



ARKLOW LOCAL PLANNING FRAMEWORK 2026

WRITTEN STATEMENT



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Local Planning Framework Adopted: 06 July 2026
Local Planning Framework Effective: 06 July 2026

This Local Planning Framework shall be read in conjunction with the Wicklow County Development Plan.

A:1 INTRODUCTION

This is the Arklow Local Planning Framework (LPF) 2026 which forms part of the Wicklow County Development Plan 2022-2028 and has been adopted into the County Development Plan via the variation procedure set out under Section 13 of the of the Planning & Development Act 2000 (as amended).

The purpose of this LPF is to put in place a land use framework that will guide the future sustainable development of the settlement of Arklow as shown on Land Use Map No. 1 appended to this document. This LPF, in conjunction with the County Development Plan, will inform and manage the future development of the LPF area.

The previous local area plan for the town was prepared in 2018. This LPF will build upon the successful strategies and objectives developed in the previous plan but will adapt where necessary to reflect updated national and regional planning policy and guidance, and general emerging planning issues.

Pre-draft consultation with the public, local community groups and commercial / business interest in the area, as well as public sector agencies, non-governmental agencies and infrastructure providers was carried out during the course of 2024 and early 2025. This consultation was carried out in accordance with the provisions set out under Section 20 of the Planning and Development Act 2000 (as amended) on the basis at that time it was intended to prepare a Local Area Plan under Part II, Chapter II of the 2000 Act. Having regard however to the passing of the Planning & Development Act 2024, it has been decided to adopt a new plan / framework for this area via the making of a variation to the Wicklow County Development Plan.

All of these consultations, including submissions made, have been considered in the crafting of this LPF.

Note: Details shown on all maps are for information purposes only. Further details on any item should be clarified with Wicklow County Council. The maps have been produced by Wicklow County Council with available Local Authority and Tailte Éireann Surveying Base Data.

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A:2 COUNTY DEVELOPMENT PLAN STRATEGY FOR ARKLOW

The Arklow Local Planning Framework must be consistent with the objectives of the County Development and its Core Strategy.

A:2.0 Strategic Goals

Healthy placemaking, climate change and economic opportunity are the three overarching cross-cutting themes of the Wicklow County Development Plan and therefore are the three strategic objectives that inform and shape this LPF. The legislative and policy context for each theme is outlined in the Overall Strategy of the County Development Plan. These cross-cutting, overarching themes align with the key principles identified in the National Planning Framework (NPF) and Regional Spatial and Economic Strategy (RSES) for the Eastern and Midland Region.

There is significant overlap between the three themes;

- **Placemaking** integrates with the creation of sustainable communities which includes housing, sustainable mobility, healthy town centres and economic development.
- **Climate change** has implications for sustainable mobility, economic development and heritage and biodiversity¹.
- **Economic development** is increasingly integrated with our response to climate change and to the delivery of healthy placemaking.



¹ The provisions of this LPF aim to support Wicklow County Council's Climate Action Plan 2024-2029.

A:2.1 County Development Plan Core Strategy

Local plans / frameworks exist in a hierarchy of plans flowing from national level (NPF) to regional level (RSES) 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 compact growth, regeneration, transportation, climate action 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 strategies up to 2031, evaluates the demand for housing and adequacy of zoned lands to meet those needs, as well as providing strategies for regeneration, infrastructure, environmental protection, climate mitigation and adaptation, and retail development.

Arklow is a Level 3 settlement in the County settlement hierarchy – a 'self-sustaining growth town'. Table 1 below sets out the key elements of the Wicklow County Development Plan 'Core Strategy', as they apply to Level 3 settlements.

Table A:1.1 Wicklow Core Strategy for Arklow

Core Strategy of the CDP	Application to Arklow
Settlement, Population & Housing Strategies	Level 3 settlements are designated 'Self Sustaining Growth Towns' described as ' <i>Towns with a moderate level of jobs and services – includes sub-county market towns and commuter towns with good transport links and capacity for continued commensurate growth to become more self-sustaining</i> '. These towns range in size (as per the Census of population in 2022) from c. 6,000 to 22,000 persons. Population growth in Level 3 towns is targeted to be in the 25%-30% range between 2016 and 2031.
Economic Development Strategy	Self-Sustaining Growth Towns are identified as 'Level 3' in the County Economic Development Hierarchy.
Retail Strategy	Arklow is identified as 'Level 3' in the County Retail Hierarchy.
Community Development Strategy	Arklow falls into the 15,000-30,000 population range and should be ideally 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: - Measures will be required to facilitate a modal shift to more sustainable transport options including promotion of development patterns, and the development of enhanced infrastructure, to facilitate walking, cycling and increased use of public transport; - Only locations that are already served, or are serviceable with water and wastewater infrastructure shall be identified for new development.
Environmental Strategy	To ensure the objectives of the plan are consistent with the conservation and protection of the environment.

