

ARKLOW AND ENVIRONS
LOCAL AREA PLAN 2018

APPENDIX D
Phasing and Implementation



WICKLOW COUNTY COUNCIL

INTRODUCTION

This appendix of the Local Area Plan deals with the infrastructure delivery schedule and sequential development phasing programme linked with necessary investment in infrastructure. The sequential development of the settlement, alongside the phased delivery of the necessary infrastructure including open space, waste water, drainage, educational and recreational amenities and local service provision, is key to the sustainable development of Arklow. It is critical that the Local Area Plan ensures that development within the Local Area Plan lands progresses in an ordered way which avoids 'leapfrogging' to peripheral areas that are geographically isolated from the existing settlement and infrastructural provision.

In order to ensure the successful delivery of the objectives of this plan, Wicklow County Council takes a positive proactive approach in active plan management in order to expedite the delivery of new homes as part of the new residential neighbourhoods planned within the Local Area Plan. Wicklow County Council liaises with all relevant authorities in a collaborative process to resolve any potential blockages to deliver residential development. Further to this any sites in Arklow in need of development or renewal within the Town Centre (TC), Waterfront (WZ) and Residential zones will be examined in order to determine if there are sites where the Vacant Site Levy should be applied.

SPATIAL DEVELOPMENT STRATEGY

The spatial development strategy for Arklow is based on the following sustainable principles:

- Application of the 'sequential approach' whereby zoning extends outwards from the town 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;
- 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 the train station or 500m of bus routes will be prioritized;
- 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

The development of zoned / designated land should generally be phased in accordance with the sequential approach:

- Development shall extend outwards from the town centre with undeveloped land closest to the centre and public transport routes being given preference, i.e. 'leapfrogging' to peripheral areas shall be resisted;
- a strong emphasis shall be placed on encouraging infill opportunities and better use of under-utilised lands; and
- areas to be developed shall 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.

Notwithstanding the zoning / designation of any land for residential purposes, the development management process shall monitor and implement the population targets for the town as set out in the Core Strategy and shall phase and restrict, where necessary, the granting of residential planning permissions to ensure these targets are not exceeded.

In accordance with these principles, the priority development areas for the Arklow are as follows (in order of priority):

Priority 1 Existing town centre
Waterfront Zone
Infill in already developed areas

Priority 2 Action Area Plan 1
Action Area Plan 2
Zoned 'greenfield' housing land in Lamberton, Ballyraine, Knockenrahan

The development of Action Area Plan 1 is the highest priority in terms of 'greenfield' lands as it is the most proximate land to the built-up centre of the settlement. However, there is currently no access point available into AAP1 from the built up area to the north of AAP1. While the Local Authority will endeavour to determine or provide such a route, vehicular access to AAP1 may be dependent on a new road via AAP2. Therefore it is considered optimal to allow for both AAP1 and AAP2 in 'Phase 1'.

The development of AAP1 and AAP2 will also allow for the delivery of the 'port access road' which is deemed an essential piece of road infrastructure for the wider town to remove port bound traffic from the main street and town centre.

Priority 3 Action Area Plan 3
Action Area Plan 4
Zoned 'greenfield' housing land to the north of the river

These lands are more distant from the town centre and the majority of higher order services that are located to the south of the river. While it is noted that there are local shops and services to the north of the river and indeed a new major shopping centre on the north quay, this is not considered sufficient justification to promote new development lands in AAP3 and AAP4 above lands to the south of the river.

Furthermore, the full development of these lands is dependent on the construction of a new 'western distributor road' and a new Avoca River bridge, in order to avoid additional pressure on the existing '19 Arches' Bridge; the provision of such an alternative route will also allow for potential traffic re-routing of the town centre and allow for improvements for pedestrians and cyclist to be made in the town centre. This is however a longer term objective, as the road and bridge have yet to be designed, approved and funded.

