning)

### Population & Housing Targets

The 2022, 2025 and 2028 population and housing targets for Arklow are provided in the Core Strategy of the County Development Plan.

While this plan will have a duration of 6 years initially 2018-2024, the provisions of the Planning Act allow in certain circumstances for the duration of local area plans to be extended to 10 years i.e. up to 2028. In this context, it is considered appropriate at this stage that the plan shall put in place a structure to meet the 2025 population and housing target, with 3 years additional zoning 'headroom' to ensure that there will be no lack of zoned housing land (i.e. the 2028 target will be utilised). "Headroom" or "market factor" is 'extra' land that is zoned over and above the minimum amount needed to accommodate the 2025 population target.

<sup>3</sup> With regard to the 2016 figure, the CSO states the following: '80 legal towns were abolished under the Local Government Reform Act 2014. Census towns which previously combined legal towns and their environs have been newly defined using the standard census town criteria (with the 100 metres proximity rule). For some towns the impact of this has been to lose area and population, compared with previous computations'.

<sup>4</sup> Population within legally defined boundary + population of (CSO defined) suburbs or environs

<sup>5</sup> Small Area Population Statistics

Headroom is provided so as to allow for greater location choice and deal with any land supply inflexibility which may arise.

The housing stock requirement is based on these population targets, a projected decreasing number of occupants of each house and built in assumptions about the level of vacancy / second homes<sup>6</sup>.

|      | EXISTING POPULATION /<br>POPULATION TARGET | EXISTING HOUSING STOCK /<br>HOUSING STOCK<br>REQUIREMENT | HOUSING UNIT GROWTH<br>REQUIREMENT |
|------|--|--|------------------------------------|
| 2016 | 13,313                                     | 5,396  |                                    |
| 2022 | 19,494                                     | 7,509  | +2,113                             |
| 2025 | 21,247                                     | <b>9,838</b>   | +4,442                             |
| 2028 | 23,000                                     | <b>11,185</b>  | <b>+5,789</b>                      |

Table 2.3 Arklow population and housing targets

This LAP provides adequate zoned land to meet this housing target.

As a 'large growth town', in line with the housing occupancy controls as set out in the County Development Plan, Arklow should provide for the housing demands generated from people from across the County and region. As such, there should be no restriction on the occupancy of housing within this settlement.

This plan includes details regarding the capacity of zoned lands for housing. The estimated potential number of additional units indicated for each piece of land is indicative only. The actual amount of units that may be permitted on any site will be determined having regard to all normal planning considerations, such as access, site services, topography, flooding, heritage issues etc. However, in accordance with **Objective HD5** of the County Development Plan, in order to make best use of land resources and services, unless there are cogent reasons to the contrary, new residential development shall be expected to aim for the highest density indicated for the lands.

The Council will 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.

Chapter 4 of the County Development Plan sets out the relevant general objectives for housing and should be adhered to where they are applicable to the settlement.

The previous Arklow and Environs plan set out housing objectives and zoning provisions that if implemented in full, could have delivered up to 4,000 housing units. The vast majority of the identified housing lands from the previous plan remain undeveloped and for the most part, these provisions have been retained in this plan. Any amendments generally are on foot of the Core Strategy population allocations and additional studies, such as the strategic flood risk assessment, which may have identified that changes to previous provisions are necessitated. In order to meet the additional housing number requirements, a two-pronged approach has been taken; (1) to increase densities on existing zoned land where appropriate and (2) to zone additional land for housing, based on the following principles:

- Application of the 'sequential approach' whereby zoning extends outwards from the centre, contiguous to the existing built up part of the settlement;
- promotion of the concept of 'walkable' neighbourhoods, whereby undeveloped lands within 10 minutes walking distance of the settlement centre and 5 minutes walking distance of any neighbourhood / village centres are prioritized;

<sup>6</sup> For more information, see Wicklow County Development Plan, Core Strategy

- promotion of a sustainable land use and transportation pattern, whereby undeveloped lands that are accessible to public transport routes are considered most suitable for development. In this regard, undeveloped land within 1 km of any rail stop or 500m of bus routes will be prioritised;
- lands already or easily serviced by a gravity fed water supply system and waste water collection system will be prioritized;
- cognisance will be taken of the need to provide upmost protection to the environment and heritage, particularly of designated sites, features and buildings;
- promotion of the development of lands adjacent to existing or planned community and social infrastructure, such as schools and open space sites/zones.

## ○ ECONOMIC DEVELOPMENT & EMPLOYMENT

The future economic development of Arklow is intrinsically linked to that of the County. As a large growth town Arklow is a key focus for economic growth within the County. Arklow forms part of the 'Wicklow/Arklow Core Economic Area' (Regional Planning Guidelines) and in line with the Economic Development Hierarchy of the County Development Plan, Arklow has an economic function to attract foreign and local investment with a target of both 'people' and 'product' intensive industries. In this regard this LAP places an emphasis on creating the right planning framework and environment within Arklow to ensure that the settlement is capable of attracting potential employers to appropriately zoned lands and thus increase employment within the County.

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

- a) providing a land-use framework for the town, which makes the Council's requirements and expectations with respect to the location and type of new development abundantly clear;
- b) supporting and facilitating, to the highest degree possible (subject to environmental and other relevant planning considerations) all forms of employment generation appropriate to Arklow;
- c) promoting more intensive use of existing employment developments;
- d) protecting and enhancing the heritage and environment of the town, including historic street pattern and buildings / features of heritage and environmental value; and
- e) encouraging a varied mix of uses in the core area.

An established measure of the employment 'health' of a settlement is a measure called the 'jobs ratio'. This is the relationship between the number of people in the labour force and the number of jobs in any defined area. A healthy area is considered to be one where the jobs ratio is around 70%. The County Development Plan sets out an objective to increase the average 'jobs ratio' in the County to c. 60% in 2028 (from a 2011 rate of 42%). Not all towns / areas will of course be able to reach this level and it is considered reasonable that the plan should aim to increase the jobs ratio proportionately in each area according to its characteristics and the level in the County settlement / employment hierarchy.

In line with the Core Strategy, for this LAP, given:

- the growth target for the settlement of Arklow and its employment catchment area for 2028,
- the role of the settlement as a major employment pole in the County,
- an assumption that the labour force participation rate will remain around 60%,
- the desire to significantly increase the number of jobs in the settlement such that the 'jobs ratio' increases from 57% in 2011 to 86% by 2028,

a total of c. **8,240 jobs** (from c. 3,580 in 2011) would be required to be available in the settlement in 2028.

In line with sound planning principles, it is the aim of the strategy that a significant proportion of new jobs created will be located in existing built up areas, through redevelopment of brownfield sites, infill, change of use to employment generating uses and intensification of activities on existing employment sites. In recognition that not all jobs growth will be possible to facilitate on such sites, greenfield lands are also designated for new employment development. As set out above, such greenfield locations are generally to the south of the town in order to capitalise on good access to the national road network and to link up with existing employment sites in the south Arklow area.

Chapter 5 of the County Development Plan sets out the relevant general objectives for economic development and should be adhered to where they are applicable to the settlement.

## ○ TOWN CENTRE & RETAIL

Arklow is located at 'Level 3' of the County retail hierarchy, which is classified as a "sub county town centre". Arklow is also identified as a 'town serving a wide district' and therefore is considered to be in the upper tier of Level 3. Arklow is the main centre in the south of the County, removed from other large centres. It has a traditional status as a strong market town, and this was reinforced by the development of the Bridgewater Shopping Centre in 2007. The town centre of Arklow provides for the service needs of its residents and a large geographical catchment extending to Avoca, Aughrim, Redcross, a significant rural population, and to some extent to Rathdrum and the Tinahely/Shillelagh/Carnew area. It is the vision that Arklow will be the principal shopping and service destination for its wide catchment area. Arklow has also been identified as a settlement that has an important sub-regional retailing function for major national retailing chains.

The retail strategy for Arklow is as set out in the County Retail Strategy with the core retail area identified (see map 6.1) and retail growth targets for convenience and comparison floor space allocated. The retail provision in Arklow would be expected to include a good range of comparison shopping, with a mix of retail types benefiting from lower rents away from larger urban centres, leisure / cultural facilities and a range of cafes and restaurants. It would be expected that financial and other services (banks and building societies) would be located alongside the retail services creating an active and busy core retail area. This area should have high quality access from public transport and strong links to the built fabric so that walking and cycling to the area from the immediate catchment is easily accessible. The County Retail Strategy allocates a growth in convenience floor space of 2,000sqm (net) and comparison floor space of 4,000-5,000sqm (net) in Arklow up to 2031.

The retail strategy seeks to prioritise the development of new mixed use/retail developments particularly within the 'old' town centre / traditional Main Street area. The Main Street has suffered decline since the development out of centre retailing along the Wexford Road (mainly large scale convenience shopping with free car parking) and the Bridgewater Shopping Centre at Ferrybank. The strategy seeks the regeneration of vacant town centre sites with the aim to improve the vitality and viability of the traditional town centre. In particular, the regeneration of the 'Alps' site and the strip including 'Kitty's Pub', 'Morgan Doyle' and 'Marine Hotel', provide significant opportunities to improve the vitality of the main street.

Such town centre 'opportunity sites' identified in this Local Area Plan, would if developed, contribute to the enhancement of both the environment and the retail / services offer in the town. Such sites are identified in this plan and the Council's objectives for such sites are clearly set out. Where necessary, an indicative sketch plan, representing these objectives, will also be included; however these should not be rigidly interpreted as there may be a number of options for achieving the optimal layouts in accordance with the objectives set out.

Chapter 6 of the County Development Plan set out the relevant general objectives for centres and retailing and should be adhered to where they are applicable to the settlement.

## ○ COMMUNITY DEVELOPMENT

The provision of accessible social and community infrastructure, including buildings, facilities, clubs, open space and leisure / recreational facilities, contributes to the quality of life for all and it is important that existing and future residents of the town and its catchment are provided with such facilities. High quality social and community services in an area can also make a place more attractive for the establishment of new businesses and to encourage long stay visitors. The provision of increased social and community infrastructure has been emphasised through the production of government 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 Sections of Wicklow County Council.

There are four broad categories of social and community infrastructure facilities:

- a) Education and development, including primary, secondary and third level schools and colleges and vocational or training centres;
- b) Physical and mental care and development, such as health services, nursing homes and childcare;
- c) Leisure and recreational facilities including community / youth centres, indoor halls, dance / gymnastic studios, playing pitches, courts etc;
- d) Cultural facilities, such as arts centres, theatres, libraries, places of public worship and burial grounds etc.

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. New community, social and educational facilities will be required to be provided in tandem with the development of significant new residential developments and new neighbourhoods.

Chapter 8 of the County Development Plan sets out the relevant general objectives for community development and should be adhered to where they are applicable to the settlement.

## ○ INFRASTRUCTURE

The provision of transport and services infrastructure is essential to the development of any town, providing ease of movement within towns, connecting towns to surrounding areas and providing sufficient service infrastructure capable of meeting the demands of the resident, commercial and employment populations.

The County Development Plan, and various programmes of the Council's Roads and Environmental Services Departments, as well as outside agencies such as Irish Water, the Office of Public Works and the National Transport Authority, provides detailed strategies and objectives for a whole range of service infrastructure. As these provisions apply directly to Arklow it is not considered necessary to restate all of these objectives; however, this plan will include specific local infrastructural objectives.

A key component of the roads and movement infrastructure strategy for the town is the development of a 'Port Access Road' to the south of the settlement, which would link the N11 / R772 to the Roadstone jetty and to the south quays, thereby reducing heavy goods traffic through the town centre. In order to secure the delivery of this road, significant lands have been zoned for development to the south of the town, the development of which will be contingent on the road being (at least partially) delivered by the developers.

The congestion on the single bridge in Arklow has also lead to the development of an objective for the construction of a new bridge between the 19 Arches Bridge and the M11. Such a crossing would require significant investment, given the distance it would have to span across the marsh and river and may be seen as a longer term goal. However, in order to facilitate and stimulate the delivery of this objective, lands have been zoned for significant development at Kilbride, at the northern side of this possible link. Similarly, the development of these lands will be dependent on the delivery of part of this route by developers.

Chapter 9 of the County Development Plan sets out the relevant general objectives for infrastructure and should be adhered to where they are applicable to the settlement. **Appendix D** to this plan sets out the

Infrastructural Delivery Schedule.

## ○ BUILT HERITAGE & NATURAL ENVIRONMENT

The protection and enhancement of heritage and environmental assets through this plan will help to safeguard the local character and distinctiveness of the town and its surroundings, providing local economic, social and environmental benefits. The maps included in this plan, (See map No. 2(a) and 2 (b) Heritage Objectives) include a heritage map indicating the key natural and built heritage features. Chapter 10 of the County Development Plan sets out the relevant general objectives for heritage and should be adhered to where they are applicable to the settlement.

The 'Arklow Town Marsh' (pNHA) is a large natural heritage asset to the town and it, along with the river, provides an important green asset within the centre of the town.

The buildings that are on the Record of Protected Structures within Arklow are mainly located within the centre; they enhance the character of the area and are important tourism assets to the town.

All of the natural and built heritage assets throughout the plan are important green infrastructure resources that form part of the overall green infrastructure strategy for the town. Facilitating the protection and enhancement of these assets is vital in the overall development of the town.

Arklow town and environs is within the coastal zone management 'Cell 11- Arklow Environs'. The coastal zone management objectives relevant to this cell are set out in Chapter 11 of the County Development Plan.

## ○ STRATEGIC ENVIRONMENTAL ASSESSMENT

Strategic Environmental Assessment (SEA) is the formal, systematic evaluation of the likely significant effects of implementing a plan or programme before the decision is made to adopt the plan or programme. The purpose is to *"provide for a high level of protection of the environment and to contribute to the integration of environmental considerations into the preparation of plans and programmes with a view to promoting sustainable development"*, (European Directive 2001/42/EC).

The Strategic Environmental Assessment (SEA) has been carried out in compliance with the provisions of the SEA Directive and those regulations transposing the Directive into Irish Law. Lower levels of decision making and environmental assessment should consider the sensitivities identified in Section 4 of the SEA Environmental Report that accompanies this plan. The SEA has been informed by the findings of the Appropriate Assessment and the Strategic Flood Risk Assessment. **Appendix A** to this plan sets out the assessment, as well as the advice / observations of the environmental authorities.

As part of the SEA process the Environmental Report (ER) considers alternative development scenarios for the draft LAP. The ER summarises the evaluation for likely significant environmental effects of each scenario and identifies the reasons for choosing the preferred scenario. Three alternative scenarios for the LAP were examined from an environmental perspective; (1) a scenario that focuses on the consolidation of the centre, (2) a scenario that focuses on the development of the suburbs and (3) a scenario that consolidates the centre with a rejuvenated outer centre and protection of the edge of settlement boundary. Following the examination, it is clear that there are associated costs and benefits with following any one of the alternatives. However the 'preferred scenario' for the plan, from an environmental perspective most closely reflects the first scenario with a combination of different parts of the other alternatives.

## ○ APPROPRIATE ASSESSMENT

This LAP has been prepared in accordance with the Appropriate Assessment requirements under EU Habitats Directive (43/92/EEC) and the EU Birds Directive (79/409/EEC) and Section 177 of the Act. These Directives form the cornerstone of Europe's nature conservation policy, built around the Natura 2000 network of nature protection areas made up of Special Areas of Conservation (SACs)<sup>7</sup> and Special Protection Areas (SPAs)<sup>8</sup>.

The Planning Authority is required to ensure that any plan or programme and any projects that arise therefrom, individually or in combination with other plans or projects, are subject to 'Appropriate Assessment' to ensure there are no likely significant effects on the integrity (defined by the structure and function) of any Natura 2000 site(s) and that the requirements of Article 6(3) and 6(4) of the EU Habitats Directive are fully satisfied. Where a plan / project is likely to have a significant effect on a Natura 2000 site, or there is uncertainty with regard to effects, it shall be subject to a full Appropriate Assessment. The plan / project will proceed only after it has been ascertained that it will not adversely affect the integrity of the site or where, in the absence of alternative solutions, the plan / project is deemed imperative for reasons of overriding public interest - all in accordance with the provisions of Article 6(3) and 6(4) of the EU Habitats Directive.

In accordance with legislation and methodological guidance, the first stage of the Appropriate Assessment process is 'screening' - screening determines whether Appropriate Assessment is necessary by examining:

- (i) whether a plan or project can be excluded from Appropriate Assessment requirements because it is directly connected with or necessary to the management of the site and
- (ii) the potential effects of the project or plan, either alone or in combination with other projects or plans, on a Natura 2000 site in view of its conservation objectives and considering whether these effects will be significant.

Screening involves the following:

- 1) Description of the plan or project, and local site or plan area characteristics
- 2) Identification of relevant Natura 2000 sites and compilation of their qualifying interests and conservation objectives
- 3) Assessment of likely effects - direct, indirect, or cumulative, undertaken on the basis of available information as a desk study or field survey or primary research as necessary
- 4) Screening statement with conclusions.

**Appendix B** to this plan sets out the findings of the Stage 1 screening carried out of this draft LAP, wherein it is concluded that no further stages of Appropriate Assessment are required principally because there are no Natura 2000 in proximity to the settlement which are likely to be adversely impacted by development that would arise from the implementation of this plan.

Although a full Appropriate Assessment was not carried out, the screening has shown that the draft plan as crafted and the development that would arise therefrom is not likely to give rise of adverse effects on the Natura 2000 site network.

<sup>7</sup> Special Areas of Conservation (SACs) are sites designated under European Communities Directive 92/43/EEC known as the 'Habitats Directive'. This requires the conservation of important, rare or threatened habitats and species (not birds) across Europe.

<sup>8</sup> Special Protection Areas (SPAs) are sites designated under the European Communities Directive 79/409/EEC, known as the 'Birds Directive', to conserve the habitats of certain migratory or rare birds.



## ○ STRATEGIC FLOOD RISK ASSESSMENT

To comply with the EU Floods Directive and in line with the guidelines for Planning Authorities '*The Planning System and Flood Risk Management*' (DEHLG & OPW, 2009), an assessment of flood risk has been formally taken into account in the preparation of this plan. The objective of '*The Planning System and Flood Risk Management*' guidelines is to integrate flood risk management into the planning process, thereby assisting in the delivery of sustainable development. For this to be achieved, flood risk must be assessed as early as possible in the planning process. The guidelines states that the core objectives are to:

- avoid inappropriate development in areas at risk of flooding;
- avoid new developments increasing flood risk elsewhere, including that which may arise from surface run-off;
- ensure effective management of residual risks for development permitted in floodplains;
- avoid unnecessary restriction of national, regional or local economic and social growth;
- improve the understanding of flood risk among relevant stakeholders; and
- ensure that the requirements of EU and national law in relation to the natural environment and nature conservation are complied with at all stages of flood risk management.

The flood risk assessment carried out for Arklow and environs is set out in **Appendix C**. In accordance with the guidelines, the level of risk identified has been broken into 3 zones:

**Flood Zone A High probability of flooding.** Most types of development would be considered inappropriate in this zone. Development in this zone should be avoided and/or only considered in exceptional circumstances, such as in city and town centres, or in the case of essential infrastructure that cannot be located elsewhere, and where the Justification Test has been applied. Only water-compatible development, such as docks and marinas, dockside activities that require a waterside location, amenity open space, outdoor sports and recreation, would be considered appropriate in this zone.

**Flood Zone B Moderate probability of flooding.** Highly vulnerable development, such as hospitals, residential care homes, Garda, fire and ambulance stations, dwelling houses and primary strategic transport and utilities infrastructure, would generally be considered inappropriate in this zone, unless the requirements of the Justification Test can be met. Less vulnerable development, such as retail, commercial and industrial uses, sites used for short-let for caravans and camping and secondary strategic transport and utilities infrastructure, and water-compatible development might be considered appropriate in this zone. In general however, less vulnerable development should only be considered in this zone if adequate lands or sites are not available in Zone C and subject to a flood risk assessment to the appropriate level of detail to demonstrate that flood risk to and from the development can or will adequately be managed.