A:2.2 Role and function of the settlement

Arklow is designated a 'Self-Sustaining Growth Town' in the Wicklow County Development Plan, in the 'Core Region' of the Eastern and Midlands Region. It is located in the southeast of the County approximately 70km south of Dublin, 25km south of Wicklow Town and 90km northwest of Wexford Town.

The RSES recognises that the 'Core Region' contains a strong network of county and market towns that have a good level of local employment, services and amenities, which serve not just their resident populations but a wider catchment area, including towns such as Arklow.

Arklow is the main centre in the south of the County. It 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 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.

As set out in the RSES and County Development Plan, Arklow is identified for growth in residential, employment and service functions and this will need to be supported by enhancements to the built environment, water services and public transport links. Accommodating such additional functions must be balanced with protecting and improving the character and quality of the town centre and the natural environment.

Arklow is identified as growth centre which should become more economically self-sustaining and is a key focus for economic growth in the County. The town should aim to attract a concentration of major employment generating investment including high quality knowledge based employment and should target investment from foreign and local sources in a mixture of 'people' and 'product' intensive industries.

The regional ports are recognised in the RSES as important centres of economic activity, and the RSES seeks to protect and support the role of regional ports, including Wicklow and Arklow Ports as economic drivers for the Region.



A:2.3 Town Centre Development

Level 3 town centres perform a variety of roles and functions for their residents and their wider rural communities. The strengths of these settlements lie in their capacity to accommodate a mix of uses including employment, residential, community and other functions in a compact walkable environment that provides a high quality of life. They are a hub for social, economic and administrative functions in addition to providing places for recreation, worship and leisure.

Town and village centres have experienced significant challenges to retain vibrancy and vitality. The National Planning Framework (NPF) places a strong emphasis on strengthening Ireland's urban structure by targeting both population and employment growth in urban areas, promoting urban infill and brownfield development and ensuring that towns and villages are attractive, liveable, well designed, high quality places that are home to diverse and integrated communities that enjoy a high quality of life and wellbeing.

Retail is a key function of Level 3 towns and a thriving retail sector is essential to maintain vitality and vibrancy in the core areas of the town and to maintain the town as the focal point for the wider rural area in which it is located.



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 large geographical catchment extending to Avoca, Aughrim, Redcross, a significant rural population, and to some extent to Tinahely/Shillelagh/Carnew area (although some expenditure is lost from these centres to Gorey and Carlow). It is the vision that Arklow will be the principal shopping and service destination for this wide catchment area. The retail function of Level 3 towns is as set out in the County Retail Strategy.

Towns and villages are continually evolving; this is essential for their survival. It is important that Wicklow's planning policy is flexible to allow town centres to evolve and diversify. The strategy for Arklow town centre will therefore be based on the following objectives:

Town Centre and Retail Development Strategy

- To support the continued **enhancement of Arklow Town Centre** as the heart of the settlement, where people of all backgrounds, ages and abilities can avail of services and interact within their communities;
- Ensure that the town centre is an **attractive place to live in, to work in and to visit**, easy to get to, **easy to walk and cycle within** and is a **competitive place to conduct business**;
- Create a **compact town by reusing existing buildings and maximising the potential of infill and brownfield sites**; use all mechanisms and processes available to drive forward the redevelopment and regeneration of vacant, underutilised and derelict sites;

- Use **public realm improvements to stimulate investment and economic confidence**; encourage public art in publicly accessible spaces such as town streets and squares and along existing or future parks and amenity routes;
- **Promote healthy placemaking and prioritise walking and cycling** by improving linkages between the core town centre, existing community infrastructure, existing residential areas and lands earmarked for future housing development;
- To **allow a relaxation in certain development standards in the town centre zone in the interest of achieving the best development possible**, both visually and functionally while maintaining the highest quality of design in all new developments;
- **Embracing and protecting the historic character and heritage attributes/features** of the town centre and strengthen the strong sense of place;
- Facilitating a **diverse mix of uses**, and particularly encourage residential usage at appropriate town centre densities, and the concept of 'living over the shop';
- **Facilitate the redevelopment of lands within the town core area**, particularly those sites with frontage onto the main streets and squares of the town, which 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**;
- Facilitate an expansion of retail floorspace to reduce leakage of expenditure from both the town itself and the wider County. Guide and **promote the expansion of retail floorspace first and foremost within the core retail area** and thereafter in accordance with the sequential approach to retail development;
- Provide for **an expansion in the variety of retail and retail service facilities so that the town includes a range of retail outlets that provide for the day to day needs of the local population and the needs of other businesses and tourists**, in accordance with the provisions of the "Retail Planning Guidelines for Planning Authorities" (DoEHLG 2012), and any subsequent Ministerial Guidelines or directives and the Wicklow County Retail Strategy.