INFRASTRUCTURE DELIVERY SCHEDULE

This section sets out the key infrastructure necessary, in a staged delivery schedule, in order to achieve the phased delivery of the objectives of this plan. This section focuses on the key road, recreational, community and educational infrastructure. It is acknowledged that there is a broad range of infrastructure necessary in order to enhance the services to the homes, businesses and schools of Arklow. The development and continued delivery of telecommunications, energy and Arklow Port is addressed under the County Development Plan and Wicklow County Council continues to liaise and work with the necessary telecommunications and energy providers of such infrastructure to continue to enhance these services. Arklow Port is a function of Wicklow County Council.

The lifetime of the Local Area Plan is six years. The delivery schedule is divided in to the following four phases as well as an on-going stage with delivery throughout the plan lifetime and beyond:

<u>Immediate term</u>	Year 1 and Year 2
<u>Short term</u>	Year 3 to Year 5
<u>Medium term</u>	Year 5 to Year 10
<u>Long term</u>	10 years plus
<u>On - going</u>	Through-out the plan lifetime and beyond

There are a number of stakeholders involved in the delivery of all the infrastructure projects. All projects are dependent on funding. There are also numerous other matters that need to fall in line in order for each infrastructure project to be delivered, like land acquisition, securing the appropriate planning approval, sourcing the funding, etc. One significant obstacle in the delivery of any new development in Arklow in the short term is the lack of a waste water treatment plant. New development is not encouraged in the absence of such a key piece of infrastructure; however once Irish Water has secured the appropriate permission for the plant, new development may be permissible with an occupancy holding condition until the plant is in operation. The resolution of waste water issues, in effect, removes the most fundamental blockage to commencing development, therefore following this resolution, the focus will be the establishment of sustainable and smarter travel patterns, including the delivery of new / upgrading of existing roads.

More local level infrastructure is to be provided within the key development parcels including school and crèche provision, neighbourhood centre facilities, pocket parks, cycle and pedestrian routes, civic spaces and public realm improvements. Wicklow County Council will work particularly with the Department of Education and Skills (DoEd) and individual developers to secure the co-ordinated delivery of essential school provision.

The LAP identifies a range of strategic and local infrastructure necessary to facilitate development in the Plan Area. The timely and co-ordinated delivery of such infrastructure across a number of state agencies will be a key focus of Wicklow County Council.

The key funding sources for the delivery of infrastructure are:

<u>Developer</u>	The developer of the land / infrastructure provides the funding to deliver the infrastructure or provides the infrastructure themselves.
<u>State</u>	LIHAF funding, Smarter Travel funding, Irish Water (IW), Transport Infrastructure Ireland (TII), National Transport Authority (NTA), OPW, Department of Education, LEADER/SICAP funding, other government departments, etc
<u>Wicklow County Council</u>	WCC Development contribution schemes, WCC Capital Works Programme, etc.

This schedule is a living programme. It will be reviewed at regular intervals to assess how the implementation is progressing, available resources and as new sources of funding and/or providers emerge.

Implementation & Infrastructure Delivery Schedule Table

Infrastructure	Delivery Schedule	Funding
Transport		
Southern Port Access Road	Medium term	Developer, State, WCC
Avoca River Bridge	Long term	Developer, State, WCC
Leinster Outer Orbital Route	Long term	State
Western distributor route	Medium term	Developer, State, WCC
Third interchange at Lamberton	Long term	State
Upgrading of bridge over railway line from Knockmore to Tinahask	Short term	Developer, State
Distributor road access between AAP1 to AAP2	Short term	Developer, State
General Road Improvements	On-going	Developer, State, WCC
General Footpath Improvements	On-going	Developer, State, WCC
General Cycle Improvements	On-going	Developer, State, WCC
General Car parking Improvements	On-going	Developer, State, WCC
Sanitary Services		
Wastewater Treatment Plant	Short term	State (IW)
Replace the combined surface water system with a separate network to the waste water	On-going	State (IW), WCC
Avoca River Flood Defence Scheme	Immediate - Short term	State (OPW), WCC
Social Infrastructure		
AOS at Churchview including e.g. MUGA	Medium term	Developer/ WCC
AOS at AAP1 Tinahask	Short term	Developer
AOS at AAP2 Tinahask	Medium term	Developer
AOS at AAP3 Kilbride	Medium term	Developer
AOS at AAP4 Coolboy	Long term	Developer
Crèche/ Childcare facilities	Short - Medium term	Developer
Community facilities (Audit required ¹)	Short - Medium term	Developer
School site in Kilbride	Immediate term	State (DoEd)
Future 2 Primary School sites and 1 Post Primary School site at AAP1 & AAP2 Tinahask Upper/ Money Big	Medium term	State (DoEd)
Graveyard	Immediate term	Developer / WCC