**Flood Zone C Low probability of flooding.** Development in this zone is appropriate from a flood risk perspective (subject to assessment of flood hazard from sources other than rivers and the coast) but would need to meet the normal range of other proper planning and sustainable development considerations.

This LAP has been crafted to ensure that (a) flood risk is avoided where possible, (b) where avoidance is not possible, less vulnerable uses have been substituted for more vulnerable ones, (c) risk is mitigated and managed where avoidance and substitution are not possible.

## OVERALL DEVELOPMENT STRATEGY FOR ARKLOW

In light of all of the factors described in Section 2.1 above, the development strategy for the Arklow and environs is as follows:

### ○ RESIDENTIAL DEVELOPMENT STRATEGY FOR ARKLOW

- To adhere to the objectives of the Wicklow County Development Plan in regard to population and housing as are applicable to Arklow.
- To ensure sufficient zoned lands are available at appropriate locations capable of meeting the housing needs of the projected population of the settlement area over the plan period in a sustainable manner. Notwithstanding the zoning of land for residential purposes, the Planning Authority shall monitor and implement the population targets as set out in the County Development Plan and shall phase and restrict, where necessary, the granting of residential planning permissions to ensure these targets are not exceeded.
- To promote and facilitate in-fill housing developments, the use of under-utilised / vacant sites and vacant upper floors for residential use and facilitate higher residential densities at appropriate locations, subject to a high standard of design, layout and finish.
- To promote and facilitate the redevelopment of sites in the town centre zoning, including the identified opportunity sites, where development will positively contribute to the commercial and residential vitality of the town centre.
- To promote and facilitate the in-depth development of the waterfront zone, for mixed-use development with a high concentration of residential use subject to a high standard of design, layout and finish.

### ○ ECONOMIC DEVELOPMENT AND EMPLOYMENT STRATEGY FOR ARKLOW

- To ensure sufficient zoned land is available in appropriate locations capable of facilitating the development of appropriate employment opportunities in accordance with the provisions of the County Development Plan.
- Facilitate the provision of key infrastructure required for the future development of enterprise and employment.
- Promote a high quality built and natural environment that is attractive to indigenous and foreign industry and employees.
- To facilitate the development of opportunities to capitalise on the maritime resources of Arklow.
- To facilitate the redevelopment of the existing Town Centre as the retail core of the settlement.
- Promote tourist developments at suitable locations that are of an appropriate scale and design, particularly developments that are associated with the tourism products or themes associated with Arklow and its hinterland and maximise the town's location as a destination and gateway between other nearby tourism assets.

### ○ TOWN CENTRE AND RETAIL STRATEGY FOR ARKLOW

- To promote and encourage consolidation of and improvement to retailing and other town centre activities in the core area including the renovation and expansion of existing retail premises in the core retail area.
- Encourage the redevelopment and regeneration of vacant, underutilised and derelict sites including the conversion of non-retail premises in the core area to retail use.
- To protect features that contribute to the town's overall appearance and heritage value.
- To encourage higher residential densities in the town centre / village centre zones and the concept of 'living over the shop'.
- The redevelopment of lands within the town core area, particularly those sites with frontage onto the main streets and squares of the town, shall provide for a street fronting building of a high quality design or for a high quality urban space, including hard and soft landscaping, and appropriate street fixtures and furniture, in order to enhance and create a more attractive streetscape.

### ○ COMMUNITY DEVELOPMENT STRATEGY FOR ARKLOW

- To facilitate the development of a range of high quality community, educational, open space and recreational facilities that meet the needs of the local population, and in particular to require that new community, open space and recreational facilities are developed in tandem with new housing.

### ○ INFRASTRUCTURE STRATEGY FOR ARKLOW

- Promote the development of safe and accessible pedestrian, cycling and traffic routes.
- To support and facilitate existing and future port activities.
- Facilitate and promote the delivery of reliable and effective water, drainage, energy, waste management and communications infrastructure to service the existing and future development needs of the settlement.
- To facilitate Irish Water in the provision of necessary waste water infrastructure, in a sustainable manner.
- To assist the Office of Public Works through the implementation of measures capable of managing and mitigating against the consequences of flooding.

### ○ HERITAGE STRATEGY FOR ARKLOW

- To protect the natural, architectural, archaeological and maritime heritage of Arklow and its environs.
- 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.

## CHAPTER 3

## RESIDENTIAL DEVELOPMENT

This plan provides for sufficient zoned land and residential development objectives in order to achieve the population and housing objectives set out in the 'Core Strategy' of the County Development Plan and as detailed in Chapter 2 of this plan.

## RESIDENTIAL ZONINGS

| LOCATION/DESCRIPTION  | AREA (HA) | ZONING         | POTENTIAL NO. OF UNITS   |
|---|-----------|----------------|--------------------------|
| Action Area Plan 1 Tinahask Upper-Abbeylands                  | 22.7      | MU (R28)       | 600                      |
| Action Area Plan 2 Tinahask Upper- Money Little and Money Big | 26.6      | MU (R28+LSS)   | 750                      |
|   | 6.75      | MU (R20)       | 135                      |
| Action Area Plan 3 Kilbride                                   | 50        | MU (R28 + LSS) | 1,500                    |
| Action Area Plan 4 Coolboy                                    | 22        | MU (R Special) | 220                      |
| Coolboy (east of M11)   | 3.46      | R10            | 34                       |
| Money Little (west of Wexford Road)                           | 2.5       | R20            | 50                       |
| Yellow Lane   | 0.7       | R28            | 19                       |
| Seabank   | 5.9       | RSpecial       | 40                       |
| New Residential infill sites                                  |           | R28            | 900                      |
| The Alps Opportunity Site                                     |           | TC             | 160                      |
| Main Street Opportunity Site                                  |           | TC             | 70                       |
| Waterfront Zone North   |           | WZ             | 300                      |
| Waterfront Zone South   |           | WZ             | 500                      |
| Town centre infill  |           | TC             | 150                      |
| Existing residential infill                                   |           | RE             | 250                      |
| <b>TOTAL Potential new housing</b>                            |           |                | <b>5,678<sup>9</sup></b> |

Table 3.1 Residential zoning provisions

It is an aim of this plan to focus new residential development into the existing built envelope of the settlement; however this area is not sufficient in size and scope to accommodate all of the required future housing growth of Arklow. The 'Town Centre' (TC zone) and 'Existing Residential' areas (RE zone) have potential development opportunities with redevelopment, backland and infill developments. (See chapter 11 for the all land use zoning objectives and descriptions)

New residential development is provided for on lands zoned 'new residential' (R28, R20, R10, R Special zones<sup>10</sup>) and new 'local shops and services' areas (LSS zone). 'Edge of centre' locations will be considered the priority location for new residential, while 'out of centre' housing sites will only be considered on the basis of integrated housing / community facilities / open space schemes that can be well connected to the existing built up area. There are 2 town centre 'Opportunity Sites' and four 'Action Area Plan' sites identified in the plan area that are designated to provide high proportions of the new residential development required. The Action Area Plans are zoned 'MU Mixed Use' with the amount of residential development required set out in the

<sup>9</sup> The discrepancy between the 5,789 units required as set out in Table 2.3 and the capacity of the land zoned in this plan (5,678 units) is due to amendments made during the plan making process.

<sup>10</sup> See Chapter 11 for details on the description of the different zonings. RSpecial, R10, R20 & R28 reflect the density for each new residential zoning.

criteria for that Action Area Plan. (See Chapters 6 and 11 for specific objectives with respect to the Opportunity Sites and Action Area Plans).

The waterfront area (WZ zone), given the large blocks of land available, the proximity to the town centre, amenities, river and sea and the overall attractiveness of the area, also has significant potential for residential development. (See Chapter 5 for specific objectives with respect to the waterfront area).

Table 3.1 above sets out the land zoned for residential development in this plan.

### Residential Development Objectives

- H1** All new housing developments shall be required to accord with the housing objectives and standards set out in the Wicklow County Development Plan.
- H2** Notwithstanding the zoning / designation of land for residential purposes, the Development Management process shall monitor and implement the population targets of this plan and shall phase and restrict, where necessary, the granting of residential planning permissions to ensure these targets are not exceeded.
- H3** In order to make best use of land resources and services, unless there are cogent reasons to the contrary, new residential development shall be expected to aim for the highest density indicated for the lands. The Council reserves the right to refuse permission for any development that is not consistent with this principle.
- H4** The development of zoned land should generally be phased in accordance with the sequential approach as set out in the County Development Plan. The Council reserves the right to refuse permission for any development that is not consistent with these principles.
- H5** 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. Where specified by the Planning Authority, new significant residential or mixed use development<sup>11</sup> proposals, may be required to provide a social and community facility/facilities as part of the proposed development or the developer may be required to carry out 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.
- H6** To 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.
- H7** To encourage a greater usage of backland areas in the town centre 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.
- H8** Lands at Tinahask (Action Area Plans 1 & 2), Kilbride (Action Area Plan 3) and Coolboy (AAP4) shall be developed as comprehensive (not piecemeal) integrated schemes that allow for the sustainable phased and managed development of each action area plan during the plan period.
- H9** To allow for the development of a maximum of 40 dwelling units on the lands zoned 'R Special' at Seabank (west of Sea Road).

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<sup>11</sup> This is determined to be any proposed development in excess of 150 residential units

## CHAPTER 4

### ECONOMIC DEVELOPMENT & EMPLOYMENT

Given the town's scale, its 'large growth' town designation, its identification as part of the 'Wicklow/Arklow Core Economic Area', its strategic location on the M11/N11 and on the Dublin to Rosslare rail line, and its active port, the town has the capacity to act as an attractor for substantial foreign and local investment.

The identified strengths of this 'Core Economic Area' include its location along the strategic European designated transport corridor (EO1 – M11 Motorway), with this road connecting port activities along the east coast, important entry points to the region and the rail service along the east coast of the County leading to Rosslare. The identification of this economic area focuses on the development of the following for Arklow:

- smart business which can collaborate and develop through relationships with other such centres in the Greater Dublin Area and adjoining regions;
- pharma and transnational corporation enterprises;
- increased linkages between the port and other ports in the Greater Dublin Area; and
- tourism from existing man-made and natural assets

The land-use objectives of this plan aim to support the various employment generating strategies for County Wicklow<sup>12</sup>, all of which have a wider remit than the County Development Plan or Local Area Plans in the area of economic development. The economic development objectives of the County Development Plan deal with the general employment objectives relevant to Arklow and employment objectives in relation to retail, tourism and education are dealt within their relevant chapter of this LAP.

#### EXISTING ECONOMIC ASSETS

The 'Economic Development Strategy' of this plan is to take advantage of the existing economic assets in order to stimulate employment within the area. The key assets that Arklow has to offer are:

- a large hinterland population offering a market for goods and services and a wide variety of skills;
- a highly skilled workforce living in the town and surrounding areas;
- excellent connectivity to the city region via the M11/N11 and Dublin – Rosslare rail line;
- an active port area with a large marina with the potential of significant enhancement and expansion;
- availability of infrastructural services including water services, effective road and public transport networks, energy, telecommunications, education facilities etc<sup>13</sup>; high voltage electricity lines cross the plan area and energy from the off-shore wind bank is brought ashore in Arklow (given this infrastructure there is potential for the landing of an underwater electricity interconnector from Wales in Arklow);
- availability of plentiful zoned employment land; a number of developed major employment sites, that may have the potential for expansion;
- the availability of Local Authority lands earmarked for employment and enterprise;
- an attractive and accessible town centre, with numerous properties and sites suitable for employment, retail and commercial uses;
- a quarry to the south of the town;
- gateway location to numerous tourist attractions, with a number of tourism accommodation options within the settlement;
- a number of existing primary and secondary schools with a large school catchment area with a number of school sites allocated for future development.

<sup>12</sup> Wicklow Local Economic and Community Plan and the Wicklow Local Enterprise Office, as well as the non-statutory 'Wicklow Economic Think Tank' strategy.

<sup>13</sup> It is acknowledged that at the time of crafting this plan there is a deficit in relation to wastewater infrastructure which it is intended to address during the lifetime of the plan.

## THE ROLE OF THIS LOCAL AREA PLAN IN ECONOMIC DEVELOPMENT IN ARKLOW

The County's employment strategies<sup>14</sup> and their objectives will require to be implemented by a wide range of actions and agencies, with the Local Area Plan's role limited to the land-use and development aspects of the strategies. In this regard, it is considered that this plan's 'Economic Development Strategy' has the following key functions in the achievement of economic development in Arklow generally:

### AVAILABILITY OF ZONED LAND FOR EMPLOYMENT

As set out in Chapter 2, it is an objective to increase the 2011 jobs ratio from 57% to 86% by the year 2028, which equates to an increase in the number of jobs in the town to c. 8,240 (from c. 3,580 in 2011). In order to accommodate this jobs growth by c. 4,660, this plan provides for undeveloped new general 'employment' land zoning of c. 35ha, which could have the potential to provide an additional 8,400+ jobs<sup>15</sup>. In accordance with best practice, 'headroom' or 'market factor' has been allowed for in the employment zonings hence there is more lands zoned than required.

There is also additional jobs growth targeted for the town centre, tourism, waterfront (including port activities), education and community zoned lands, in the areas of retail, general business, community services, tourist accommodation and services, schools, training and health as well as the extractive industry with the quarry to the south of Arklow. There are also two business parks at Kish and Ballynattin that are not fully occupied that have the potential to provide additional employment.

An additional significant block of employment land (49ha) has been provided in the plan area at Money Big/Bogland, south Arklow. This is identified as an 'Employment Opportunity Site' and has been zoned 'E Special', which is reserved for employment formats that may require a large, undivided land bank. The former IFI factory site at Shelton Abbey, west Arklow has also been earmarked in this plan as an 'Employment Opportunity Site' for redevelopment given its strategic infrastructure assets.

| DEVELOPED EMPLOYMENT LANDS  | AREA (HA)      |
|---|----------------|
| Kilbride Industrial Estate  | 6.5            |
| Sean Behan Kilbride   | 0.71           |
| Servier Ltd, Moneylands   | 28             |
| Sigma Aldrich, Vale Road  | 4.6            |
| Croghan Industrial Estate   | 10.7           |
| Knockenrahan Industrial Estate  | 4.5            |
| DEVELOPED EMPLOYMENT LANDS WITH POTENTIAL FOR EXPANSION                 | AREA (HA)      |
| Kish Business Park  | 14             |
| IDA Business Park, Ballynattin  | 24             |
| UNDEVELOPED EMPLOYMENT LANDS  | AREA (HA)      |
| Kish (east of M11)  | 10.6           |
| Money Big (Action Area Plan 2)  | 18             |
| Seabank   | 5.4            |
| Killinskyduff, Dublin Road  | 1.3            |
| <b>TOTAL UNDEVELOPED EMPLOYMENT LANDS</b>                               | <b>c.35 ha</b> |
| EMPLOYMENT OPPORTUNITY SITES  | AREA (HA)      |
| Money Big/Bogland (Undeveloped) 'E Special'                             | 49             |
| Avoca River Park, Shelton Abbey (partly developed/ potential expansion) | 43.7           |

Table 4.1 Employment Zones

<sup>14</sup> Wicklow Local Economic and Community Plan and the Wicklow Local Enterprise Office, as well as the non-statutory 'Wicklow Economic Think Tank' strategy.

<sup>15</sup> This is based on the assumption of an average 60% site coverage with 2-storey development and 50sqm per employee.

## PROMOTING AND FACILITATING AN OVERALL IMPROVEMENT IN THE QUALITY OF LIFE IN ARKLOW

A high 'quality of life' standard within a settlement is a key component to facilitate the future economic development of that area. Factors that make a settlement attractive for both employers 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 educational, recreational 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.

## FACILITATING AND PROMOTING ENTREPRENEURIAL ACTIVITY

Entrepreneurial activity will be supported and facilitated wherever possible, for example, by facilitating developments / applications engaged in training and education, and business start-up and incubator facilities. Supporting small scale, start-up developments and in suitable residential areas, will be supported wherever possible, as this is seen as key stepping stone to the development of a larger enterprise.

## SUPPORTING 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.

## SUPPORTING THE MARITIME SECTOR

The maritime sector in Arklow benefits from a host of assets and activities capable of expansion and development including: shore-side services, shipping services, repair and maintenance, fishing, tourism and leisure, servicing of the off-shore renewable energy industry, maritime financial services etc. Wicklow County Council supports the identification and realisation of the economic opportunities within this sector.

## SUPPORTING THE WHOLESALE, RETAIL TRADE, TRANSPORTATION AND STORAGE SECTOR

In regard to the wholesale and retail sector, there are significant opportunities to develop this area given the identified expenditure outflows from the County. Measures specifically addressing this sector are set out in the County Retail Strategy. From a transportation and storage sector perspective the locational strengths of Arklow offer significant opportunities for the expansion of this sector. Arklow's positioning along the east coast 'strategic transportation corridor', made up of the N11 / M11 and the Dublin to Rosslare rail line creates excellent connectivity between ports within the County and between the County and the ports in Dublin and Rosslare. The development of a 'Port Access Route' in south Arklow is a key objective of this plan.

These connections ensure Arklow's role as a key entry point to the Greater Dublin Region with the potential to facilitate the expansion of existing or create new spin off industries within this sector. The promotion of the Leinster Outer Orbital Route connecting the N11 and the east of the County (Arklow town/port) to the west of the County and the major national primary routes within Kildare (M9 and M7) create further potential for the expansion of this sector with ease of accessibility to the north and south of the Greater Dublin Region.



## SUPPORTING SEVESO SITES

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 facility on the 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.

## THE EXTRACTIVE INDUSTRY

The plan supports the existing quarrying industry at Little Rock, as it is an important resource based industry within the plan area.

This plan supports the development of all sectors/ industries subject to normal planning criteria. There are a number of other sectors that are important employment providers in Arklow however they are addressed elsewhere in this plan. They are:

## TOURISM AND RECREATION

Arklow has an active tourism economy with a number of tourist accommodation options, a tourist office and a number of restaurants and recreational opportunities within and surrounding the town (see Chapter 8 on Tourism and Recreation)

## EDUCATION AND TRAINING

There are many primary and secondary schools as well as training facilities in Arklow (see Chapter 7 on Community Development)

## RETAIL PROVISION AND SERVICES INDUSTRY

Given Arklow's role as the main town in the south of the county with a large rural catchment area, there is a concentration of services such as convenience and comparison retail, retail services such as financial institutions, restaurants, hair and beauty services and well as key government services such as a health centre, Garda station, Municipal District office, enterprise offices etc (see Chapter 6 on Retail).

## Economic Development and Employment Objectives

- ED1** To facilitate and support all forms of employment creation on appropriately zoned land in Arklow and to promote the intensification of activities on existing employment sites and to take advantage of the existing economic assets in order to stimulate further employment within the area.
- ED2** To promote and facilitate the development of employment generating uses that maximise Arklow's locational strengths along the east coast 'strategic transport corridor' and the potential of the 'Leinster Outer Orbital Route'.
- ED3** To encourage the redevelopment of brownfield sites for enterprise and employment creation throughout the settlement and to consider allowing 'relaxation' in normal development standards on such sites to promote their redevelopment, where it can be clearly demonstrated that a development of the highest quality, that does not create an adverse or unacceptable working environment or create unacceptable impacts on the built, natural or social environment, will be provided.