A:2.4 Population and Housing

The population and housing targets for Arklow are provided in the Core Strategy of the County Development Plan 2022-2028, expressed as growth from 2016 to 2031. These figures are summarised in the table below.

Table A:2.1 Arklow Population and Housing Targets

Arklow	2016 Census	2022 Census	CDP Target Q2 2028	CDP Target 2031	Growth 2016-2031
Population	13,226	13,399	15,419	16,441	+3,214
Housing Stock	5,406	5,585	6,461	6,627	+1,221

This LPF will ensure adequate zoned land and supporting objectives to allow for the housing targets, as set out in the County Development Plan prevailing at the time of the adoption of this LPF, to be met. The lands that are needed to be zoned to meet the current target will be zoned 'New Residential'.

Population and Housing Development Strategy
- To adhere to the relevant objectives of the Wicklow County Development Plan with regard to population and housing and ensure that the provisions of the LPF creates a flexible land use framework that allows for existing and potential future higher housing targets to be fulfilled; - To promote and facilitate in-fill housing developments, the use of under-utilised / vacant sites and vacant upper floors in the town centre for residential use and facilitate higher residential densities at appropriate locations, subject to a high standard of design, layout and finish; In this regard a minimum of 30% of the targeted housing growth shall be directed into the existing built up area of the settlement, on lands zoned 'town centre', 'existing residential' and 'mixed use'. Noting that the potential of such regeneration / infill / brownfield sites is difficult to predict, there shall be no quantitative restriction on the number of units that may be delivered within the built up envelope of the town; - To ensure that overall housing and population targets can be delivered, land will be zoned for new residential development outside of the existing built up envelope, subject to the amount of zoned land not exceeding 70% of the total housing target for that settlement; - New residential development shall represent an efficient use of land and achieve the highest density possible, subject to a high standard of quality, design, layout and finish, the reasonable protection of existing residential amenities and the established character of the area; Housing occupancy controls: As a 'self-sustaining growth towns', Arklow should provide for the housing demands generated from people from across the County and region.

A:2.5 Economic Development & Employment

The County Economic Hierarchy identifies that Level 3 'self-sustaining growth towns' such as Arklow are strategically important locations for economic growth and employment development, and would be suitable locations for both foreign and local sources of investment in a mixture of 'people' and 'product' intensive sectors. Depending on their degree of accessibility, scale of population / workforce and market catchment, and the availability of support services, the Level 3 towns have varying roles to play in acting as attractors for investment.

The Regional Spatial and Economic Strategy (RSES) supports continued population and economic growth throughout the Eastern and Midlands Region. The RSES identifies Arklow as having strategic natural, cultural and green infrastructure assets in the region due to the nature of the maritime town and beaches and the proposed Arklow-Shillelagh Greenway. Arklow is noted in the RSES as having a regional port of significance. The regional ports are recognised in the RSES as important centres of economic activity, and the RSES seeks to protect and support the role of regional ports as economic drivers for the Region, while supporting their complementary economic use including the development of offshore renewable energy developments.

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 framework, 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 employment generating 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 and in particular, to encourage employment and commercial uses as a key activity in the town centre;
- c) A focus on 'placemaking' to create attractive and sustainable communities, with high quality services and public realm, to create attractive places to live, work, visit and invest.

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 resident workers and the number of jobs in any defined area. It is the aim of the County Development Plan to increase the County's job ratio to 70% by 2031, which will require some locations to exceed this level, and even to exceed 100%, in order to counter balance areas, such as smaller settlements and rural areas, that would be unlikely to reach such a high level of employment.

The 2022 Census indicates that the jobs ratio in Arklow was 70%. It is important that a high level of employment is maintained and increased into the future as resident population grows.

Economic Development and Employment Strategy

- To facilitate and support the highest degree possible, all forms of employment creation **on appropriately zoned land and to promote the intensification of activities on existing employment sites** and to take advantage of the existing economic assets of the town in order to stimulate further employment within the area;
- To increase the quality and range of employment opportunities by facilitating developments **that involve foreign and local investment in a variety of forms, including 'people' and 'product' intensive industries.** The Council will particularly support the development of 'people' intensive employment generating developments at locations served by sustainable and active modes of transport, those that provide for the local convenience and social service needs of the area and those that provide for the needs of tourists and visitors. The Council will support the development of 'product' intensive industries at appropriate locations, and will particularly support developments based on the use of a local rural resource;
- To promote in the first instance the **growth of economic activity and employment in the town centre, built**

up parts of the town and the intensification of activities on existing employment sites; and where a demand for 'greenfield' employment development is identified, to **ensure zoned, serviced land is available in appropriate locations in accordance with the zoning principles of the County Development Plan;**