PHASING

Accordingly, as set out in Chapter 11, the phasing of development will be linked with the overall development strategy for the Local Area Plan whereby the existing settlement will expand geographically from the centre, through the development of physically adjoining lands in a coherent manner. New development will integrate with the established settlement of Arklow and will be supported by the required infrastructure provision.

¹ Where specified by the Planning Authority, new significant residential or mixed use development (This is determined to be any proposed development in: (a) settlement levels 1 to 4 of 150+ residential units, (b) settlement level 5 of 75+ residential units and (c) settlement level 6 of 30+ residential units.) 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.

In order to fulfil the core strategy and the population and housing objectives of the Local Area Plan, the plan requires the key new residential areas of the town centre, waterfront, and 4 Action Areas to be developed as part of the future growth of Arklow.

Phasing Schedule Table

	Area/Zone	Key Infrastructure to be delivered prior to the delivery of development	Infrastructure to be delivered on a phased basis during development (in order of priority)
PHASE ONE	Town Centre (opportunity sites), Waterfront, Infill development	Wastewater treatment plant	
	Action Area Plan 1	Wastewater treatment plant	<p><i>The development of the AAP shall be delivered in phases such that the strategic road infrastructure and major active open space is provided in the first phase accompanied by no more than 50% of the residential development.</i></p> <p>Strategic Road Infrastructure: Link road from AA2</p> <p>Major Active Open Space: A minimum area of 3.75ha shall be developed as public open space, of which a minimum area of 3.2ha 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;</p>
	Action Area Plan 2	Wastewater treatment plant	<p><i>The development of the Action Area shall be delivered in phases such that adequate road infrastructure and local services are provided for each phase; in particular, the strategic road infrastructure (providing access to the AA1 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 major 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).</i></p> <p>PHASE 1</p> <p>Strategic Road Infrastructure: Upgrading of bridge over railway line from Knockenrahan to Tinahask, distributor road access to AA1 and to the south</p> <p>Local shops and services: A local shops and services zone, on a maximum site area of 1ha to service both the future resident and working population of the action area, 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</p>

			<p>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.</p> <p>PHASE 2</p> <p>Strategic Road Infrastructure: Southern Port Access link road Major Open Space: A minimum area of 5ha shall be developed as public open space, of which a minimum area of 3ha 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;</p>
PHASE TWO	Action Area Plan 3	Wastewater treatment plant	<p><i>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 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).</i></p> <p>PHASE 1</p> <p>Road Infrastructure: 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; Local shops and services: A local shops and services centre, of scale commensurate with the needs of the future population of the Action Area shall be provided, on a site of c. 1ha.</p> <p>PHASE 2</p> <p>Strategic Road Infrastructure: Avoca River Bridge Major Open Space: 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; remaining open areas shall be laid out as informal parks and walks, and shall include a minimum of 2 equipped children’s play areas</p>
	Action Area Plan 4	Wastewater treatment plant	<p>Major Open Space: 2ha active open space zone</p>

IMPLEMENTATION, MONITORING & REVIEW

Wicklow County Council is committed to taking a pro-active approach to progress the delivery of the Plan. The LAP will have effect for a period of six-years from the date of adoption, unless otherwise extended, amended or revoked, as per the Planning and Development Act 2000 (as amended). Prior to the fifth year from adoption, the Planning Department will carry out a review of the LAP to inform whether the Plan should be extended (for a maximum of another five years) or revoked. The findings of the review will be presented to the Elected Members for their consideration.