- ED4** To promote and facilitate the development of large-scale employment generating developments, including industrial, knowledge, high-technology, office and service based and science based developments, at appropriate locations.
- ED5** To support and facilitate existing and future commercial port activities and to resist developments that would undermine the commercial potential of the port area.
- ED6** To facilitate and encourage the exploration and exploitation of minerals on land zoned 'Extractive Industry' in a manner, which is consistent with the principle of sustainability and protection of residential, environmental and tourism amenities.
- ED7** In relation to the Prevention of Major Accidents (Control of Major Accident Hazards Involving Dangerous Substances) legislation, it is an objective to:
- comply with the Seveso III Directive in reducing the risk and limiting the potential consequences of major industrial accidents;
  - where proposals are being considered for the following: (i) new establishments at risk of causing major accidents, (ii) the expansion of existing establishments designated under the Directive, and (iii) other developments proposed near to existing establishments; the Council will require that applicants must demonstrate that the following considerations are taken into account: (i) prevention of major accidents involving dangerous substances, (ii) public health and safeguarding of public health, and (iii) protection of the environment;
  - ensure that land use objectives must take account of the need to maintain appropriate distances between future major accident hazard establishments and residential areas, areas of substantial public use and areas of particular natural sensitivity or interest; and
  - have regard to the advice of the Health and Safety Authority when dealing with proposals relating to Seveso sites and land use plans in the vicinity of such sites.

## EMPLOYMENT OPPORTUNITY SITES

### EMPLOYMENT OPPORTUNITY SITE AT MONEY BIG / BOGLAND

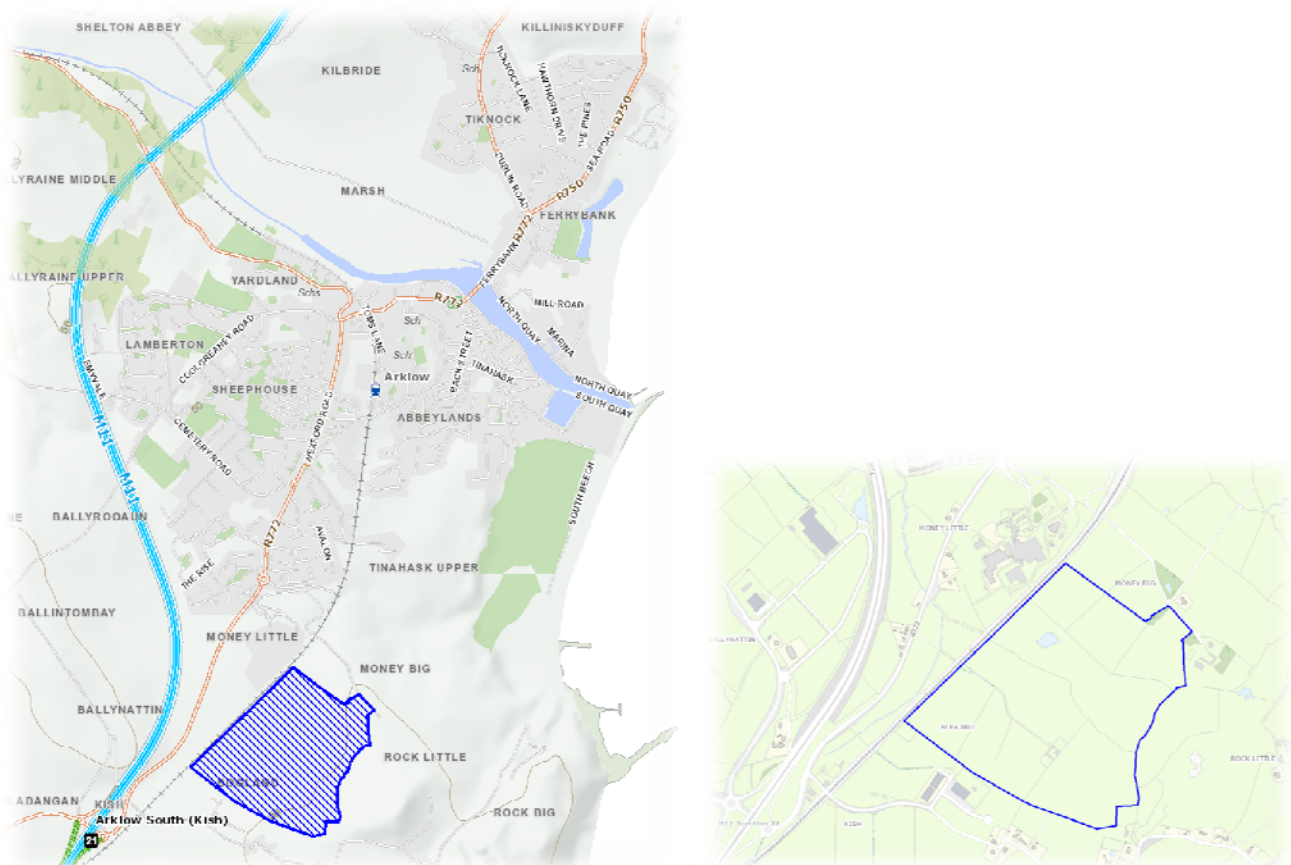
The employment land at Money Big/Bogland, south Arklow has been identified to provide for a particular type of employment provision, that is, to provide for large, single, undivided employment development, such as 'direct foreign investment' businesses and would be likely to appeal to multinationals or significant IT (such as data centres) / green technology / pharmaceutical industries. It is considered necessary to reserve such a strategic block of land in order to ensure that Arklow/ the County can attract such employers and comply with its role as set out in the RPGs, LECP and Core Strategy. Where permission is sought for a strategic, large scale development of this nature during the lifetime of this plan, it will be facilitated. A 'business park' type use will not be permitted here, given the amount of undeveloped employment lands within the plan area more suited to that format.

The Money Big/Bogland site is zoned 'E Special' employment and measures 49ha. It is currently in agricultural use. It is located east of the M11 junction 21, south of Arklow Town. The railway line runs along the western boundary of the site with the Kish Business Park to the south and designated mixed use development zone Action Area Plan 2 to the north. The site is suitable for a significant employment / industrial development.

Development of this land will require the development of a new road network in the area, principally the 'Port Access Route', from which a north-south spur road will be required to access this land.

#### Objectives for employment lands at Money Big/Bogland

- To promote and facilitate the development of larger scale employment generating developments on these 'E Special' zoned lands at Bogland.
- To resist the development of a business/office park type development on these 'E Special' employment-zoned lands.



Map 4.1 Employment Opportunity Site at Money Big/Bogland

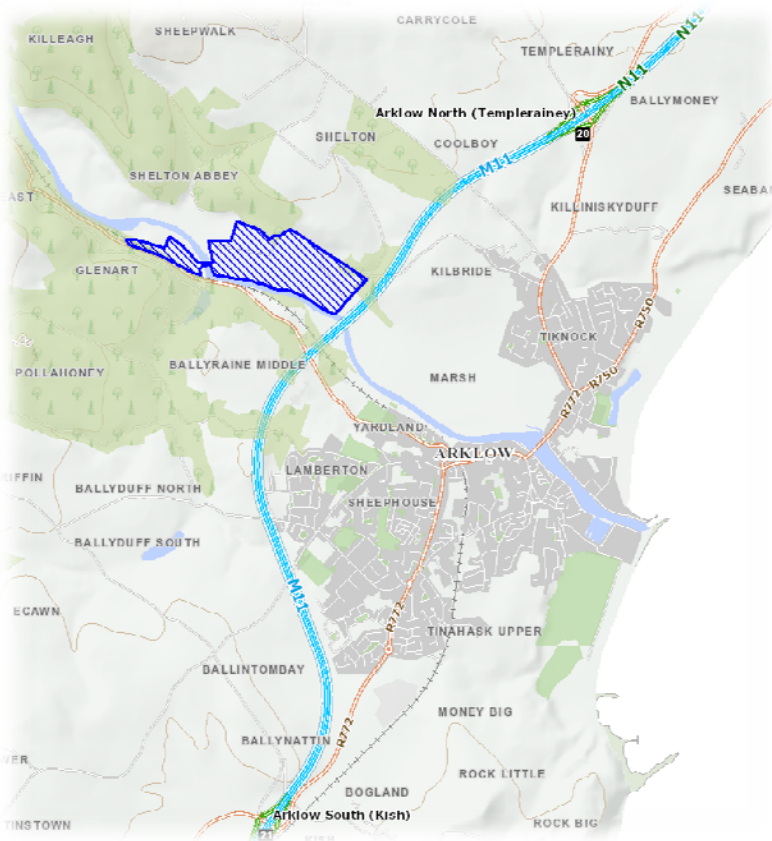
**EMPLOYMENT OPPORTUNITY SITE AT SHELTON**

This site is located in Shelton Abbey Townland, west of Arklow town and to the west of the M11 motorway. It was the site of the Irish Fertiliser's Industry (IFI) factory which operated from here from the 1960's to the 2000's. When in operation it was a thriving industry with a significant number of employees and had direct access to the rail network for freight. The site has a number of distinct businesses operating from same.

While this site is outside of the town's 'natural' western boundary, the N11, the fact that it is a brownfield site, previously occupied by intensive industrial users and given the availability of services to the site such as a natural gas supply line, high voltage electricity supply with a direct 110kv connection to the national grid and potential direct access to the Dublin to Rosslare train line to the south, it is considered suitable for designation for significant redevelopment for employment purposes. Vehicular access is from the Beech Road/L6179 to the north. The site also benefits from a scenic setting with Shelton Abbey ground to the west and Glenart Castle and grounds to the south.

The site is zoned 'E1 Employment' and measures 48.7ha in total (including all existing buildings thereon). The site is suitable for a significant employment / industrial development. Lands are zoned 'Open Space 2' on the southern and eastern sides of the employment zone (43.7ha) to provide an undeveloped buffer along the river, for the floodplain, the Town Marsh pNHA and the set back from the motorway.

- Objectives for employment lands at Shelton Abbey**
- To promote and facilitate the development of this site for a large-scale employment development,
  - To facilitate the current business park use,
  - Any significant development proposal for this site shall incorporate proposals to develop a landscaped linear open space park along the river bank.



Map 4.2 Employment Opportunity Site at Shelton Abbey

## CHAPTER 5

### KEY AREAS

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. Given Arklow's proximity to the metropolitan area of Dublin and the high speed road connections that are now available between Arklow and major retail centres in south Dublin / M50 ring / Dublin City coupled with the construction of the Bridgewater Shopping Centre at Ferrybank, there has been a decline in activity in the traditional town centre, particularly retailing, 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 buildings fall into disrepair.

Arklow's waterfront is a key recreational and tourism amenity, the quays and harbour are an infrastructural asset and an important source of economic activity associated with the town. Pursuing an enhanced role for this area would benefit the town as a whole. Whilst it is important that the port remains commercially competitive there may be opportunities for the enhancement of the area alongside the sustainable regeneration and re-development of the port, harbour and quay areas.

### ARKLOW TOWN CENTRE

Arklow town centre's role is to be the focus for community life and economic activity of the settlement and its hinterland. The town centre is a major source of the town's identity. The concentration of shops, places of employment, leisure venues and meeting places characterises the town centre. The accommodation of these uses and functions and the management of the pressures they create is the key to a successful and vibrant town centre. Traditionally the town centre consisted of a wide range of uses that included residential, retail, services, social and cultural activities. However with the development of the town and the increased use of the private car, most new developments in the town have occurred outside of the town centre. As a consequence there has been a decline in many of the traditional town centre uses. This has the result that there are many areas within Arklow's town centre that are in need of renewal and redevelopment.

#### ARKLOWS TOWN CENTRE STRATEGY

This LAP sets out a 'Town Centre Strategy' where the primary focus is on the reinvigoration of the main street (see map 5.1). In conjunction with this primary strategy, as the waterfront area is adjacent to the town centre and is zoned for significant development, it is vital that the town centre and waterfront are well linked with good connections and each area is easily accessible to each other, hence there is a 'secondary' town centre strategy for connectivity to the wider area including the waterfront, the Bridgewater, Wexford Road and the Train Station (see map 5.2).

The town centre strategy is vital to counteract the trade draw that has occurred with the development of the Bridgewater Shopping Centre. The retail and commercial function of the town centre requires to be reinforced by appropriate strategies and objectives. Albeit the centre of Arklow stretches from Ferrybank to the Wexford Road, the primary strategy focuses on the area around the Main Street. 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 comprises the following key elements:

## VEHICULAR ACCESS AND MOVEMENT

Arklow's traditional town centre thoroughfare focuses on the area around the Main Street. Main Street is a two way street from Bridge Street and onwards to the west, with Lower Main Street and Laffin's Lane south of the Bridge Street junction one way, providing an outer vehicular route around the town and to Castle Park car park. There are a large number of other small side streets throughout that allow for, albeit restricted and circuitous, alternative routes around the Town Centre. Arklow's Main Street is the principal distributor of north-south traffic in the town, (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 relatively narrow footpaths necessitated by the wide road carriageway is not highly attractive to pedestrians and shoppers. In order to address these problems, 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 5.1 indicates the circulation routes. The light pink route is the Main Street, where the priority is vehicular traffic. However, the dark pink routes, being the Main Street footpaths, side lanes and secondary streets, offer alternative routes, particularly for pedestrians around the town. These dark pink routes connect users to car parks and amenity areas and are suitable routes for moving pedestrians around the core area.

## PEDESTRIAN ACCESS AND MOVEMENT

Arklow's town centre streets are generally provided with public footpaths. However, many of these footpaths are quite narrow and are often impeded by signage, bins, lights and other items. The existence of on-street car parking in places also diminishes the pedestrian experience. There are two pedestrian crossings on the Bridge Street junction and one traffic light crossing on Main Street, generally they allow for good linkages between the two sides of the street; however, more crossings are needed to improve pedestrian movement in the town.

Pedestrian linkages from the main street to the river bank are limited with River Lane and Condrón's Lane Upper providing access. A number of the properties along the main street back onto the river bank also and have internal links to both sides. These sites provide an opportunity for increased pedestrian linkages from the main street to the river bank to be incorporated into any redevelopment of sites/areas. Appropriately designed links are required given the significant fall in ground level.

It is important that the public realm is as inclusive as possible to all users. Some of the town footpaths and streets are at present unsuitable for wheel or push chair users. Rectifying this should be part of a broader redesign of these areas. The safety and ease of pedestrian movement must be considered in relation to vehicular movement and parking around the town, particularly along walking routes to and from car parks, schools, sports facilities and other public facilities.

## CYCLIST ACCESS AND MOVEMENT

Currently there are no cycle lanes within Arklow town centre due to lack of width and existence of on-street car parking; cycle lanes from the town centre's environs into the core area are limited and not continuous. There are cycle parking facilities within the town at a number of convenient locations, but significant enhancement of such facilities is required.

## CAR PARKING

The Bridgewater Shopping Centre, the shops on the Wexford Road and other edge of centre locations are attractive to users due to ease of accessibility and an abundance of usually free car parking. However, there is considerable paid parking available in and around the Town Centre, at reasonable rates. These car parks are well located and convenient to the town centre / Main Street and its side roads.

Improved directional signage, good lighting for night-time use and pedestrian links to the car parks would encourage use of the designated car parks.

#### ENHANCING ACCESS TO PUBLIC TRANSPORT

The Arklow train station is located to the south of the town centre with St. Mary's Road connecting the station to the Main Street. There is a paid parking car park beside the station. A number of buses service Arklow; No.2 Bus Eireann bus stops at Ferrybank (ESB), the Main Street (Tourist Office), Opposite Lidl and at Knockmore; No.133 Bus Eireann bus stops on the Main Street (Tourist Office), and the Wexford Bus stops on the Dublin Road.

Improved access to and facilities at these locations would encourage the use of public transport, in particular, these areas should be designated locations for the development of new / enhanced waiting, information and bicycle parking facilities and facilities for taxis. The improvement or provision of new footpaths and cycleways to these locations should also be a priority. (See map 5.2)

#### 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 places, 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 commercial, recreational, educational and of course, fun and enjoyment for residents and visitors alike. The elements in and around Arklow's town centre that contribute mostly to the quality of the public realm are the streetscape; landmark buildings and appearance of principal 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 and; footpaths, lighting, seating and other street 'furniture'.

#### DERELICTION AND VACANT SITES

While the town centre / 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 pedestrian routes (dark pink). 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 town centre / 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 possibly to the needs of the residential elements of any development with commercial needs being met by the public car parking area.

#### BUILDINGS, ITEMS AND PLACES OF HERITAGE VALUE

Arklow town centre 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 town centre and contribute to the traditional town centre appeal of the street. The ruins of the original Anglo-Norman Ormonde Castle is located close to the main street, at the rear of the former Town Hall; enhancing this site and providing access to it is to be incorporated into the redevelopment of the lands around the ruins (See Map no. 2 Heritage Objectives).

#### MIX OF USES IN THE 'RETAIL CORE AREA' (See also chapter 6 Retail )

In order for the town centre to remain vibrant, it will be necessary to ensure an appropriate mix of uses. In particular, ground floors, especially within the 'retail core area' (see map 6.1) will be encouraged 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.

## RETAIL ROLE OF THE 'RETAIL CORE AREA'

The continuation of the retail function of the town centre is key to its future viability. A town centre requires the passing trade of shoppers to maintain both retail and non-retail services such as banks, cafes, hairdressers, cafe's etc, as well as its role as a meeting place for its citizens. Notwithstanding the shift of retail focus to the Bridgewater Shopping Centre, the Main Street must be maintained as the principal 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 Arklow's retail core area 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,
- replacement of existing facilities within the town, and
- to facilitate and support suitable proposals to merge or assemble multiple buildings / sites in order to develop modern retailing formats, including department stores or malls, having due regard to the protection of architectural heritage within the Town Centre.

### Arklow Town Centre Strategy Objectives

- VP1** To maintain the Main Street in the short to medium term (until alternative orbital routes are developed) as the principal vehicular route through the town centre and to maintain the main vehicular routes to the waterfront area along the quays; to exploit any opportunities that arise to improve safety for both pedestrians and vehicles in the Town Centre and Waterfront area.
- VP2** To promote the pedestrian use of all 'dark pink' routes and avail of any opportunities to improve footpaths and pedestrian routes within in the Town Centre Strategy boundary and to the Waterfront zone, Wexford Road and Train Station along the main roads and key pedestrian routes.
- VP3** To facilitate the improvement of existing and the development of new linkages from the Main Street to car parks, amenity areas, the train station and the waterfront zone; in particular in the Town Centre Strategy area to require redevelopment proposals that have frontage on both Main Street and any 'dark pink' route to include new pedestrian routes through the site.
- VP4** With regard to car parking to facilitate the following;
- to maintain existing and provide new car parking options as funding allows, in proximity to the Main Street and along 'dark pink' routes.
  - to avail of opportunities to remove public on street car parking on the Main Street and at amenity areas, subject to due consideration of the commercial needs of Main Street, including loading parking.
  - to require new development on the Main Street to incorporate pedestrian links, where feasible, to existing or new public car parks.
  - deviations from the minimum car parking requirement (as set out the County Development 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.



- VP5** With regard to public transport to facilitate the following;
- the improvement of public transport user facilities including, shelters, covered bicycle parking, information points with maps, routes, timetables, real-time information and designated taxi ranks at / near the bus stops on Main Street and the train station;
  - the provision of new or enhance existing foot and cycleways to and from the public transport pick up locations, as funding allows;
  - a pedestrian link / bridge from the Train Station to the Wexford Road;
  - improved access to bus stops particularly crossing points for passengers.
- VP6** 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 and roof lines and heights which diverge from the established form will require to be justified.
- VP7** To seek to improve the appearance of junctions and gateway areas into the Main Street, particularly the Main Street – Bridge Street junction.
- VP8** 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.
- VP9** To support opportunities to create better linkages between the Main Street, the river, the north and south quay and the beaches, in particular access routes and views between the two.
- VP10** To maintain the existing bandstand and ‘Sea Farers Memorial Garden’ and support other possibilities for the development of new urban spaces.
- VP11** 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 in the town centre and waterfront zones.
- VP12** To facilitate appropriate infill development of vacant backland and private car parking areas along ‘dark pink’ routes in the Town Centre strategy area.
- VP13** To promote and facilitate the conversion of non-retail premises to retail/retail service use and in the ‘core retail area’ to strongly resist the conversion of existing retail/retail service premises to alternative, less active, uses that would diminish vibrancy and daytime activity.
- VP14** To seek to prepare an overall Main Street enhancement scheme to improve the street environment for all users, which may include widened footpaths, cycle facilities (where feasible), public realm improvements, and possibly accompanied by reduced speed limits.