- To encourage the **redevelopment of town centre and 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;
- To encourage and facilitate the development of **small to medium scale indigenous industries and services at appropriate locations within Arklow**. The Council acknowledges that the development of small scale projects with long term employment potential are important in sustaining both urban and rural settlements in County Wicklow and as such, the Council will adopt a proactive and flexible approach in dealing with applications on a case-by-case basis;
- To support a shift towards **low carbon and climate change resilient economic and enterprise activity**, reducing energy dependence, promoting the sustainable use of resources and leading in the Smart Green Economy in particular noting Arklow's designation as Co. Wicklow's first **decarbonisation zone**;
- To **facilitate home-working**, the development of co-working hubs and innovative forms of working, which **reduce the need to travel**;
- To **promote high quality housing, community facilities and a built and natural environment** that is attractive to indigenous and foreign industry and employees;
- To **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 the town (e.g. maritime, pottery) and its hinterland, and maximise the town's location as a destination and gateway between the tourism assets.

A:2.6 Social & Community Development

The provision of accessible social and community infrastructure, including 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. In particular, new community facilities will be required to be provided in tandem with the development of significant new residential developments and new neighbourhoods.

Community Infrastructure Development Strategy

- To facilitate the development of **a range of high quality community and recreational facilities that meet the needs of the local population**, and in particular to require that new community and recreational facilities are developed in tandem with new housing, through the implementation of the objectives the County Development Plan and this LPF;
- To manage the pace of **new housing developments commensurate with existing / planned community facilities**;
- To **support existing clubs and sporting organisations** in providing continued sports activities for those living in the settlement and the wider area;
- To support the **creation of functional and healthy public spaces and pedestrian routes** within the settlement, in order to maximise opportunities for outdoor activity;
- Where projects for new recreation projects (such as riverine parks, greenways, walking routes, trails etc) identified in this LPF are not already provided for by existing plans / programmes or are not already permitted, then the feasibility of progressing these projects shall be examined, taking into account planning need, environmental sensitivities as identified in the SEA Environmental Report and the objectives of the overall LPF relating to sustainable development.



A:2.7 Built Heritage & Natural Environment

The protection and enhancement of heritage and environmental assets through the LPF area 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 LPF include heritage maps indicating the key natural and built heritage features.

Built Heritage and Natural Environment Strategy for Arklow

- To protect **the natural, architectural and archaeological heritage of Arklow**, in accordance with the objectives set out in the County Development Plan and this LPF;
- To **enhance the quality of the natural and built environment of Arklow**, 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**;
- To ensure the **protection and enhancement of natural habitats, cultural heritage, ecological resources and biodiversity** and in particular, to safeguard the integrity of protected sites, watercourses and rivers in the area.



A:2.8 Service Infrastructure

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 etc. The provision of transport and services infrastructure is essential to the development of any town or village, providing ease of movement within settlements, connecting settlements 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 Transportation and Environmental Services Departments, as well as outside agencies such as Uisce Éireann and the National Transport Authority, provide detailed strategies and objectives for a whole range of service infrastructure.



Service Infrastructure Strategy for Arklow

- Promote a development pattern and the development of enhanced infrastructure to **facilitate walking, cycling and increased use of public transport; in particular:**
 - to support and facilitate the implementation of measures to **improve walking / cycling opportunities** within the town and between the town and other centres of population and activity in the wider area;
 - to support and encourage action to address traffic on main streets, **to reduce and slow traffic through the town centre and give priority to pedestrians, cyclists, public transport and public realm improvements;**
 - to promote the delivery of **improved public transport** by facilitating the needs of existing or new bus providers with regard to bus stops and garaging facilities (unnecessary duplication of bus stops on the same routes / roads will not be permitted); facilitating the provision of bus priority where a requirement for such is identified; **requiring the developers of large-scale new employment and residential developments in the town to fund / provide high quality pedestrian and cycling facilities to public transport routes /**

nodes;

- to support design solutions and innovative approaches in order **to reduce car dependency;**
- to **cooperate with NTA and other relevant transport planning bodies** in the delivery of a high quality, public transport systems;

- 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. In particular:
 - To support and facilitate the **improvement and increased resilience of the water distribution, supply and storage systems;**
 - To continue to **facilitate Uisce Éireann in the provision of necessary waste water infrastructure, in a sustainable manner;**
 - To **ensure the separation of foul and surface water discharges in new developments** through the provision of separate networks;
 - Ensure the **implementation of Sustainable urban Drainage Systems (SuDS)** and in particular, to ensure that all surface water generated in a new development is disposed of on-site or is attenuated and treated prior to discharge to an approved surface water system;
 - To **promote energy efficiency and the development of renewable energy projects;**
- **To ensure that only appropriate land uses are provided on lands identified as being at risk of flooding;**
- **Where projects for new infrastructure identified in this LPF are not already provided for by existing plans / programmes or are not already permitted, then the feasibility of progressing these projects shall be examined, taking into account planning need, environmental sensitivities as identified in the SEA Environmental Report and the objectives of the LPF relating to sustainable development. A Corridor and Route Selection Process will be undertaken where appropriate, for relevant new road infrastructure in two stages: Stage 1 – Route Corridor Identification, Evaluation and Selection, and Stage 2 – Route Identification, Evaluation and Selection.**