## ARKLOW WATERFRONT

Arklow's 'Waterfront' comprises the port, marinas, harbour, quays, north and south beaches and adjoining lands. The 'Waterfront Zone' (WZ) is made up of two distinct areas north and south of the river that have seen different development pressures and levels of activity over the year, but both sharing the common characteristics of water frontage onto the river and/or the sea and the presence of industrial lands / buildings, a large proportion of which is currently underutilised and vacant.

In the past the town developed with its back to the waterfront with the focus of development on the main town centre. The port area developed as an industrial area with heavy port traffic travelling through the town centre. With the recent changes in port activity with less cargo activity, the objective to provide a Port Access Road and the redevelopment of the area with the Bridgewater Shopping Centre and some new residential and retail uses around the quays, the potential of this area for other non-industrial uses is starting to be realised. Whilst it is important that the port remains competitive, the regeneration of this area needs to be facilitated to ensure the full potential of the waterfront as an important town asset and amenity can be achieved.

This area has significant potential for development given the large blocks of land available, the proximity to the town centre and 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 as the primary use, along with, commercial / community facilities on ground floors, hotel, leisure, maritime and other commercial uses. It is important that this area is developed in such a way that maintains the river and coast as an accessible, attractive and environmental amenity area.

The vision for the waterfront area is for it to continue to sustainably develop as an active port alongside the development of its recreational potential and to encourage the redevelopment of the waterfront as a residential and mixed use extension of the existing town. It is important for the town centre to connect with the waterfront to exploit each other's assets without compromising their historical and environmental amenity.

### ARKLOW'S WATERFRONT STRATEGY

The strategy for Arklow's waterfront is therefore to facilitate the existing and future sustainable economic development of the area and associated activity, whilst allowing for expansion and improvement of amenity and recreational opportunities, for the development of a wider mix of uses including residential, retail / commercial, maritime, tourism and community uses, and providing for a high level of protection of the environment and natural assets such as the beach, river and sea.

### RESIDENTIAL DEVELOPMENT

There could be c.11ha of vacant lands/buildings available in the waterfront area and a further 8.5ha of underutilised lands/buildings that may be available for redevelopment. Facilitating a relatively high density, assuming a plot ratio of 2.5, this area could have capacity for 4,800+ units. However it is considered somewhat unrealistic to encourage this number of apartments here, hence for this LAP, and given the existing employment uses, and the amenity/leisure potential of some of these lands, this will be reduced to 800 units<sup>16</sup>.

### FACILITATING EXISTING EMPLOYMENT AND SHIPPING USES

The waterfront area is an important employment area within the town and has traditionally always been a source of economic growth, employment and commercial identity to Arklow Town. It continues to be a

<sup>16</sup> Assuming a max of 8ha being made available for new residential development (in order to ensure that lands will also be available for employment, tourism and recreational uses), and assuming a plot ratio of 1:1, and generous units sizes of up to 100sqm, it is estimated that up to c. 800 residential units would be feasible for the waterfront area. It is noted that parts of the waterfront area may be susceptible to flooding (see SFRA in relation to flooding), however these lands pass the Flood Justification Test carried out (subject to certain design controls) having regard to the location of these lands in the centre of the settlement adjacent to the town centre.

commercially viable and important activity in the town with a secure position as one of the main points of entry into the Greater Dublin Area. It is important that the commercial activities such as freight movement, storage and general trade supported by the port be maintained in order that Arklow Town fulfils its role as an employment and services centre. The continuation of the active industrial uses will be supported, as will the re-utilisation of vacant or underutilised industrial structures for employment uses.

Both the north and south marinas facilitate shipping and commercial fishing related activity and there are a number of yards and warehouses associated with this activity in this area. It is considered important that such existing uses retain their shipping industry function and are not targeted for redevelopment for residential / leisure activities which would undermine the important economic assets the existing uses provide.

## TOURISM AND RECREATION

The waterfront area is an important recreational asset for the town with the potential for the expansion of recreational facilities and tourism uses in the area. The current recreational and tourism uses include leisure craft docking in the marinas and informal walking routes along the quays, coastline and the beaches. It is acknowledged that the recreational potential of the area is limited at the moment due to poor water quality in the river and beaches. The future development of a Waste Water Treatment Plant (WWTP) for the town will help to improve the river and beach quality and will in time open up the potential for the enhancement of the recreational and tourism uses in the waterfront (see chapter 8 on Tourism and Recreation).

## WATERFRONT INFRASTRUCTURE

In infrastructure terms, the port, quays and marinas are important physical infrastructural assets with daily shipping activities. The waterfront area plays an important role in the infrastructural provision for the town. Facilitating the continued use and enhancement of such infrastructure is important in any development proposals for this area.

## ENHANCING THE PUBLIC REALM

The waterfront should be effectively celebrated through increased access, the design of good buildings and public spaces, and the increased usage of its shoreline and adjacent areas for leisure and cultural purposes. Public realm can have a central role to play in this process by raising the level of environmental quality in the area and creating the context for new, more appropriate seafront development in the future. To attract visitors and maximise the value that the waterfront can bring to the town, it is essential that the quality of the public realm in the waterfront area is as high as possible. At present, public spaces associated with the waterfront are relatively limited to open grass, concrete paths and roads. In addition, the historic development of Arklow has meant that relatively few buildings face onto the river and seafront, meaning that somewhat ironically, it can feel as though the sea and river is at the back of the town, rather than the front.

Significant investment has been undertaken in recent years to the public realm along the quays in the form of footpath and road improvements which greatly enhance the overall appearance and recreational utility of the area. It is important to ensure that any new activities or structures are appropriately controlled / designed to further enhance the area.

## CONNECTING THE WATERFRONT TO THE TOWN CENTRE

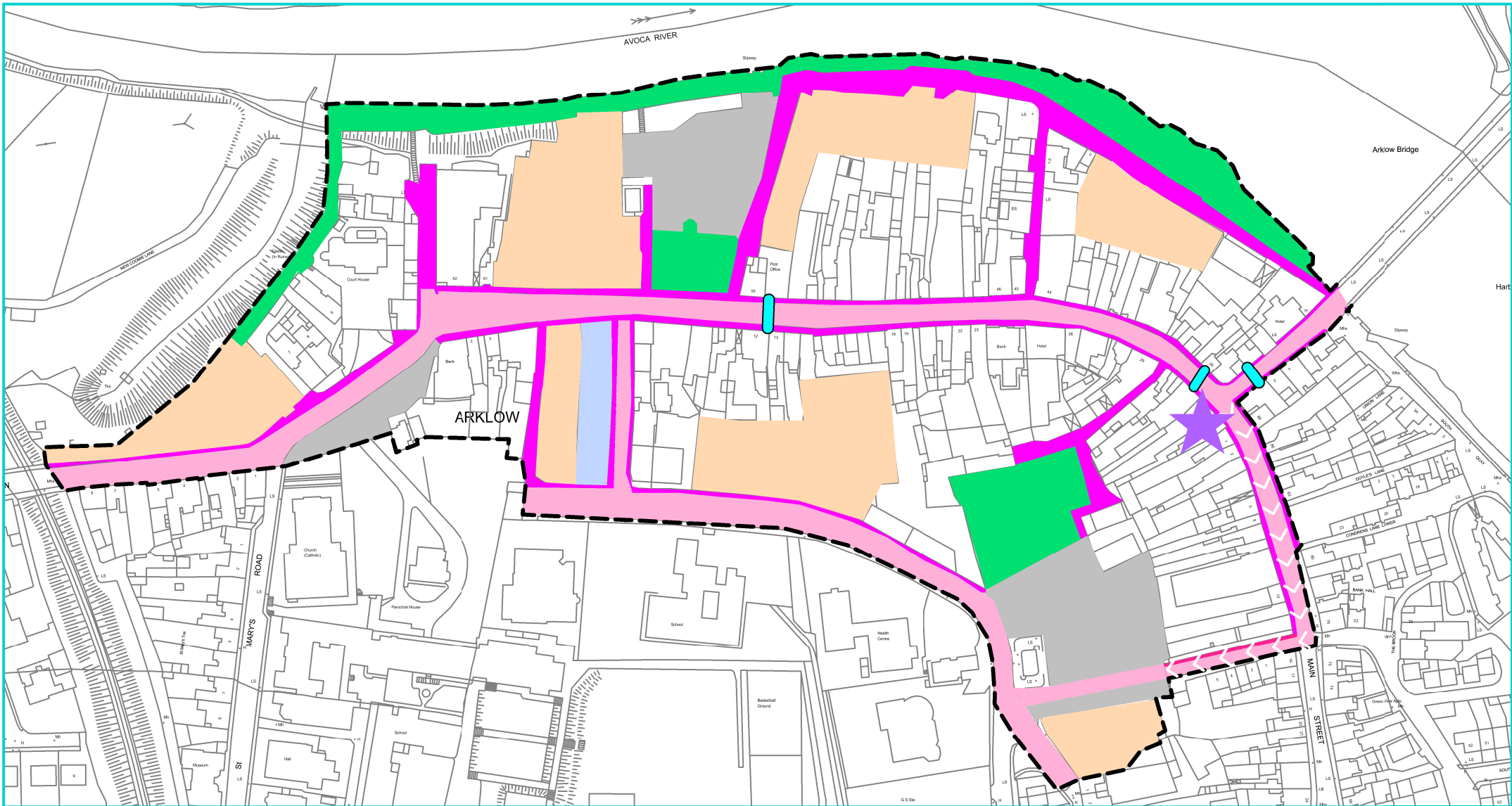
It is vital that the waterfront and the town centre areas are well connected, well linked and each area is easily accessible to each other. Map 5.2 presents the potential connectivity routes of the town centre area to the waterfront and wider town centre area. Easily accessible, high quality linkages from the town centre to the south quays and across the Avoca River to the north quays and Ferrybank are also necessary, with the Avoca River 19 arches bridge providing this vital link. Opportunities for other pedestrian links across the river in the area of Main Street and the waterfront should be facilitated where feasible.

## MARITIME HERITAGE

From a heritage perspective, the harbour is central to the town's maritime history and is located in a sensitive setting with the Avoca River and the beaches to the north and the south. It is important to ensure the heritage of this area is protected and enhanced as part of any development proposals.

### Arklow Waterfront Strategy Objectives

- WZ1** To support in-depth development of the Waterfront zone (WZ), for a mix of residential, commercial, employment, 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** In the Waterfront Zone to allow for high-density development (up to a plot ratio of (2.5:1) and up to 4 storeys in height along water frontages and 3 storeys elsewhere.
- WZ3** To support existing and proposed water related and maritime activities in the Waterfront Zone including sailing, fishing, other water sports and commercial shipping activities, including the development of jetties, marinas and other support infrastructure.
- WZ4** To support and facilitate existing and future commercial harbour activities and to resist developments that would undermine the commercial harbour of the area.
- WZ5** To support and facilitate maritime activity and to encourage new developments that provide for an improved mix of uses including commercial, retail and residential uses and to particularly encourage tourism and leisure related developments.
- WZ6** To require any new developments in the Waterfront Zone to meet a high standard of design that respects the unique historical, environmental, visual and recreational amenities of the area.
- WZ7** To support and facilitate the development of new infrastructure necessary for the continued operation and development of the harbour.
- WZ8** Further retail development in the Waterfront Zone shall be restricted to that required to meet the everyday convenience needs of future residents or niche comparison uses such as those related to tourism and the maritime function of the area.
- WZ9** 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.
- WZ10** To ensure that access to the water, such as steps / slipways / river/ beaches etc are maintained and improved.
- WZ11** To encourage and facilitate 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.
- WZ12** To ensure that any development projects in and around the Arklow quays preserve and enhance any valuable structures or items of Arklow's maritime heritage.
- WZ13** To facilitate the development of new opportunities for pedestrian and cycle links from the Waterfront to the town centre.
- WZ14** In conjunction with the National Transport Authority, to carry out a feasibility study to investigate the possibility of connecting each side of the Waterfront zone.



WICKLOW COUNTY DEVELOPMENT PLAN 2016-2022

# ARKLOW AND ENVIRONS LOCAL AREA PLAN 2018 - 2024

TITLE: TOWN CENTRE PRIMARY STRATEGY  
MAP NO.: 5.1

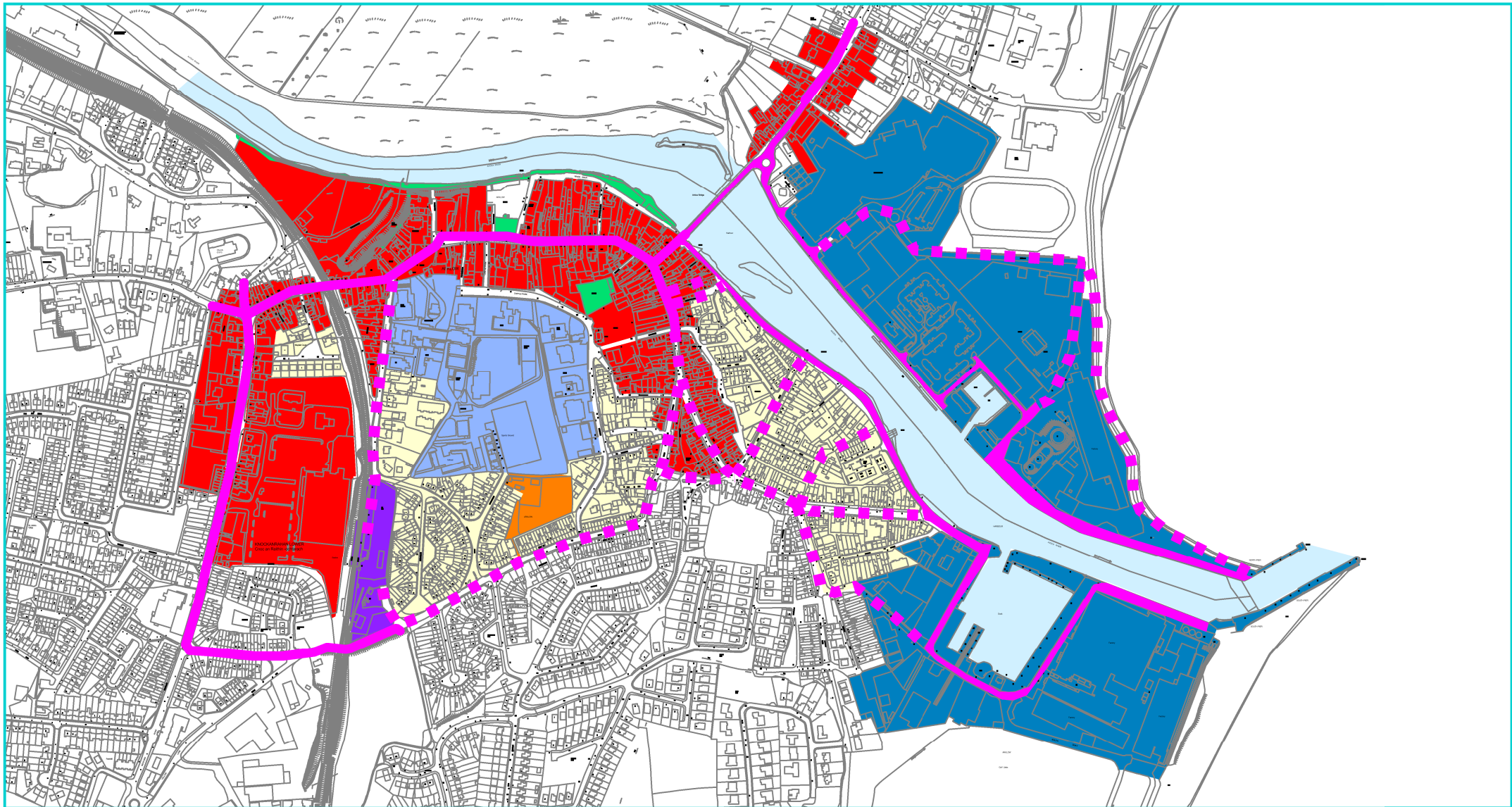
- Footpaths and side streets
- Main roads
- Car parks
- Open space and walkways
- Community facility
- Opportunity site for redevelopment
- Town centre strategy boundary
- Pedestrian/traffic light crossing
- <<< One way vehicular traffic
- ★ Gateway site



Wicklow County Council  
Planning Department

MAPS ARE NOT TO SCALE

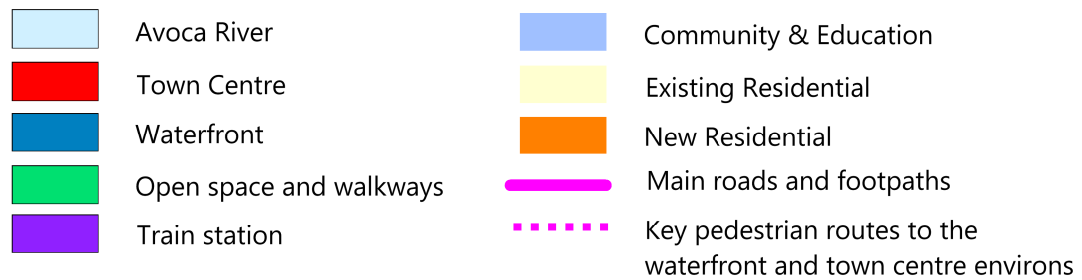
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WICKLOW COUNTY DEVELOPMENT PLAN 2016-2022

## ARKLOW AND ENVIRONS LOCAL AREA PLAN 2018 - 2024

TITLE: TOWN CENTRE & WATERFRONT  
CONNECTIVITY - SECONDARY STRATEGY  
MAP NO.: 5.2



Wicklow County Council  
Planning Department

MAPS ARE NOT TO SCALE

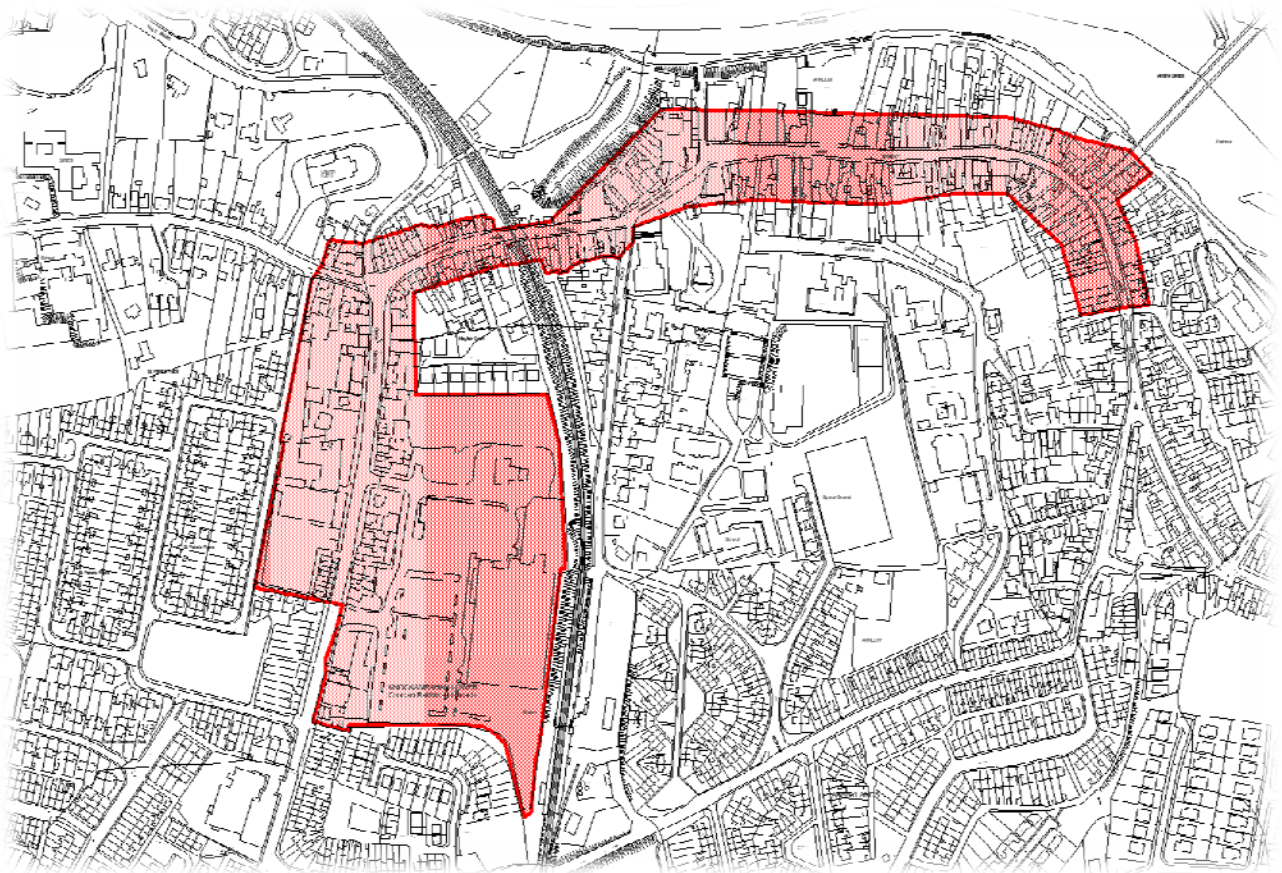
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## CHAPTER 6

### RETAIL

Arklow has been identified as a settlement with an important retail role within the region. The town should provide important regional retailing functions at a scale that should include major national retailing chains. It is a priority to facilitate new mixed use/retail developments particularly within the original town centre, on the Main Street area, which has suffered some decline in recent years. The regeneration of vacant town centre sites is likely to improve the vitality and viability of the traditional town centre.