The key factors that will drive the development strategy for Arklow are:

- The development and growth strategies / objectives for the settlement as set out in the Wicklow County Development Plan 2022 (derived from the National Planning Framework and the Regional Spatial and Economic Strategy) **detailed in Section A:2 above;**
- The findings and recommendations set out in the various studies / assessments accompanying this LPF, including in particular the Strategic Environmental Assessment, Appropriate Assessment, Local Transport Plan, Strategic Flood Risk Assessment, Social Infrastructure Assessment, Green Infrastructure Assessment, as detailed in the **Appendices to the LPF;**
- The impact of climate change on the future development of the settlement including measures to reduce our carbon footprint as well as mitigate against the future potential impacts that climate change may bring, such as flooding. Tackling transport emissions will be key, through the delivery of a development pattern that will allow for a reduced dependency on the private car and increased use of more sustainable and active travel modes;
- The historic pattern of development and the physical context (including any constraints to future development). In this regard the main physical and environmental considerations are also opportunities and contribute positively to the town. Arklow's Maritime Heritage in particular has shaped the physical and economic development of the town. While the port still has a strong commercial function a number of industrial sites have become and remained vacant over the years in the northern and southern waterfront zones. There is now an opportunity to regenerate these sites while still protecting and possibly enhancing the commercial and leisure functions of the port and marina.

A:3.1 Climate Change

One of the key influences in the drafting of this LPF is addressing climate change. Projections for climate change include continued sea level rise, potentially more severe Atlantic storms, which could generate more significant storm surges and extreme waves, increase in the number of heavy rainfall days each year, and wetter winters. The potential impacts from these projections include increasing flood risk for communities and infrastructure along rivers, estuaries and the coast, with accelerating rates of coastal erosion threatening coastal habitats and environments. Arklow is particularly vulnerable noting its coastal and riverside location.

While the commencement of the development of the Arklow Flood Relief Scheme is welcomed, other interventions need to be considered such as the use of sustainable urban drainage systems in existing and new developments and the protection of existing water courses, wetlands, marshes and other urban sponge areas in the settlement boundary which have the ability to naturally absorb and attenuate rainwater, reduce surface runoff and act as carbon sinks.

Arklow's Town Marsh, the network of green spaces throughout the town including planted areas, tree lines, parks and its blue network of streams, rivers, ponds, wetlands etc all have an important part to play not only as places for wildlife and biodiversity to be allowed to thrive, but also to act as areas of natural attenuation during periods of heavy rainfall.



A: 3.1.1 Impact on Future Development Options

The future development in Arklow needs to consider the potential future impacts on the settlement as a result of climate change. Future development should seek to preserve and protect the natural assets in the settlement while still allowing for the planned and sustainable development of the town improving both the quality of life for its residents and enhancing the natural environment within and around the town.

The LPF has been underpinned by a Strategic Flood Risk Assessment (SFRA), prepared in accordance with '*The Planning System and Flood Risk Management*' guidelines (DoEHLG 2009), including flood maps which have been prepared as part of this LPF process and appended to this LPF. The flood maps prepared for this SFRA have used the most up to date flood maps and predictions available, noting these have been updated since that last plan was prepared. The guidelines follow the principle that certain types of vulnerable development should not be permitted in flood risk areas, particularly flood plains, except where there are no alternative and appropriate sites available in lower risk areas that are consistent with the objectives of proper planning and sustainable development. The findings of this document are reflected in the land use zoning map accompanying this LPF.

In addition, the LPF will take into account the OPW Climate Change Mapping by requiring that additional objectives are applied to lands that may be at risk of flooding in the future due to climate change.

As a result of the updated SFRA, changes in zoning will be necessitated compared to the previous plan and strengthened objectives for site specific flood risk assessments for lands at potential risk of flooding in the longer term (having regard to the OPW climate change scenarios flood projections) will be required.

A Green Infrastructure (GI) Audit has also been prepared in support of this LPF and identifies Green Infrastructure Assets, which are primarily watercourse-based green corridors, identified to form the core of ecological corridors in the area. Other areas of potential biodiversity value were also identified, and thereafter potential linkages between same were evaluated in order, where feasible, to connect the individual sites into a coherent, interlinked network of ecological corridors and 'necklace' effect routes and appropriate buffers from proposed development, which are reflected in the land use zoning map accompanying this LPF².

As a result of the GIA, changes in zoning will be necessitated compared to the previous plan and strengthened objectives for nature conservation will be required.

Arklow has been designated as County Wicklow's first decarbonisation zone. While the protection of green and blue infrastructure assets such as the Town Marsh which act as a natural carbon sinks will be key, the LPF will also support more ways to reduce our carbon footprint now and into the future including the re-use and upgrading of existing buildings to become more energy efficient, the replacement of fossil fuels with solar, wind and other renewable resources.

Another key intervention is the promotion of more sustainable forms of travel and reducing our dependency on the private car through appropriate zoning and promoting sustainable travel patterns.

²The following non-statutory local studies were also considered in the GI mapping process: Arklow Town Urban Habitat Study 2008, Arklow Biodiversity Action Plan 2021, Arklow Marsh Protection Report May 2025, Arklow and Environs Hedgerow Survey 2024

A3.2 Sustainable Transportation

Wicklow County Council, with DBFL Consulting Engineers Ltd. and the support of the NTA and TII, have prepared a Local Transport Plan (LTP) for Arklow (Appendix 3), which has been used to inform both the overall development strategy of this Local Planning Framework, and its roads and transportation objectives, and will form the basis for the completion of a Local Transport Plan on the adoption of the LPF. The key aim of the LTP is identify ways to facilitate a modal shift away from private vehicles, to encourage walking, cycling and the use of public transport, to provide a sustainable and safe transport environment and integrate these proposals with the existing and future land use strategy for the settlement.

The objectives and measures recommended in the LTP were developed following assessment of the transport weakness and opportunities in the area, in particular:

- There is a **high dependency in the area on travel to work and education by car**. The 2022 Census data shows that of the total 8,996 work/education trips within Arklow, 63% were made by private vehicle;
- With respect to trips to work, after the private car, walking is the second most popular mode (12%) and trips by bus (2%), bike (1%) and train / DART / Luas only account for 4%, reflecting the currently poor level of cycling infrastructure and public transport provision;
- With respect to trips to education, private vehicles account for over half (59%) of trips, walking is the second most popular mode (31%) and trips by bus (6%), bike (25) and train / DART / Luas only account for 1%. The number of trips to education by 'active travel' modes fell between 2016 and 2022;
- At present there is no dedicated town bus service for Arklow, rather, existing bus services comprise national and regional routes. The infrequent nature of the scheduled bus services can disincentivise public transport usage, contributing to the low use of sustainable modes identified in the Census. Arklow Train Station is located within a 5-minute walking distance from the town centre at St. Mary's Road and is serviced by the Dublin Connolly – Rosslare rail route. The railway line is a single track between Bray and Rosslare which limits the capacity for increased services.
- Key trip attractors in the area are:
 - The town centre of Arklow;
 - Employment areas, in particular at the Kilbride and the Avoca River Park Industrial Estates north of the river, at Roadstone, Arklow South Quay, Knockenrahan Industrial Estate, Croghan Industrial Estate, Servier, Kish Business Park and IDA Park Arklow south of the river.;
 - Retail areas in particular Arklow Main Street, the Bridgewater area north of the river and Tesco Extra/Supervalu area south of the river;
 - Schools;
 - Arklow Train Station.
- As a significant number of key destinations (such as the Main Street, schools, retail, employment locations) are within a 15-minute walk and cycle time of a large proportion of the existing residential population, there is excellent potential to further increase the use of walking and cycle throughout the area.
- The Main Street is dominated by traffic further diminishing the pedestrian experience impacting the attractiveness of the town centre, the inclusivity of the town centre for all users and in turn, overall footfall.
- Many footpaths in the town centre streets are narrow and often impeded by poorly placed signage and bins. There are opportunities in the area for improved walking and cycling infrastructure through the enhancement of existing laneways in the town, along existing public roads, in particular Main Street, through road space re-allocation and public realm improvements, as well as new links through existing and new residential developments and greenspaces. In this regard topography in the town generally leads itself to encouraging walking and cycling;
- There are currently limited cycle facilities with Arklow town centre due to narrow carriageways and the disproportionate allocation of road space in favour of private vehicles. Where cycling infrastructure exists, it is substandard in places and lacks safety elements such as segregation from the carriageway.
- Pedestrian and cycle linkages between the Main Street and the riverbank are currently limited and the town centre tends to turn its back on the riverfront. There is an opportunity to enhance pedestrian linkages through utilising and enhancing existing laneway connections in conjunction with the improvements the Arklow Flood Relief Scheme will bring to the public realm along South Quay.