Arklow currently has approximately 32,000m<sup>2</sup> of net retail space, including vacant units and c.19,000m<sup>2</sup> existing comparison space. The County Retail Strategy has allocated an additional floor space of 2,000m<sup>2</sup> net convenience and 4,000-5,000m<sup>2</sup> net comparison. This will expand the volume of retail floorspace to c.40,000m<sup>2</sup> which is considered reasonable having regard to Arklow's role and function within the County and its high level of planned population growth.



Map 6.1 Arklow Retail Core Area

#### Retail Objective

- RT1** To direct new retail development in the first instance into the retail core of Arklow Town as shown on Map 6.1 in particular to derelict or under-utilised sites.

## TOWN CENTRE OPPORTUNITY SITES

There are a number of opportunity sites within the Town Centre that have the potential to improve the vitality of the main street.

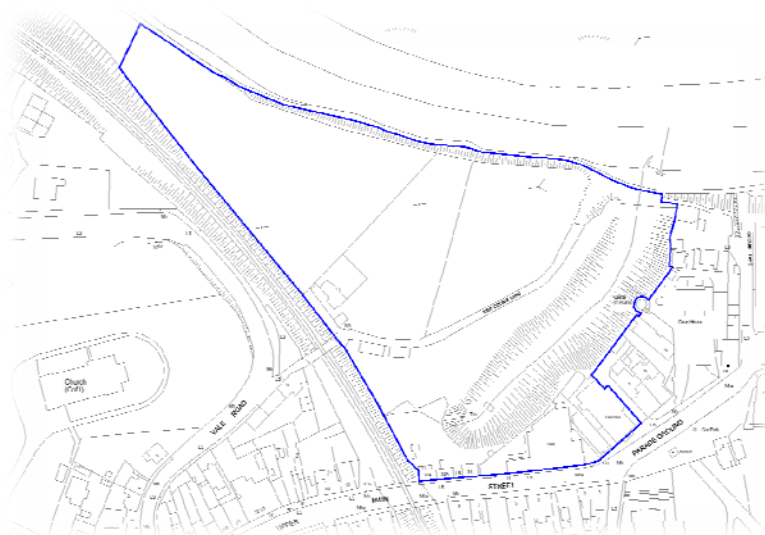
### THE ALPS OPPORTUNITY SITE

This site is located at Upper Main Street, between the 'Parade Grounds' and river to the north. The site measures c.2.9ha and is bounded to the south by the public road, to the north by the Avoca River, to the east by the rear property boundary of the houses at the Parade Ground, the Courthouse and Coomie Lane and to the west by the railway line. The site also adjoins the ruins of the original Anglo-Norman Ormonde Castle which is located adjacent to the rear of the Courthouse and the eastern side of the Alps site.

The potential redevelopment site includes a number of vacant and derelict properties fronting onto Main Street, in particular the old Ormonde Cinema and Parish Hall. Vehicular access is generally only available from Main Street, but secondary access points / pedestrian links may be feasible from Coomie and New Coomie Lanes (New Coomie Lane links the site to the Vale Road). The site is zoned 'Town Centre' and is suitable for a significant Town Centre commercial and residential development at a high density.

#### Objectives OP1

- This site should be the subject of a comprehensive (not piecemeal) integrated scheme of development encompassing the entire lands.
- To provide for a mix of uses capable of accommodating retail, commercial, residential, tourism, community and cultural development, all contained within a high quality architectural, landscaped, streetscape and high quality public realm environment.
- A high development density will be required to be achieved across the site that is sensitive and appropriate to its immediate built and natural context. In terms of meeting the housing targets set out in this plan any development proposals should aim to achieve the delivery of 120-160 units;
- A maximum height of 4 storeys fronting onto Upper Main Street/ Parade Ground shall be permitted.
- To ensure, where possible, there are active ground floor uses in the buildings fronting the river, public spaces, walkways and streets.
- To ensure that all new structures present an appropriate façade to the river, walkways and roadside with a continuous streetscape and building frontage where appropriate.
- The lands shall comprise of a series of new streets/laneways, opening up linkages between the Vale Road and the river, Upper Main Street / Parade Ground to the river and links to the Castle ruins.
- To facilitate the enhancement of the landscaped linear open space park along the river bank and to facilitate the development of an open space link from the linear park to the Castle Ruins and if feasible linking onto Upper Main Street.



Map 6.2 The Alps Opportunity Site

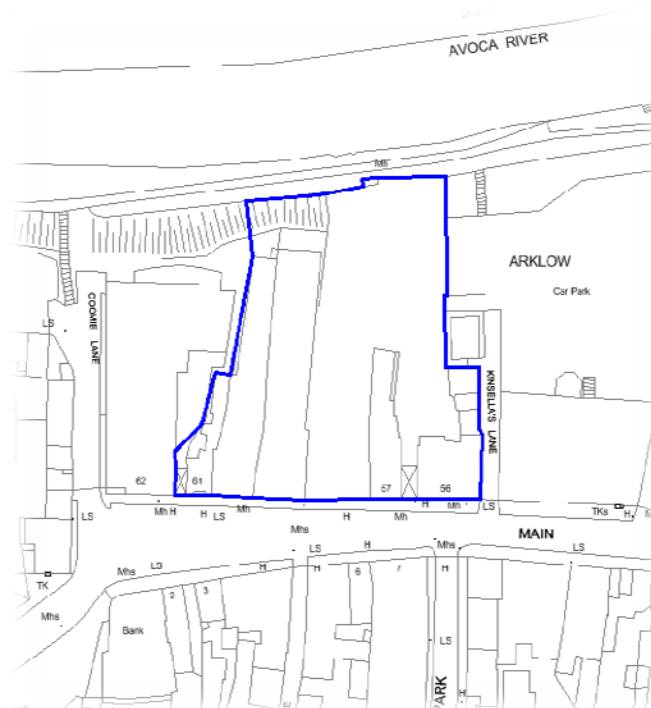


## MAIN STREET OPPORTUNITY SITE

This site is made up of the former 'Morgan Doyle' site, the former 'Marine Hotel' site and the former '56 Bar'. All of the properties front onto Main Street and extend back to the river bank to the north. The properties on Main Street are currently 2 to 3 floors in height. They are of a traditional design with shop fronts on the ground floor and some signage on the first floor façade. There are a number of features that are of architectural merit on some of the facades, for example the canopy on the former Morgan Doyle shop front. Sunbeam House is to the west of the site, with Kinsella Lane to the east providing access down to the riverbank, with the bandstand park alongside this laneway. The Avoca River is all along the northern boundary with a walkway along the riverbank. The site falls significantly from the Main Street to the riverbank. The site is zoned 'Town Centre' and measures 0.4ha (including all existing buildings thereon). The site is suitable for a significant Town Centre, retail, commercial and residential development at a high density.

**Objectives OP2**

- Where possible this site should be the subject of a comprehensive integrated scheme of development encompassing the entire lands. Individual site redevelopment proposals may be considered if they can demonstrate how they comply with the objectives of this opportunity site.
- Any new scheme should seek to protect the character and appearance of the traditional shop fronts including the Morgan Doyle facade and canopy and any architectural details on buildings of high architectural value wherever possible.
- To provide for a mix of uses capable of accommodating retail, commercial, residential, community and cultural development, all contained within a high quality architectural, landscaped, streetscape and high quality public realm environment.
- A high development density will be required to be achieved across the site that is sensitive and appropriate to its immediate built and natural context. In terms of meeting the housing targets set out in this plan, any development proposals should aim to achieve the delivery of up to 70 residential units across the entire block;
- A maximum height of 3 storeys fronting onto Main Street shall be permitted.
- To ensure there are active ground floor uses fronting public spaces, walkways and streets.
- To ensure that all new structures present an appropriate façade to the river, Kinsella's Lane, the Bandstand and Main Street with a continuous streetscape and building frontage where appropriate.
- Additional links from the Main Street to the river should be incorporated where feasible.
- To facilitate the enhancement of the landscaped linear open space park along the river bank.



Map 6.3 Northern side of Main Street Opportunity Site

## CHAPTER 7

### COMMUNITY DEVELOPMENT

The town of Arklow is currently serviced with a high level of community facilities, including sports grounds, indoor and outdoor community and recreational facilities, health centre and primary and secondary schools. The Arklow Municipal District Office is also located on the Main Street providing a local level of administration of government. In order to meet the needs of the existing and future residents of Arklow and its extensive hinterland catchment, there is a need to enhance community facilities and open space within the settlement.

#### SOCIAL INFRASTRUCTURE

The provision of 'social infrastructure' is necessary for the development of sustainable communities. A wide variety of facilities are required in order to have a functioning and developing society. Essentially there are four broad categories of social infrastructure facilities with 'education and development', 'health and care', 'leisure and recreation' and 'cultural facilities'. It is acknowledged that community facilities in Arklow are in need of enhancement with the specific need for an additional or extended graveyard within the settlement. Community land uses, including graveyards, are permitted in principle in 'Community and Education' zones as well being permitted in principle or open for consideration in most other zones.

#### OPEN SPACE

In accordance with the Council's 'Play' and 'Sports & Recreation' strategies, approximately 55ha<sup>17</sup> of open space would be required for a town of 23,000 persons (generally provided as 37ha of organised sports grounds and outdoor play space (AOS zoning), 14ha of casual informal play spaces and 4ha of equipped play spaces (OS1 and RE zonings)).

With respect to organised sports grounds and outdoor play space / equipped play space, there is currently approximately 23ha available for such use in the town and this plan provides for the delivery of additional lands of c. 13ha as part of new development areas (action area plans). These figures do not include Arklow Golf Club or Arklow RFC, albeit they are important sports grounds for Arklow, the golf club is for members only and the rugby club is outside the settlement boundary.

Numerous casual informal play spaces also exist around the town, in the form of open parks and the open spaces associated with housing developments, and new housing development will be required to provide a minimum of 15% of the site area for such use (these open spaces are generally zoned OS1 or RE). The plan includes land zoned 'OS2' which is intended to be maintained in its current undeveloped natural state in the interest of visual and natural amenity.

<sup>17</sup> It is a minimum standard of 2.4 Ha. (6 acres) per 1,000 population for outdoor playing space comprising 1.6 hectares for outdoor sport and 0.8 hectares for children's play.

| USE GROUP   | SPECIFIC USE   | ZONING | LOCATION                          | AREA (HA)     |
|---|--|--------|-----------------------------------|---------------|
| EQUIPPED / CASUAL PLAY SPACES   | Skate park, bike track, athletics track, tennis courts, Links Pitch & Putt | OS1    | Ferrybank                         | 7.8           |
|   | Playground   | OS1    | St. Peters Place                  | 0.6           |
|   | Castle Park  | OS1    | Castlepark                        | 0.2           |
|   | Arklow Duckpond/ Boating Lake, wildlife reserve, Sea walk                  | OS1    | Sea Road / Seaview Ave, Ferrybank | 14.2          |
|   | Open Space within Housing Estates  | RE     | Various                           |               |
| <b>TOTAL existing</b>   |  |        |                                   | <b>C.23HA</b> |
| (14ha of casual informal play spaces and 4ha of equipped play spaces) 18HA REQUIRED |  |        |                                   |               |

| USE GROUP                            | SPECIFIC USE   | ZONING   | LOCATION             | AREA (HA)     |               |
|--------------------------------------|--|----------|----------------------|---------------|---------------|
| OUTDOOR PLAY SPACE / SPORTS CLUBS    | Bridgewater Centre Park / Arklow Town Football Grounds | AOS      | Glenart Drive        | 3.7           |               |
|                                      | Lawn tennis courts                                     | AOS      | Coolgreaney Rd       | 0.2           |               |
|                                      | AGB GAA Club   | AOS      | Vale Road            | 8.6           |               |
|                                      | Arklow Rock GAA Club/Arklow Celtic AFC                 | AOS      | Knockenrahan/Emoclew | 5.9           |               |
|                                      | Arklow United FC                                       | AOS      | Emoclew Road         | 2.2           |               |
|                                      | Seafarers Memorial Garden                              | WZ       |                      | 0.2           |               |
|                                      | Arklow Town Football pitches                           | AOS      | Knockenrahan         | 1.8           |               |
|                                      | <b>TOTAL existing</b>                                  |          |                      |               | <b>c.23ha</b> |
|                                      | PROPOSED Churchview                                    | AOS      | Abbey Street         | 3.1           |               |
|                                      | PROPOSED AAP1 AOS                                      | AOS      | Tinahask             | 3.2           |               |
| PROPOSED AAP2 AOS                    | AOS  | Tinahask | 3                    |               |               |
| PROPOSED AAP3 AOS                    | AOS  | Kilbride | 4.5                  |               |               |
| PROPOSED AAP4 AOS                    | AOS  | Coolboy  | 2                    |               |               |
| <b>TOTAL (existing and proposed)</b> |  |          |                      | <b>C.39HA</b> |               |
| 37HA REQUIRED                        |  |          |                      |               |               |

Table 7.1 Open Space

## EDUCATION

With respect to education, there are currently seven primary schools and four post primary schools in Arklow. There are no third level institutes operating in Arklow although adult education services are provided by the Education and Training Board (ETB). Having regard to Arklow's location serving a wider hinterland it is acknowledged that these primary and secondary schools serve a wider area than the town itself. The Department of Education seeks that lands are designated for education to cater for the targeted population expansion of the town and school catchment area. In order to ensure that there is adequate capacity in both the primary and secondary schools in the town, this plan has designated lands for 2 additional primary schools and for 1 new secondary school at Tinahask Upper/Money Big (AAP1 and AAP2) and for a school site at Kilbride (AA3). These locations are all proximate to existing and future residential development and would allow for a geographical spread of schools through the town. It is important to note that community uses such as schools are also permitted in principle in all 'Employment' zonings. Within the plan area, the following lands are zoned (CE) for the existing and new school sites:

| EXISTING EDUCATION LANDS                      |  | LOCATION                     |              |
|---|--|------------------------------|--------------|
| Glenart College PPS/ Arklow Community College |  | Coolgreaney Rd               |              |
| Arklow CBS St Kevins PPS                      |  | Coolgreaney Rd               |              |
| Gaelcholaiste na Mara PPS                     |  | Vale Road                    |              |
| St Mary's College PPS (girls)                 |  | St. Marys Road               |              |
| St John's Senior National School              |  | Coolgreaney Rd               |              |
| Gaelcholaiste na Mara NS                      |  | Vale Road                    |              |
| Carysfort NS                                  |  | Knockenrahan                 |              |
| St. Joseph's NS                               |  | Templeraíneay                |              |
| Gaelscoil an Inbhir Mhóir NS                  |  | Emoclew Road                 |              |
| St. Michael & Peter Junior School             |  | Connolly St                  |              |
| St. Peter's Infant School                     |  | Castlepark                   |              |
| PROPOSED EDUCATION LANDS                      |  | LOCATION                     | AREA (HA)    |
| School site in Kilbride                       |  | Kilbride                     | 5 ha (AAP3)  |
| Future 2 Primary School sites                 |  | Tinahask Upper/<br>Money Big | 3.5ha (AAP1) |
| Future Post Primary School site               |  |                              | 4ha (AAP2)   |

Table 7.2 Educational lands

### Community Development Objectives

- CD1** To facilitate and encourage a series of high quality open spaces throughout the town, preferably as part of a larger linked green network that is available to all ages and accessible to everyone, including people with mobility impairments.
- CD2** To reserve c. 3.1ha at Churchview, (east of the railway line with Yellow Lane to the north) for a park, this will include areas for both sports and activities (such as a MUGA) and passive enjoyment.
- CD3** To facilitate the development of a graveyard at an appropriate location within the settlement. In order to ensure a variety of sites may be open for consideration, graveyards are permitted in principle on all zoned lands that have community uses open for consideration.

## CHAPTER 8

### TOURISM & RECREATION

The tourism industry affords significant potential for economic development and employment opportunities in Arklow. Arklow was once regarded as a popular seaside resort; however, this has changed over time with increased industrial development in the town, water quality issues and affordability of foreign travel. Arklow however still has a considerable tourism product to offer particularly by capitalising on the natural resources like the Avoca River, the attractive coastal golf club and the seafront with sandy beaches. The town's location on the M11 motorway and Dublin-Rosslare rail line provides easy access for international and national tourists. Arklow has a lot to offer the visitor, particularly those interested in built, maritime and industrial heritages of the area, with the Maritime Museum located in the Bridgewater, the marina on south quay, the harbour and quays and the numerous buildings of architectural merit, like the local churches and the traditional buildings of the Main Street.

As well as the built and natural assets, the town also has a number of cultural and recreational assets such as annual festivals 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 town also has a vibrant evening culture with many bars and restaurants and there is an active tourist office, well positioned in the town centre. The street pattern in the Town Centre is complemented by a number of well maintained attractive structures at key points throughout the Town Centre. The richness of the Town Centre is further enhanced by a broad range of retail, commercial and professional outlets providing a good range of goods and services. The town also benefits from its proximity to a wide range of tourism and recreational attractions in the region such as Brittas Bay and the Vale of Avoca.

The town has a number of tourist accommodation options with the Arklow Bay Hotel to the north of the settlement, the Arklow Holiday Homes Caravan Park and a number of B&B's throughout the settlement.