- While there are two pedestrian crossings on the Bridge Street junction and one traffic light crossing on Main Street which allow for good linkages between the two sides of the Main Street, the LTP has identified a prevalence of pedestrian collisions along Main Street which indicates that more opportunities for safe crossing are needed to improve pedestrian movement in the town centre.
- A significant impediment to accessibility and public realm improvements in the town centre (particularly in and around Lower Main Street) and the south quay / harbour / Tinahask area, as well as on the Nineteen Arches Bridge, is the presence of significant flows of commercial traffic and HGVs in these areas. HGVs from both the Roadstone Quarry and the port / harbour area on the south side of the river can only access the regional and national road network from these locations via the narrow (and predominantly residential) streets in the Lower Main Street, South Quay and Tinahask areas. As per previous development plans and transport studies for Arklow the identified solution to this issue lies in the construction of a **Southern Port Access Road** from Knockmore to the south of the town into the south quay / harbour area, connecting into the Roadstone Quarry. This route has been examined further in the LTP and it has confirmed that this is a necessary and high priority project.
- A second challenge to the overall improvement of movement and transportation in the town is the 'bottleneck' created by the Nineteen Arches Bridge, the only bridge across the river in the settlement. In previous development plans and transport studies, an identified 'solution' to this issue comprised the development of a new bridge between the Nineteen Arches and the M11 bridge to the west, from Kilbride in the north, passing over the Marsh, connecting to Vale Road, Lamberton Avenue and then continuing onto the Coolgreaney Road (the '**Western Distributer Road**'). As part of the LTP, this option has been re-evaluated and it has been determined that this would not be a short or medium term option for addressing this issue as further feasibility and environmental / ecological studies (particularly as the Arklow town marsh is a pNHA and the principal wetland area in Arklow), as well as stakeholder and traffic / transport assessment would be required before such a project could be progressed. In addition, the LTP identifies that this potential new route should only extend as far as Vale Road and that the development of a southern continuation of a distributor road from Vale Road to Lamberton and Coolgreaney Road is not required.

The high level transport objectives identified in the LTP are:

- Objective 1:** Encourage the use of sustainable low carbon transport modes (walking, cycling and bus) to reduce car dominance in line with Arklow's designation as County Wicklow's pilot decarbonisation zone.
- Objective 2:** Enhance the vibrancy, accessibility and liveability of Arklow Town Centre and immediate environs through a better balance of public space.
- Objective 3:** Enhance and maximise the use of existing and future natural environmental assets such as Avoca River Walk, Arklow to Shillelagh Greenway and Arklow to Laragh Greenway.
- Objective 4:** Maximise and enhance connectivity and permeability by removing barriers to walking and cycling and addressing traffic issues within the town.
- Objective 5:** Support the 15-minute-town concept within Arklow through the delivery of a permeable and connected walking and cycling network so that a range of facilities and services are available in short walking and cycling distances from home.

The key measures identified in the LTP are:

- Provide **continuous high-quality walking and cycling facilities** on identified Primary Routes, which directly connect to Arklow's town centre.
- Provision of safe and attractive walking and cycling facilities and public realm-led enhancement measures along Arklow's **Central Spine** (Wexford Road, Main Street, Ferrybank and Dublin Road)
- Provision of **New Pedestrian and Cycle Bridge(s)** to reduce reliance on the Nineteen Arches Bridge, minimise traffic congestion, and provide additional connectivity to lands zoned for development on both sides of the river.
- Delivery of active travel facilities and traffic calming measures on **link roads**.
- Delivery of **Town Centre** public realm improvements and **Quayside** walking and cycling facilities.
- Advancing and providing connectivity to the **Arklow to Shillelagh Greenway**.

- Formalising existing **permeability** links and introducing new permeability links to maximise accessibility and connectivity.
- Identifying the need for **town centre bus services**.
- Future integrated transport hub (**Park and Ride**) at Templeraíne.
- Advancing the delivery of the **Southern Port Access Road**, and the **Western Distributor Road** with revised route alignment(s).
- Safeguarding and enhancing the strategic function of **national roads**.
- Supporting gradual **HGV restrictions** through the town centre, facilitated by new road infrastructure.
- **Area-based parking management** and destination based parking measures, including formal park and ride facilities.

A:3.2.3 Impact on future development options

In light of these findings, in the determination of the future development pattern for the settlement of Arklow, a key consideration is ensuring that new development is or can be accessed and serviced by sustainable and active transportation modes. In this regard, greenfield lands have been identified for new residential and employment development **only where**:

- they are serviced or serviceable with footpaths and cycleways;
- are within c.30 minutes' walk time of a train station;
- are within c.15 minutes' walk time of an existing or a committed bus service;
- they are located within a c.15 minute walk of the town centre.

A consolidated map has been prepared which shows all locations in the LPF area that are within a 30 minute walk of Arklow Train Station and a 15 minute walk of existing or committed bus services. When this is overlaid with the zoning map from the 2018 Local Area Plan, the following is noted:

- Locations that were previously zoned for new residential and employment development (identified as AAPs (Action Area Plans) 1- 4 under the 2018 Local Area Plan) are within a reasonable walking distance of existing or committed public transport nodes;
- These isochrones are limited to existing public walking routes on the ground. There is an opportunity to bring all or most of these existing zoned undeveloped residential and employment lands into these walking distances as part of their future development by promoting walking and cycling connectivity as part of their overall design concept;
- These lands now also benefit from significant investments made by TII under the **Arklow North and Arklow South Cycle & Pedestrian Improvement Schemes** resulting in the development of high quality cycle and walking infrastructure along the Dublin Road to the north and Wexford Road to the south adjacent to this lands. As part of the development of these lands, cycle and walking routes shall link into this improved cycle and walking network.