With regard to the development of tourism within the settlement, work still needs to be done to define and publicise the overall tourism and recreation product on offer and provide support tourist infrastructure such as parking, signage, walks etc in order that the full benefit can be felt around the town and visitors can be attracted to stay longer in the area. Furthermore, the proximity of Arklow to Brittas Bay beach and the key tourist destinations of Avoca, the Meeting of the Waters, and south-west Wicklow mean that Arklow could act as the principal tourism 'gateway' in this region, and capitalise on spin offs associated with this role such as providing an additional hotel and other accommodation services and as a starting point for tours of the area (with potential link up to rail services). In these regards, it is an objective of this plan that other tourism accommodation development will be supported, as well as the provision of tourist infrastructure such as car / coach parks and walking routes through the town

The town has a well developed 'recreational' infrastructure in the form of numerous sports clubs and opportunities to engage in outdoor pursuits (e.g. walking routes, golf, swimming pools, tennis, gaelic games, soccer, rugby, a skate park, playgrounds, marina, etc).

### Tourism and Recreation Objectives

- TR1** To facilitate and support the development of the tourism industry in Arklow and maximise the town's location as a gateway between the tourism assets within Co. Wicklow.
- TR2** To support and facilitate, in co-operation with relevant bodies and landowners, the provision of tourism amenity routes around the town.
- TR3** To recognise the importance of the local golf course and other sports clubs to tourism in the town.
- TR4** To support the development of linkages to connect Arklow with adjoining towns / villages via cycle and walking trails, ensuring that no developments are permitted that would have adverse impacts (directly, indirectly or cumulatively) on the conservation objectives of Natura 2000 sites.
- TR5** To improve, as funding allows, the principal access routes and junctions linking Arklow town centre to strategic transport corridors and surrounding tourist attractions.
- TR6** To promote and encourage the recreational use of coastline, rivers and lakes and the development of 'blueways'<sup>18</sup> subject to normal environmental protection and management criteria. Where such recreational uses involve the development of structures or facilities, the Planning Authority will ensure that the proposals will respect the natural amenity and character of the area, listed views and prospects onto and from the area in question. Where possible, such structures should be set back an appropriate distance from the actual amenity itself and should not adversely affect the unique sustainable quality of these resources.

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<sup>18</sup> Blueways are recreation and tourism initiatives centred on outdoor activity along the environs of waterways. Blueways provide opportunities to enjoy a wide range of activities such as canoeing, cycling and walking.

## CHAPTER 9

# INFRASTRUCTURE, TRANSPORTATION & MOVEMENT

Adequate infrastructure is vital for the facilitation of the future development of Arklow. This includes water services, effective road and public transport networks, energy, telecommunications, waste management, education facilities etc. The infrastructure objectives of the County Development Plan deal with the general infrastructure objectives relevant to Arklow. This plan specifically addresses water services, roads transportation and movement, harbour, marine and port infrastructure and electricity transmission and distribution.

### WATER SERVICES

The provision of an adequate supply of water and wastewater treatment facilities is critical to facilitate and sustain the growth of the settlement over the lifetime of the plan and beyond. Wicklow County Council will work closely with Irish Water to ensure that adequate services are provided.

#### WATER SUPPLY

Arklow is served by the Arklow Water Treatment Plant in Ballyduff which has an ultimate capacity of 6.1 million litres per day (MLD), which equated to c.18,000pe (population equivalent) and is currently operating between 2.7 – 3.2MDL (2017 figures).

#### WASTEWATER

There is no wastewater treatment plant in Arklow. There is an existing piped wastewater system which was installed in the 1930s and was designed as a combined sewer (foul and surface water), which discharges untreated wastewater directly into the River Avoca. Irish Water is in the process of preparing an application for planning (or Strategic infrastructure Development 'SID') consent for a Waste Water Treatment Plant of 36,000 population equivalent on the north quay, Ferrybank. If this plant is constructed, there would be sufficient capacity for the waste water treatment required to serve the population target and all associated community, employment and commercial demands.

#### 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, more recent 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 programme to replace the combined system with separate networks, as funding allows.

#### FLOODING

Low-lying parts of Arklow suffer from extensive flooding during prolonged wet periods. The Flood Risk Assessment is in Appendix C of this plan showing the flood zones within the settlement. Wicklow County Council in conjunction with the Office of Public Works are also in the process of preparing the Avoca River (Arklow) Flood Defence Scheme with proposals to construct comprehensive flood defences.

## MOVEMENT, ROADS AND TRANSPORTATION

The integration of good land use planning with transportation is a key that can unlock significant improvements in the quality of life. The Council will continue to provide for all components of the transportation system which are within its own remit and will encourage and facilitate the development of those other elements provided by external agencies<sup>19</sup>. This plan seeks to facilitate and encourage sustainable forms of movement and transport, prioritising walking and cycling, and public transport.

### WALKING AND CYCLING

While the majority of the main routes in the town have footpaths, many are narrow and in need of enhancement to width and overall quality. A number of peripheral locations do not have complete footpath routes to the town centre. The vast majority of the town's roads are dedicated to the needs of motorists, in terms of width dedicated to the road carriageway and car parking. There is scope to carry out footpath widening and to provide cycleways in some locations where there is adequate road width, but in others a trade off would be required between cars and pedestrians / cyclists.

### 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 c.5 services per day in each direction. The bus services are made up of a national bus route operated by Bus Eireann (providing a regular daily connection to Dublin and Gorey/Wexford, c.16 services daily and limited connections to Rathdrum (c.2 daily)), a local/rural commuter services from Arklow to Gorey and a local bus service from Wicklow to Arklow via Avoca.

### VEHICULAR MOVEMENT

Arklow is strategically located between Dublin and Rosslare on the M11, with Junction 20 accessing the town from the north at Templarainey and Junction 21 at Kish accessing the town from the south. Arklow Town itself is located on the old N11 Wexford/Dublin road; this provides the main route for local traffic from the north/Junction 20 and south/Junction 21 of the town over the 19-arch stone bridge. The R747 is the main regional road, west to Aughrim, Tinahely and southwest Wicklow, whilst the R750 coastal road provides an alternative route to Wicklow Town in the north. To the southwest of the town the 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 with traffic congestion a significant issue at peak travel times. 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.

There is paid parking in the town-centre with on-street parking and public car parks, with provision for short and long term parking. There is also paid parking in the Bridgewater shopping centre. There are also a limited number of free smaller car parks and on street parking on the periphery of the Town Centre.

<sup>19</sup> Including the National Transport Authority (NTA) and Transport Infrastructure Ireland (TII, made up of the former NRA and RPA).



### National Roads

While the N11/M11 has undergone significant upgrading over the past number of years, works are still required in order to fully upgrade this national road. Wicklow County Council will continue to promote the upgrading of the national roads and they will work closely with the various road agencies to achieve all necessary upgrading works including the provision of a third interchange on the Arklow by-pass, linking the M11 to Vale Road

### Leinster Outer Orbital Route (LOOR)

The Regional Planning Guidelines for the Greater Dublin Area identify a need for a 'Leinster Outer Orbital Route', the purpose of which would be to provide an alternative bypass of Dublin for national road traffic not wishing to access the Metropolitan Area and to provide a transport link between development centres in the Hinterland Area of the Greater Dublin Area, in a way which supports their sustainable, physical and economic development. Both Transport 21 and the National Development Plan 2007 committed the NRA (now the TII) to carrying out a feasibility study on the LOOR. In 2009, the NRA completed a draft study, which included the identification of possible route corridors. A corridor linking Drogheda to Navan to Naas is identified as the optimum route having regard to the objectives set out in the policy documents. While this study does not identify a link to Wicklow, it does recommend that further studies be carried out into this possibility. The linkage of Wicklow to this outer orbital network is considered important to the future growth of the south of the County and in particular to the viability of future port activities in Arklow. It is therefore considered appropriate to support the possible route corridors for this link up in this Plan.

### Southern Port Access Road

The development of the lands to the south of the town at Tinahask facilitates an opportunity to provide a southern port access road. This will link the Wexford Road to the Waterfront area via the residential, employment, educational, community zoned lands at Tinahask and the existing quarry to the south of the town. This will reduce the port traffic going through the town centre providing an alternative route for HGVs to access the port / waterfront area.

## HARBOUR, MARINA AND PORT

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 M11 and the possible 'Leinster Outer Orbital Route', which will indirectly 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. (See chapter 5 on the Waterfront Key Area)

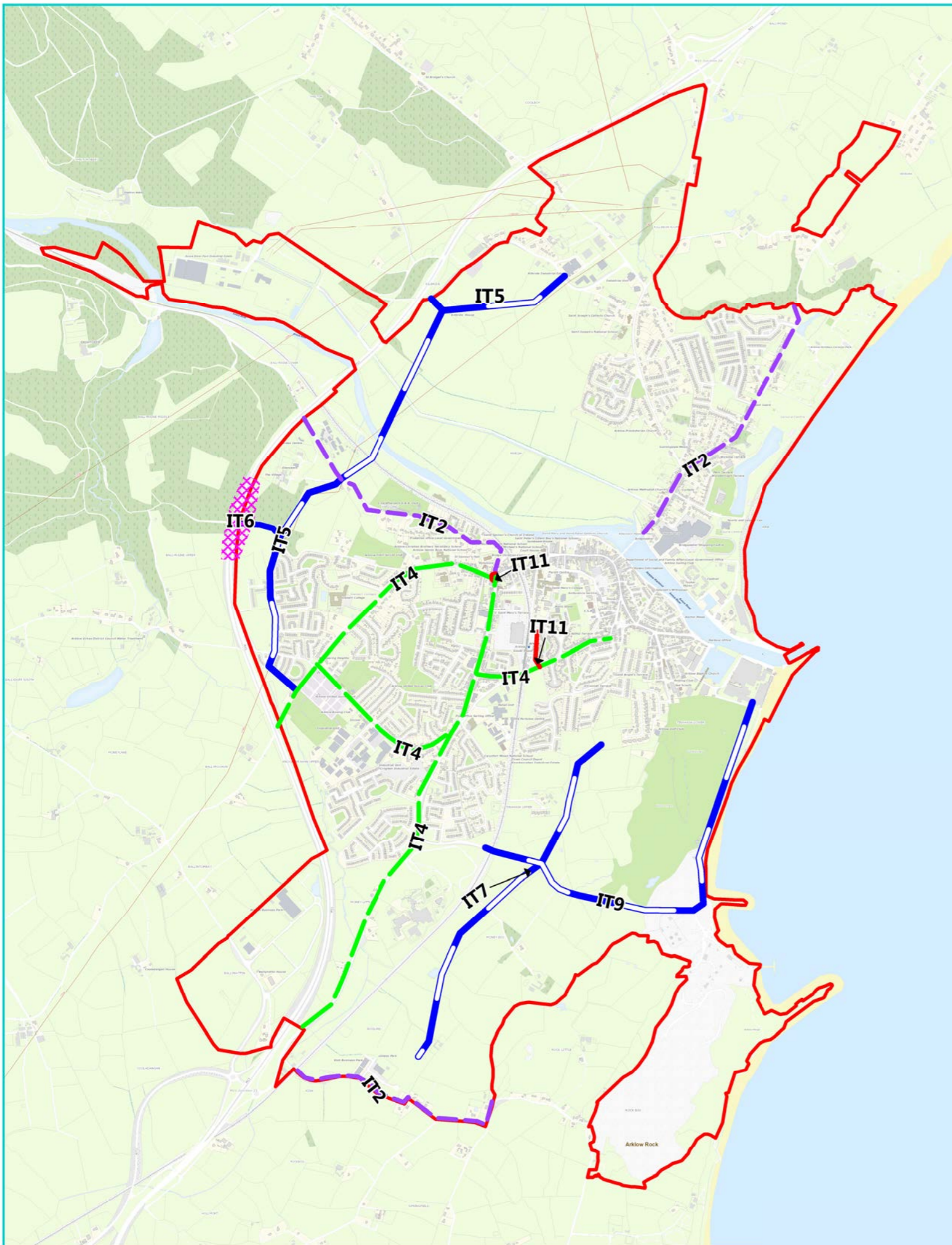
## ELECTRICITY TRANSMISSION AND DISTRIBUTION

Arklow has a key role in electricity transmission and distribution with a number of high voltage electricity lines crossing the plan area, with the main electricity station at Killiniskyduff. Energy from the off-shore wind bank is brought ashore in Arklow and Arklow also has potential as a location for the landing of an underwater electricity interconnector from Wales. The plan facilitates the development of the expansion of electricity transmission and distribution.








### Infrastructure, transportation & movement objectives (See map No 9.1)

- IT1** To support and facilitate the development of a waste water treatment plant in Arklow, at an optimal location following detailed technical and environmental assessment and public consultation.
- IT2** To improve, as funding allows, the principal access routes into the town centre from surrounding tourism locations, particular the Coast Road north of the town, the Clogga Road, the Vale Road and access to potential north quay developments.
- IT3** 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.

- IT4** To facilitate the 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. In particular improved junctions and links on the Wexford Road, Emoclew Road, Coolgreaney Road and Abbey Street-Yellow Lane.
- IT5** To facilitate the provision of a western distributor route in order to provide alternative movement routes through the town. The route, which will be subject to route option assessment, will incorporate a new river crossing, linking Kilbride to the Vale Road, Lamberton Avenue and on to the Coolgreaney Road.
- IT6** 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.
- IT7** To require the development of Action Area Plan 2 (Tinahask/Moneybig) to include distributor road access through to Action Area Plan 1 (Tinahask/Abbeylands) and the Employment zoned lands to the south of AAP2.
- IT8** 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.
- IT9** To facilitate the construction of a Southern Port Access Road (SPAR) linking the Wexford Road to the Action Areas at Tinahask, 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 and the Roadstone Quarry. Possible future connections of the SPAR to the Clogga Road (at Kish / Rock Big) may also be considered.
- IT10** To co-operate with TII and other Local Authorities to improve existing or provide new links from Arklow and the port area to other counties in the region, namely the Leinster Outer Orbital Route as proposed in the Regional Planning Guidelines.
- IT11** To improve pedestrian and cyclist safety and provide footpaths and cycleways where required and at the following locations:
- to the railway station from Abbey Street
  - Main Street / Vale Road junction / roundabout
- IT12** 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.
- IT13** To suitably manage development within 35m of existing 110KV/220kV transmission lines.
- IT14** To support and facilitate the development of landing locations for any cross channel power interconnectors.
- IT15** To facilitate the implementation of the GDA Cycle Network Plan.



## TRANSPORTATION AND MOVEMENT OBJECTIVES

- 
**IT2** To improve, as funding allows, the principal access routes into the town centre from surrounding tourism locations, particular the Coast Road north of the town, the Clogga Road, the Vale Road and access to potential north quay developments.
  
- 
**IT4** To facilitate the 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. In particular improved junctions and links on the Wexford Road, Emoclew Road, Coolgreaney Road and Abbey Street-Yellow Lane.
  
- 
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- 
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- 
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- 
**IT11** To improve pedestrian and cyclist safety and provide footpaths and cycleways where required and at the following locations:
  - to the railway station from Abbey Street
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WICKLOW COUNTY DEVELOPMENT PLAN 2016-2022

## ARKLOW AND ENVIRONS LOCAL AREA PLAN 2018 - 2024

TITLE: TRANSPORTATION AND  
MOVEMENT OBJECTIVES  
MAP NO. : 9.1



Wicklow County Council  
Planning Department

Maps are not to scale

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## CHAPTER 10

### BUILT & NATURAL HERITAGE

#### BUILT HERITAGE

Arklow has a wealth of buildings of architectural merit (See map No. 2(a) and 2 (b) Heritage Objectives), including one of Wicklow's most impressive churches, St. Saviour's Church, erected in 1899 -, one of Wicklow's few post-disestablishment Church of Ireland churches. There are 39 structures within the LAP boundary recorded for heritage value and listed on the Wicklow Record of Protected Structures (see appendix 4 of the Wicklow County Development Plan). The historic core of Arklow is designated as an 'Area of Archaeological Potential or Significance' and is on the list of Recorded Monuments (WI040-029). There are numerous other recorded monuments throughout the settlement. 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.

#### NATURAL HERITAGE

There are a good variety of natural habitats present in the Arklow Town (See map No. 2(a) and 2 (b) Heritage Objectives) and environs area and there are three areas specifically identified as significant for wildlife and habitats; Arklow Town Marsh, Arklow Sand Dunes and Arklow Rock (proposed Natural Heritage Areas)<sup>20</sup>. 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 afforded pNHA status for the plant and animal communities that this habitat supports, while Arklow Rock - Askinnity is afforded pNHA status also for the plant and animal communities supported. Outside of the designated wildlife sites, there are other locally important habitats, which collectively have the potential as "green corridors" linking designated sites, to strengthen the overall biodiversity value of the wider town and environs area.

Another key natural asset is the Avoca River. Although it does not have legal national or EU protected status, it is an important natural resource within the settlement.

There is a listed prospect to the north of the settlement. It is not the intention that where the prospect occurs in a settlement that the lands would 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. (See map No. 2(a) and 2 (b) Heritage Objectives)

#### MARITIME HERITAGE AND COASTAL MANAGEMENT

Arklow's coastal location has greatly influenced its socio economic development and is an important element in the county's sense of identity and culture. While historically dependant on fishing, improvements to Arklow port meant that by the late 19<sup>th</sup> 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 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.

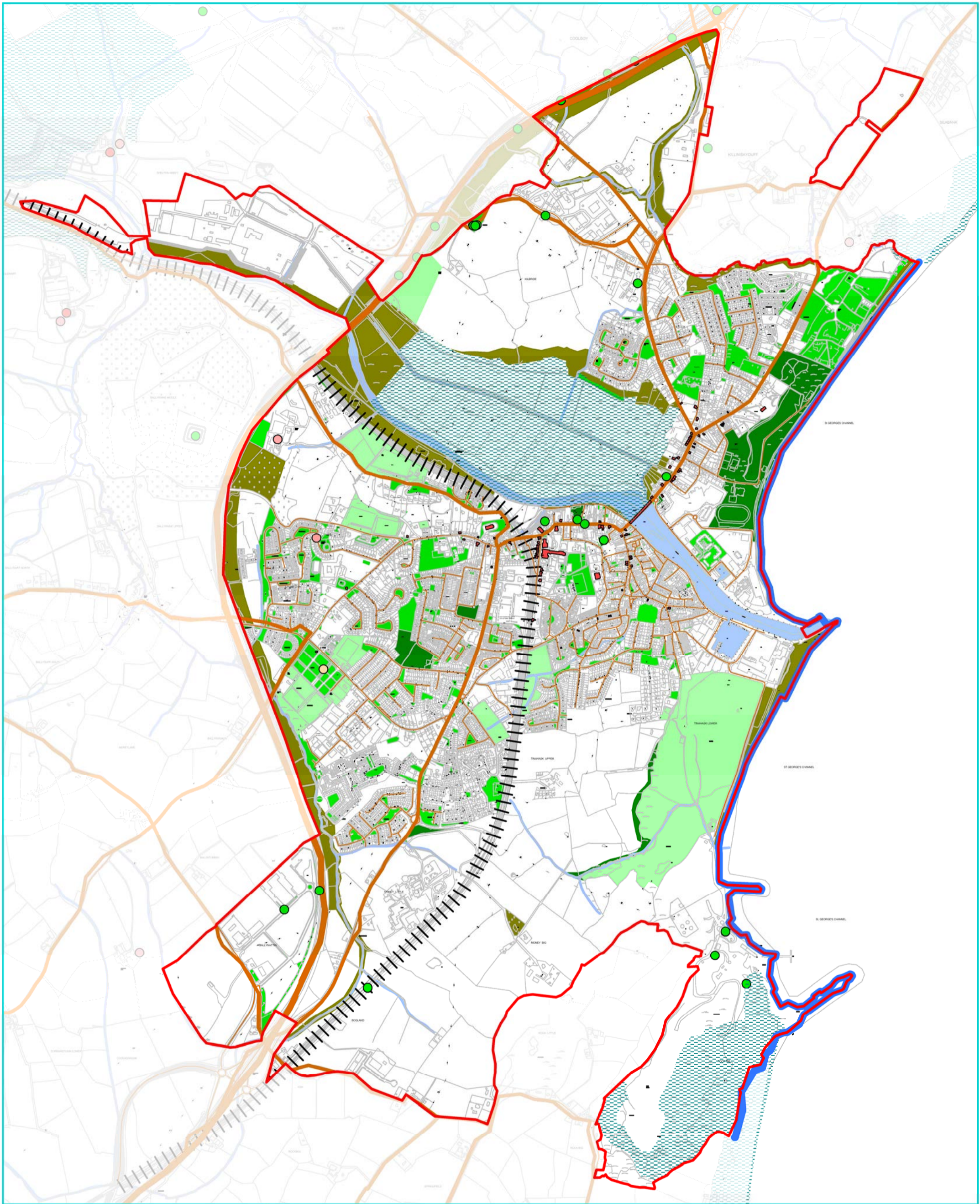
This maritime tradition provided the main source of employment and influenced the location of houses, the development of local schools, shops and services. While declined in recent years, the presence of the port and associated maritime heritage contributes greatly to the character of the town. The collection held by Arklow's Maritime Museum traces this aspect of the town's history and is of national significance, while the Arklow Seafarers

<sup>20</sup> Arklow Town Marsh pNHA is shown on the Land use Map No. 1. Arklow Sand Dunes and Arklow Rock pNHA's have not been shown as there are existing uses on these lands within the settlement boundary.

Memorial Garden, on the south quay, highlights this aspect of the town's heritage.

### Heritage Objectives







- HT1** To maintain the favourable conservation status of all proposed and future Natural Heritage Areas (NHAs) in the plan area in particular the Arklow Marsh and to support environmentally sensitive measures to enhance the understanding and enjoyment of such natural areas.
- HT2** To protect the listed prospect of special amenity (from the R750/coast road towards the sea) from development that would either obstruct the prospect from the identified vantage point or form an obtrusive or incongruous feature in that prospect. Due regard will be paid in assessing development applications to the span and scope of the prospect and the location of the development within that prospect.
- HT3** Protect and enhance the character, setting and environmental quality of natural, architectural and archaeological heritage, and in particular those features of the natural landscape and built structures that contribute to its special interest. The natural, architectural and archaeological heritage of the area shall be protected in accordance with the objectives set out in the Wicklow County Development Plan
- HT4** 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 are of architectural merit and/or contribute greatly to this character.
- HT5** To maintain the coastal character of the settlement and to provide for its enjoyment as a recreational and natural asset.
- HT6** To facilitate the enhancement of facilities such as the Arklow Maritime Museum which increase public awareness and appreciation of the town's maritime heritage.
- HT7** To facilitate the development of initiatives to highlight Arklow's maritime heritage in the public realm.
- HT8** To facilitate the development and enhancement of green infrastructure resources, including access to, connectivity between areas of interest and linkages between green spaces including the coast, where feasible within Arklow and environs settlement boundary (see Map No. 10.1).
- HT9** To maintain the conservation value of all proposed and future Natural Heritage Areas (NHAs) and to protect other designated ecological sites in Arklow and Environs.











WICKLOW COUNTY DEVELOPMENT PLAN 2016-2022

**ARKLOW AND ENVIRONS  
LOCAL AREA PLAN 2018 - 2024**

TITLE: GREEN INFRASTRUCTURE RESOURCES  
MAP NO. : 10.1

-  Settlement boundary
-  Rivers
-  Coastline
-  Road network
-  Rail line
-  Proposed Natural Heritage Area

-  National Monuments
-  Architectural Heritage (NIAH)
-  Garden Heritage (NIAH)
-  Graveyards
-  OS1 Open Space
-  OS2 Open Space
-  AOS Active Open Space
-  Green spaces



Wicklow County Council  
Planning Department

MAPS ARE NOT TO SCALE

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## CHAPTER 11

## ZONING, LAND USE &amp; ACTION AREA PLANS

The land use map No. 1 indicates the boundary of the LAP. All lands located outside the settlement boundary are considered to be within the rural area. Within the rural area planning applications shall be assessed having regard to the relevant objectives and standards set out in the Wicklow County Development Plan.

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

Land use zoning objectives the associated descriptions for each zone are as follows:

| ZONING                                  | OBJECTIVE   | DESCRIPTION   |
|---|---|---|
| <b>RE:</b><br>EXISTING<br>RESIDENTIAL   | To protect, provide and improve residential amenities of existing residential areas   | To provide for house improvements, alterations and extensions and appropriate infill residential development in accordance with principles of good design and protection of existing residential amenity. In existing residential areas, the areas of open space permitted, designated or dedicated solely to the use of the residents will normally be zoned 'RE' as they form an intrinsic part of the overall residential development; however new housing or other non-community related uses will not normally be permitted.   |
| <b>R28:</b><br>NEW<br>RESIDENTIAL       | To protect, provide and improve residential amenities at a density up to 28 units/ha.   | To facilitate for the provision of high quality new residential developments at appropriate densities with excellent layout and design, well linked to the town centre and community facilities. To provide an appropriate mix of house sizes, types and tenures in order to meet household needs and to promote balanced communities.  |
| <b>R20:</b><br>NEW<br>RESIDENTIAL       | To protect, provide and improve residential amenities at a density up to 20 units/ha.   |   |
| <b>R10:</b><br>NEW<br>RESIDENTIAL       | To protect, provide and improve residential amenities at a density up to 10 units/ha.   | To facilitate for the provision of high quality new residential environments with excellent layout and design, reflecting the low-medium density character of the surrounding area.   |
| <b>R Special:</b><br>NEW<br>RESIDENTIAL | To protect, provide and improve residential amenities in a format and a density specified in the plan.  | To facilitate for the provision of high quality new residential environments with excellent layout and design, reflecting the density and character of the surrounding area.  |
| <b>MU:</b><br>Mixed Use                 | To provide for mixed use development.   | The nature of the mixed use development envisaged for any particular site is set out in the text of the plan.   |
| <b>TC:</b><br>TOWN<br>CENTRE            | To provide for the development and improvement of appropriate town centre uses including retail, commercial, office and civic use, and to provide for 'Living Over the Shop' residential accommodation, or other ancillary residential accommodation. | To develop and consolidate the existing town centre to improve its vibrancy and vitality with the densification of appropriate commercial and residential developments ensuring a mix of commercial, recreational, civic, cultural, leisure, residential uses, and urban streets, while delivering a quality urban environment which will enhance the quality of life of resident, visitor and workers alike. The zone will strengthen retail provision in accordance with the County Retail Strategy, emphasise town centre conservation, ensure priority for public transport where applicable, pedestrians and cyclists while minimising the impact of private car based traffic and enhance and develop the existing centre's fabric. |

|   |   |  |
|---|---|--|
| <b>LSS:</b><br>LOCAL SHOPS & SERVICES   | To provide for small scale local neighbourhood shops and services   | To facilitate the limited development of small scale local neighbourhood shops and retail services and other local service uses that meet only the retail or service needs of residents in the immediate catchment and are not of such a scale or type that would detract or draw trade from lands designated town centre.   |
| <b>WZ:</b><br>WATERFRONT                | To provide for the development and improvement of the waterfront zone, to facilitate the continuation of the existing employment, maritime and port uses and to promote and provide for residential and mixed- use development. | To facilitate the provision of high quality new residential developments at appropriate high densities with excellent layout and design, well linked to the existing town centre, community facilities and water amenities. To provide an appropriate mix of house sizes, types and tenures in order to meet household needs and to promote balanced communities. To also facilitate the provision of high quality new commercial, maritime, leisure, tourism and amenity uses at a scale that does not undermine the role of the existing Town Centre. To facilitate the extension and continued use of the existing employment, maritime and port uses within the zone. To facilitate the provision of a new Waste Water Treatment Plant with an appropriate high quality architectural design/appearance. |
| <b>E1:</b><br>EMPLOYMENT                | To provide for the development of enterprise and employment   | To facilitate the further development and improvement of existing employment areas and to facilitate opportunities for the development of new high quality employment and enterprise developments in a good quality physical environment.  |
| <b>E Special:</b><br>SPECIAL EMPLOYMENT | To provide for a large, single, undivided employment development.   | To facilitate the development of a particular type of employment provision, that is, to provide for large, single, undivided employment development, such as 'direct foreign investment' businesses and would be likely to appeal to multinationals or significant IT (such as data centres) / green technology / pharmaceutical industries.   |
| <b>EX:</b><br>EXTRACTIVE INDUSTRY       | To provide for extraction / quarrying and associated activities including processing of extracted materials and land restoration.   | To facilitate the development of extraction/ quarrying and associated activities.  |
| <b>CE:</b><br>COMMUNITY & EDUCATION     | To provide for civic, community and educational facilities  | To facilitate the development of necessary community, health, religious, educational, social and civic infrastructure.   |
| <b>AOS:</b><br>ACTIVE OPEN SPACE        | To protect and enhance existing and provide for new active open space   | To facilitate the further development and improvement of existing active open spaces, formal exercise areas, sports grounds, playing pitches, courts and other games areas and to facilitate opportunities for the development of new high quality active recreational areas   |
| <b>OS1:</b><br>OPEN SPACE               | To protect and enhance existing and provide for recreational open space.  | To facilitate the further development and improvement of existing parks and casual play areas, to facilitate opportunities for the development of new high quality amenity open areas and to restrict developments / activities (such as the use or development of such lands for formal sports grounds for organisations that are not available for a broad range of the public) that would reduce the opportunities for use by the wider public.   |
| <b>OS2:</b><br>OPEN SPACE               | To protect and enhance existing open, undeveloped lands.  | To protect, enhance and manage existing open, undeveloped lands that comprise flood plains, buffer zones along EU and nationally protected sites (Natura 2000 sites, NHAs etc), watercourses and rivers, steep banks, green breaks between built up areas, green corridors and areas of natural biodiversity.  |
| <b>PU:</b><br>PUBLIC UTILITY            | To maintain lands providing services infrastructure   | To allow for lands to be designated for public utilities such as waste water treatment plants, large ESB sub-stations, gasworks etc  |



|                             |  |  |
|-----------------------------|--|--|
| <b>T:</b><br><b>TOURISM</b> | To provide for tourism related development | To provide for the sustainable development of tourism related structures, uses and infrastructure. To provide for the development of tourism facilities including accommodation of an excellent sustainable design and aesthetic quality. Tourism related office, civic and cultural and commercial development will be facilitated. |
|-----------------------------|--|--|

The box below gives typical uses generally for each zoned area. The planning authority shall determine each proposal on its merits, and shall only permit the development of uses that enhance, complement, are ancillary to, or neutral to the zoning objective. Uses that are materially inconsistent with and detrimental to the zoning objective shall not be permitted.

**Residential (RE. R10, R20, R28, R Special)** – Uses include houses, apartments, residential open space, education, community facilities, retirement homes, nursing homes, childcare, health centres, guest house, bed and breakfast, places of public worship, home based economic activity, utility installations and ancillary development and other residential uses in accordance with the CDP.

**Mixed Use (MU)** – Uses generally appropriate for any mixed use area will be specified in the plan.

**Town centre (TC)** – Uses include retail, retail services, health, restaurants, public house, public buildings, hotels, guest houses, nursing/care homes, parking, residential development, commercial, office, tourism and recreational uses, community, including provision for religious use, utility installations and ancillary developments for town centre uses in accordance with the CDP.

**Local shops and services (LSS)** – Uses include retail, retail services, health, public house, guest houses, parking, residential development, commercial, office, tourism and recreational uses, community, including provision for religious use, utility installations and ancillary developments for local shops and services uses in accordance with the CDP.

**Waterfront (WZ)** – Uses include houses, apartments, residential open space, education, community facilities, retirement homes, nursing homes, childcare, health centres, guest house, bed and breakfast, home based economic activity, retail, restaurants, public house, hotels, parking, maritime uses, aquaculture, harbour uses, tourism uses, recreational uses, general and light industry, office uses, waste water treatment plant, utility installations and ancillary development and other residential uses in accordance with the CDP.

**Employment (E1)** – Uses include general and light industry, office uses, enterprise units, appropriate warehousing, petrol filling stations (as deemed appropriate), public transport depots, open space, community facilities, educational, utility installations and ancillary developments for employment and industry uses in accordance with the CDP.

**Special Employment (E Special)** - Uses include a larger scale employment generating development and ancillary developments for employment and industry uses in accordance with the CDP.

**Extractive industry (EX)** – Uses include extractive industry uses (The winning of all minerals and substances in or under land of a kind ordinarily worked by underground or open cast mining), including value added production, such as concrete, asphalt and block production. and ancillary developments in accordance with the CDP.

**Community and educational (CE)** – Uses include community, educational and institutional uses include burial grounds, places of worship, schools, training facilities, community hall, nursing homes, health related developments, sports and recreational facilities, utility installations and ancillary developments for community, educational and institutional uses in accordance with the CDP.

**Active open space (AOS)** zoned land are sport and active recreational uses including infrastructure and buildings associated with same.

**Open space (OS1)** zoned land are formal / informal landscaped parks with off-road walking / cycling paths, as well as playgrounds, skate parks, 'Mixed Use Games Areas' and outdoor gyms.

**Open space (OS2)** zoned land are uses that protect and enhance the function of these areas as flood plains, buffer zones along watercourses and rivers, green breaks between built up areas, green corridors and areas of natural biodiversity. As these open lands are not identified or deemed necessary for development for recreational purposes, other uses that are deemed compatible with proper planning and sustainable development may be open for consideration where they do not undermine the purpose of this zoning.

**Public utility (PU)** zoned lands are for the provision of necessary infrastructure and services such as water and waste water treatment plants, large ESB sub-stations, gasworks.

**Tourism (T)** – Uses include tourism accommodation and tourism / recreational uses such as Bed & Breakfast, cultural uses, holiday homes, hotels, recreational facilities.

Many uses exist where they do not conform to the designated zoning objective. When extensions to, or improvements of premises accommodating such uses are proposed, each shall be considered on its merits and permission may be granted where the development does not adversely affect the amenities of properties in the vicinity and does not prejudice the proper planning and development of the area.

Whilst the land-use zoning will give an indication of the acceptability or otherwise of particular uses in particular areas, proposed development will also be assessed in terms of compatibility with the development control guidelines and standards outlined in the Wicklow County Development Plan and this plan. Factors such as density, height, massing, traffic generation, public health regulations, design criteria, visual amenity, availability of services and potential nuisance by way of noise, odour and air pollution are also of importance in establishing whether or not a development proposal conforms to the proper planning and sustainable development of an area.

### Phasing

It is an objective of the Council that development is undertaken in an orderly and sustainable manner (See **Appendix D – Phasing and Implementation**). The development of zoned land should generally be phased in accordance with the sequential approach:

- Development should extend outwards from the town centre with undeveloped land closest to the centre and public transport routes (if available) being given preference, i.e. 'leapfrogging' to peripheral areas should be avoided;
- A strong emphasis should be placed on encouraging infill opportunities and better use of under-utilised lands; and
- Areas to be developed should be contiguous to existing developed areas.

Only in exceptional circumstances should the above principles be contravened, for example, where a barrier to development is involved. Any exceptions must be clearly justified by local circumstances and such justification must be set out in any planning application proposal.

The Council may, in certain cases, phase permitted development where this is considered necessary for the following:

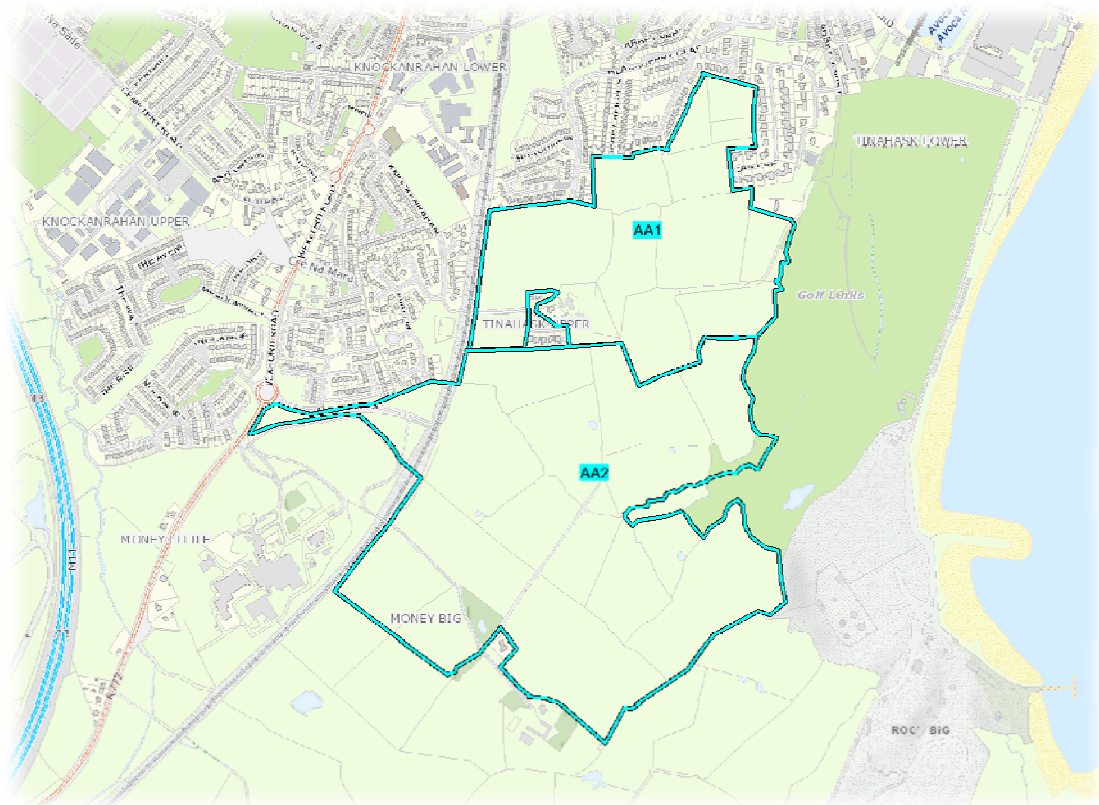
- (i) the promotion of an appropriate balance of employment, residential and service facilities (schools, shopping, community facilities etc.) and other uses that are required to increase the self sufficiency of the settlement, or
- (ii) ensuring the delivery of infrastructural services in tandem with development, including water, sewerage and road infrastructure, that is required to safeguard the environmental quality and public safety of the area.

## Action Area Plans

Action Area Plans (AAP) have been identified in the plan where necessary. Action Area Plans 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 Plan will not be considered until an overall Action Area Plan has been agreed in writing with the Planning Authority unless it can be shown that any application will not undermine the achievement of the overall objectives for that Action Area Plan. Action Area Plans are zoned 'MU' Mixed Use in the Land Use Map and the position, location and size of the land use zonings shown on the concept maps in the written statement are indicative only and may be altered in light of eventual road and service layouts, detailed design and topography, subject to compliance with the criteria set out for the Action Area Plans. The total quantum of development in each use type set out for each Action Area Plan will however require to comply with the criteria set out for that action area plan, as should phasing proposals where relevant.

Any residential development occurring within an action area plan 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 Area Plans 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 developer's 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.



Map 11.1 Boundary of AAP1 and AAP2

## ACTION AREA PLAN 1

## TINAHASK UPPER – ABBEYLANDS

This Action Area Plan is located in the townlands of Abbeylands and Tinahask Upper. This Action Area Plan measures c. 30ha and is bounded to the north by existing 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 Plan shall be developed as a mixed residential (R28), community (CE) and open space zone (AOS, OS1) in accordance with the following criteria:

- Principal vehicular access to this Action Area Plan shall be provided from Action Area Plan 2 (Tinahask Upper / Money Big); 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 Plan shall be provided from adjacent developed areas and in particular to the railway station;
- A maximum of 600 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 150 units) each containing materially different house designs within an overall unified theme;
- A minimum of 3.5ha shall be reserved for the provision of schools (CE Community and Education Zone). This may be located adjacent to the CE lands in Action Area Plan 2 which may be the location of a single campus, subject to consultation and agreement with relevant stakeholders, including the Department of Education and Skills;
- A minimum area of 3.75ha shall be developed as public open space, of which a minimum area of 3.2ha (AOS Active Open Space Zone) 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 be laid out as informal parks and walks;
- The Action Area Plan 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;
- The development of the Action Area Plan shall be delivered in phases such that the road infrastructure and AOS active open space is provided in the first phase accompanied by no more than 50% of the residential development.

## ACTION AREA PLAN 2

## TINAHASK UPPER - MONEY LITTLE AND MONEY BIG

This Action Area Plan is located on the south side of the town, in the townlands of Tinahask Upper, Money Little and Money Big. The site is bounded to the north by Action Area Plan 1, to the east by the golf club and quarry 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 plan measures c. 64ha and shall be developed as a mixed use residential (R20 & R28), employment (E1), local shops and services (LSS), community (CE) and open space zone (AOS, OS1) in accordance with the following criteria:

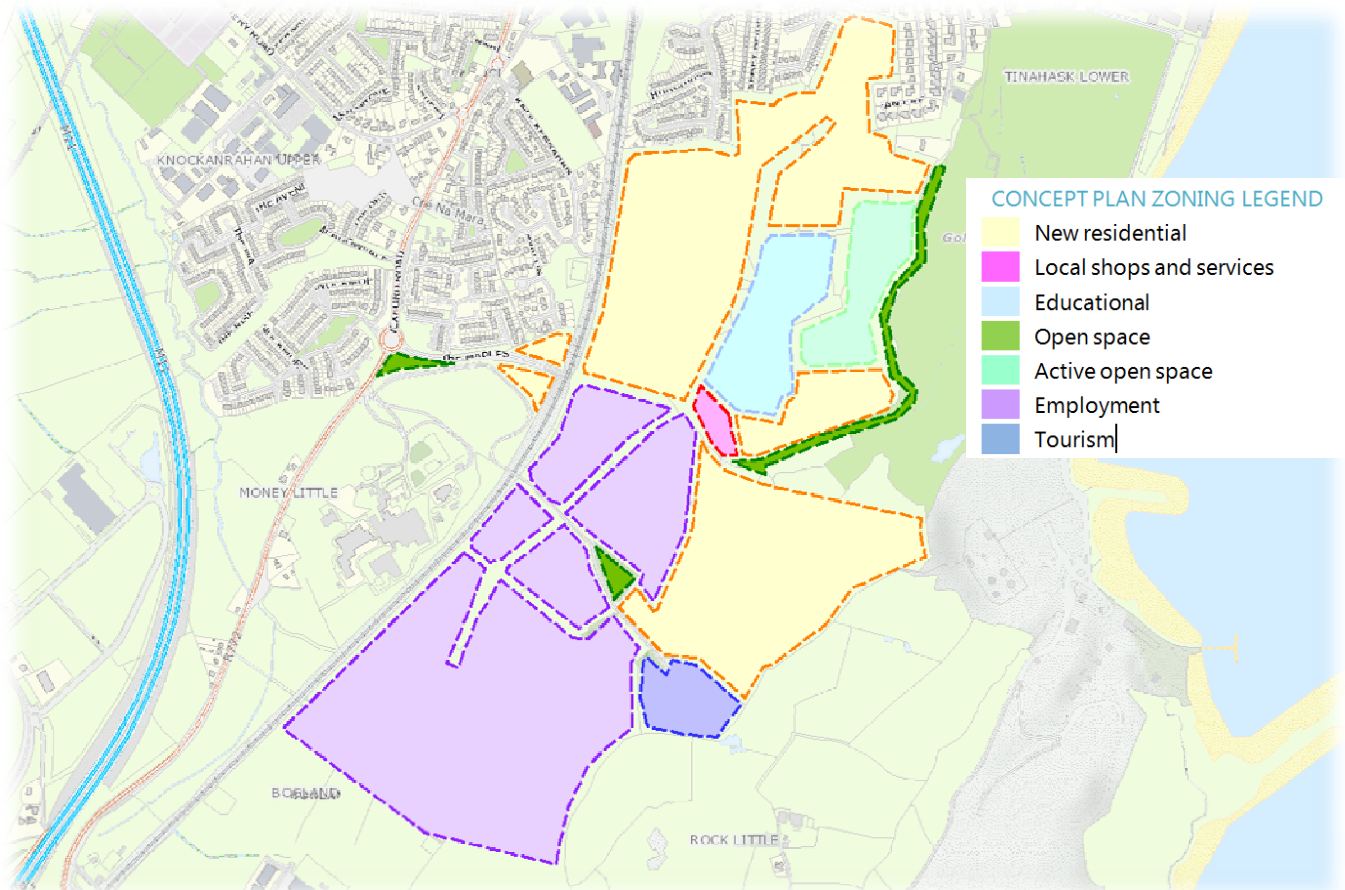
- The development of this action area plan shall be contingent on the provision of the following roads infrastructure as part of any development project:
  - provision of a Port Access Road along the indicative alignment shown in this plan;
  - improvement of the existing link road and railway bridge from the Knockmore roundabout to the site as required;
  - new area distributor roads through this action area plan to both AAP1 and employment zoned lands to the south of AAP2.

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.

- A maximum of 885 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 150 units), each containing materially different house designs within an overall unified theme;
- A minimum area of 18ha shall be devoted to employment uses (E1);
- A minimum area of 5ha shall be developed as public open space, of which a minimum area of 3ha (AOS Active Open Space Zone) 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 minimum of 4ha shall be reserved for the provision of schools (CE Community and Education Zone). This may be located adjacent to the CE lands in Action Area Plan 1 which may be the location of a single campus, subject to consultation and agreement with relevant stakeholders, including the Department of Education and Skills;
- A local shops and services zone (LSS zone), on a maximum site area of 1ha to service both the future resident and working population of the action area plan, of a scale commensurate with the needs of the future population shall be provided. This local centre shall comprise of a small group of shops including 1 medium size foodstore/ general grocery store (not a supermarket), and other such retail and non-retail services as shall be determined as warranted following the carrying out of a Retail Impact Assessment;
- The development of the Action Area Plan shall be delivered in phases such that adequate road infrastructure and local services are provided for each phase; in particular, the road infrastructure (providing access to the AAP1 lands to the north) and local shops & services sites shall be provided in Phase 1 accompanied by no more than 50% of the residential development; and the open space, employment facilities and Southern Port Access link road shall be provided no later than Phase 2 accompanied by no more than 75% of the residential units (an additional 25% on top of Phase 1).
- 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.

**ACTION AREA PLAN 1 AND ACTION AREA PLAN 2 CONCEPT PLAN**



Map 11.2 Concept plan of AAP1, AAP2 and zoned lands to the at Money Big/Bogland

### Action Area Plan 1 and Action Area Plan 2 Concept plan

Tinahask (AAP1 and AAP2) is identified as the location of major development in Arklow; the growth of the settlement in accordance with regional plan targets is contingent on the delivery of the major residential, employment and community services development at this location. Along with AAP3 at Kilbride, these two areas have been identified as the most suitable lands in the environs of Arklow for large scale development.

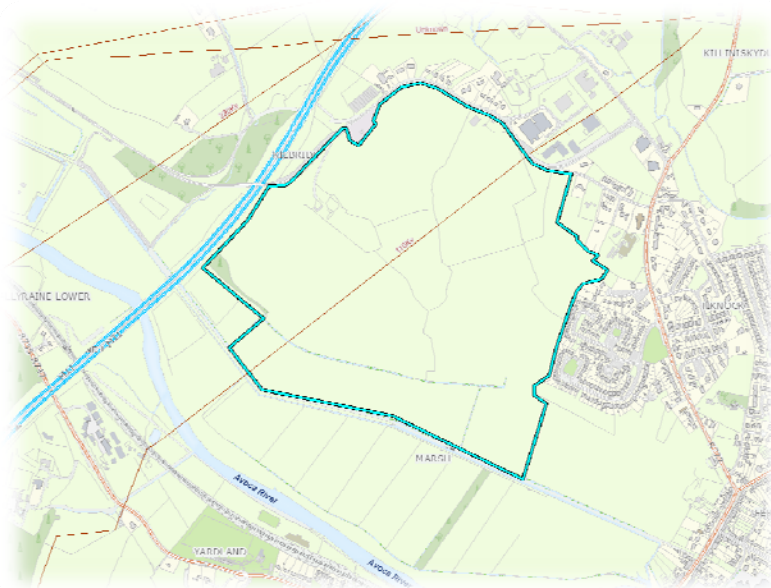
The 'concept plan' for Tinahask is set out on the map sketch above (map 11.2), the land use zones shown on the concept plan reflect a 2D land use concept for the layout of these lands. Key parameters that have led to this concept include:

- The necessity of the provision of a Port Access Road, the improvements of the existing link road and railway bridge from the Knockmore roundabout, and new area distributor roads through this action area plan to both AAP1 and the 'Special Employment' zoned lands to the south.
- The area will require a 'local shops and services centre' which will provide for the local retail and services needs of the resident population but will also include a school campus with the need for new active open space to serve both the future residents of the area and the wider area.

In this conceptual layout, the lands have been laid out to allow for a new 'neighbourhood' to develop. The development of these lands is dependent on the improvement of the railway bridge, which will provide access to the lands and provide the southern link on to the port area. This port access road will be the main service road through, with the layout of other distributor roads facilitating the development of different districts within the neighbourhood. The 'local shops and services' district is at the centre, on the port access road, providing a sense of place and identity for the new neighbourhood within Arklow. The school campus is adjoining these services with the active open space adjacent the schools to facilitate school usage. The school campus site is located in the centre of the residential districts, facilitating the pupils walking to school. The open space is adjoining the golf club lands enhancing the green infrastructure assets within the new neighbourhood and these assets are linked throughout the neighbourhood with the road network and the linear park to the local centre. The employment lands have been clustered within one district of the neighbourhood adjacent to the existing employment lands to the west and proposed employment lands to the south.

This Action Area Plan is located in the townland of Kilbride. This Action Area measures c. 81ha 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 (R28), community (CE) and open space zone (AOS, OS1, OS2) in accordance with the following criteria:

- Vehicular access to the Action Area shall be provided from the L-6179 or from the Regional Road if it is possible, 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 5ha shall be reserved for the provision of a school campus (CE Community and Education Zone) on lands zoned CE to the north east of the AAP, subject to consultation and agreement with relevant stakeholders, including the Department of Education and Skills;
- A local shops and services centre (LSS zone), 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 12ha shall be developed as public open space, of which a minimum area of 4.5ha shall be laid for active sports uses (AOS zone); remaining open areas shall be laid out as informal parks and walks, and shall include a minimum of 2 equipped children’s play areas;
- The development shall be delivered in phases such that adequate road infrastructure and local services are provided for each phase; in particular, the road infrastructure to serve the action area plan and local shops & services sites shall be provided in Phase 1 accompanied by no more than 50% of the residential development; and the open space and strategic road infrastructure shall be provided no later than Phase 2 accompanied by no more than 75% of the residential units (an additional 25% on top of Phase 1).
- 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.



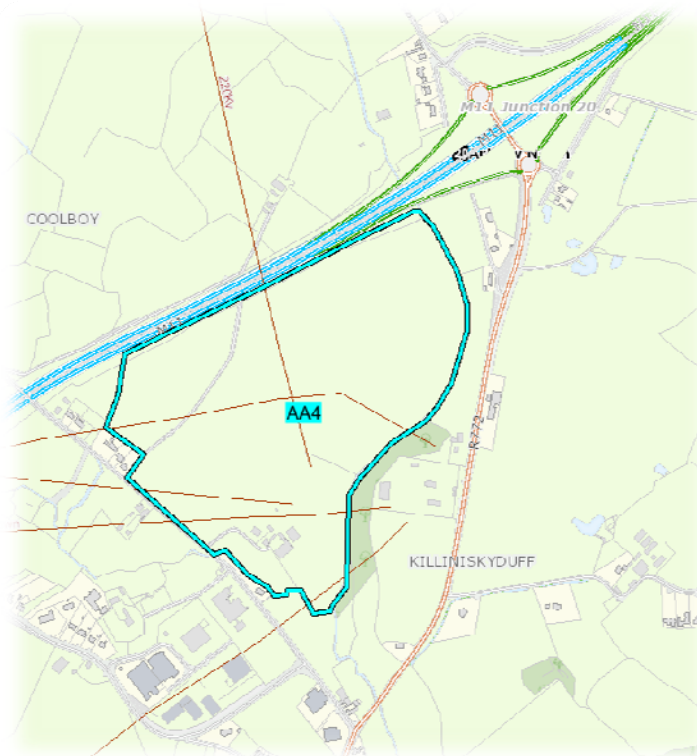
Map 11.3 Action Area 3 Kilbride

## ACTION AREA PLAN 4

## COOLBOY, ARKLOW

This Action Area Plan is located in the townland of Coolboy, to the north of the settlement. This Action Area Plan measures c. 30ha and is bounded to the northwest by the M11 motorway, to the north east by the Templeraíneay stream, and by Beech Road to the south. A number of electricity transmission grid lines cross over the lands. This Action Area Plan shall be developed as a mixed residential (R Special) and active open space (AOS) area in accordance with the following criteria:

- Vehicular access to the Action Area Plan shall be provided from the Beech Road;
- A maximum of 220 residential units shall be provided in this action area plan, in a range of development formats, densities, unit sizes and designs. While the area of land zoned for new residential (R special) could accommodate a higher number of units, given that buffer zones will be required along those power lines that cannot be undergrounded and along the M11 and the stream, it is considered likely that those areas that are developed for housing would achieve densities in the order of 20/ha;
- A minimum area of 2ha shall be developed as active open space (AOS) and shall be laid for active sports uses;
- Parts of the action area plan have been identified as being within Flood Zones A (high flood risk) and B (moderate flood risk). Regard shall be paid to the Strategic Flood Risk Assessment and relevant flood risk objectives of the County Development Plan.



Map 11.4 Action Area Plan 4 Coolboy, Arklow



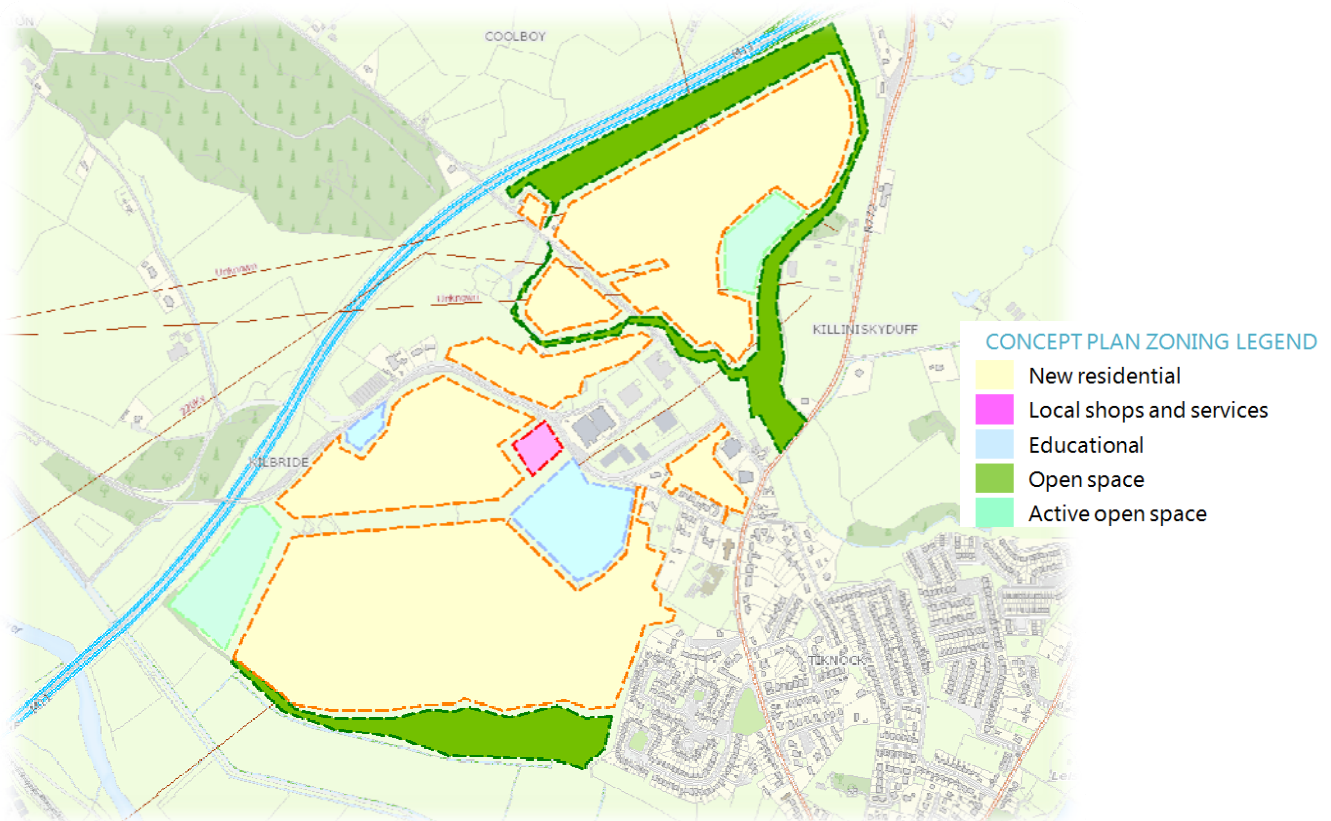
## ACTION AREA PLAN 3 AND ACTION AREA PLAN 4 CONCEPT PLAN

Kilbride (AAP3) is identified as the location of major development in Arklow; the growth of the settlement in accordance with regional plan targets is contingent on the delivery of the major residential, employment and community services development at this location. Along with Tinahask (AAP1 and AAP2), these two areas have been identified as the most suitable lands in the environs of Arklow for large scale development.

The 'concept plan' for Kilbride is set out on the map sketch below (map 11.5) along with a concept plan for the adjoining lands at Coolboy (AAP4), the land use zones shown on the concept plan reflect a 2D land use concept for the layout of these lands. Key parameters that have lead to this concept include:

- The possible provision of a future third Avoca river crossing and the provision of access routes from the adjacent road network.
- AAP3 will require a 'local shops and services centre' which will provide for the local retail and services needs of the resident population but will also include a school campus with the need for new active open space to serve both the future residents of the area and the wider area.
- AAP4 has a lower density zoning to reflect its location on the periphery of the plan, buffer zones will be required along existing power lines, along the M11 and the stream. AAP4 will also require the provision of the active open space to serve both the future residents of the area and the wider area.

In this conceptual layout, the lands have been laid out to allow the new developments to enhance the existing neighbourhood (Templeraíneay Church, St Josephs National School and the employment lands at Kilbride Industrial Estate). The 'local shops and services' are located adjacent to the proposed school site and the existing employment lands; this will enhance the sense of place and identity of Kilbride/Templeraíneay as a neighbourhood within Arklow. The school site is located close to the existing St Josephs School and in the centre of the residential areas. The location of the active open space and the open space buffers enhance the green infrastructure links within the neighbourhood. This concept plan also includes lands in between the Action Area Plans.



Map 11.5 Concept plan of AAP3, AAP4 and the lands in between zoned for development