Therefore, it is considered that these previously zoned lands fulfil accessibility criteria and are suitable to be continued in the LPF, subject to any amendments thereto to ensure compliance with other proper planning and sustainable development criteria.

It is acknowledged that the Avoca River Park Industrial Estate (former IFI Site) to the west, the IDA Park to the south west and the Kish Business Park to the south of the settlement, all fall outside the catchment of these walking isochrones. However the employment zoning is considered appropriate to maintain for these lands given that (a) part of the lands have planning permission or have already been developed for employment in particular by local businesses and (b) the role the IDA plays in attracting foreign direct investment in to Ireland.

With respect to the identified priority need in the LTP for a **Southern Port Access Route** to address serious traffic issues in the town centre / harbour / south quay areas, it is considered that the lands that would partially deliver the route / be opened up by the route should be identified as Phase 1 lands for development in the lifetime of this LPF.

A:3.3 Historical Development of Arklow

The following outlines the historical development of Arklow town and how this has shaped the town to date and continues to influence the future options for the further development of Arklow.

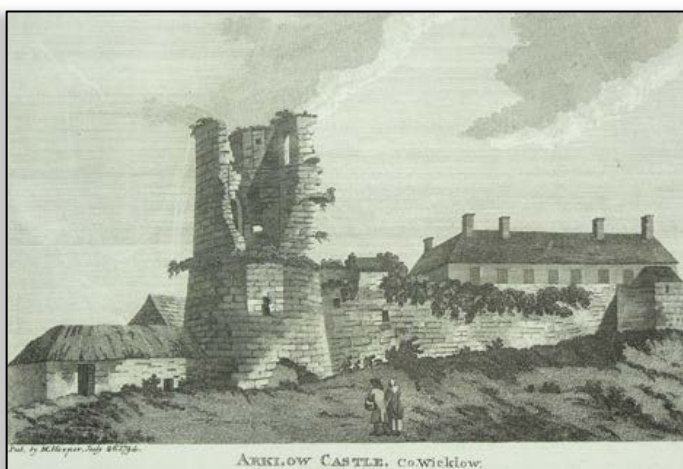
The name Arklow is of Scandinavian origin, with 'lo' meaning river meadow and 'Ark' being derived from the Viking name Arknell, i.e. Arknell's Meadow. Arklow town originally developed on the north side of the river, with the Vikings settling at the Town Marsh in the **9th century**, giving the town its current name. The Irish name for Arklow is An tInbhear Mór in Irish or the great/big estuary in English.

The Anglo-Normans followed in the **12th century** building 'Ormonde Castle' on the southern bank of the river. The town of Arklow and Ormonde Castle were granted to Theobald Fitzwalter (1st Chief Butler of Ireland and patriarch of the Butler family) circa **1185**, and it, along with a large amount of the hinterland remained in the hands of his family, the Butlers, throughout medieval times. During his time in Arklow, Theobald founded and endowed a Cistercian Monastery north of the river, which appears to have been short lived in existence. He also brought in many settlers to the area. He died in Arklow/Ormonde Castle on February 4, 1206.

In **1264** Thomas Fitzwalter founded the Dominican Friary. He granted the 'Dominican Order of Preachers' 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 Friary was suppressed in **1539**. Parts of the church and cloister buildings survived until the mid-18th century however none survive today. The site can be identified as Abbeylands Park/the Old Abbey Park and Rose Garden, a small park accessed off Main Street and formerly used as a graveyard.

In the **14th century**, Arklow came under pressure from the native Irish and the Ormonde Castle was captured in 1331. The town itself survived the Gaelic resurgence and managed to remain a bastion of the Pale. The 16th century saw the Butlers reasserting their interests in the manor. The town remained loyal to the crown during the nine years' war, and it was a supporter of the confederate cause between 1641 and 1649. The town surrendered to Cromwell in September **1649**, as his army passed through, on route to Wexford. Ormonde Castle was destroyed by Cromwellian troops with the remains located on Parade Ground (rear of the former Courthouse). The image below shows the remains of the Ormonde Castle in the late **18th Century**. This corner tower and perimeter wall still survive to the present day and can be seen from the Avoca River Walk. The early 18th century Arklow Barracks can be seen built within the castle walls, and surviving until the Irish Civil War 1922-1923.

Figure A3.8: Arklow Castle and Barracks c. 1797 along with remains today



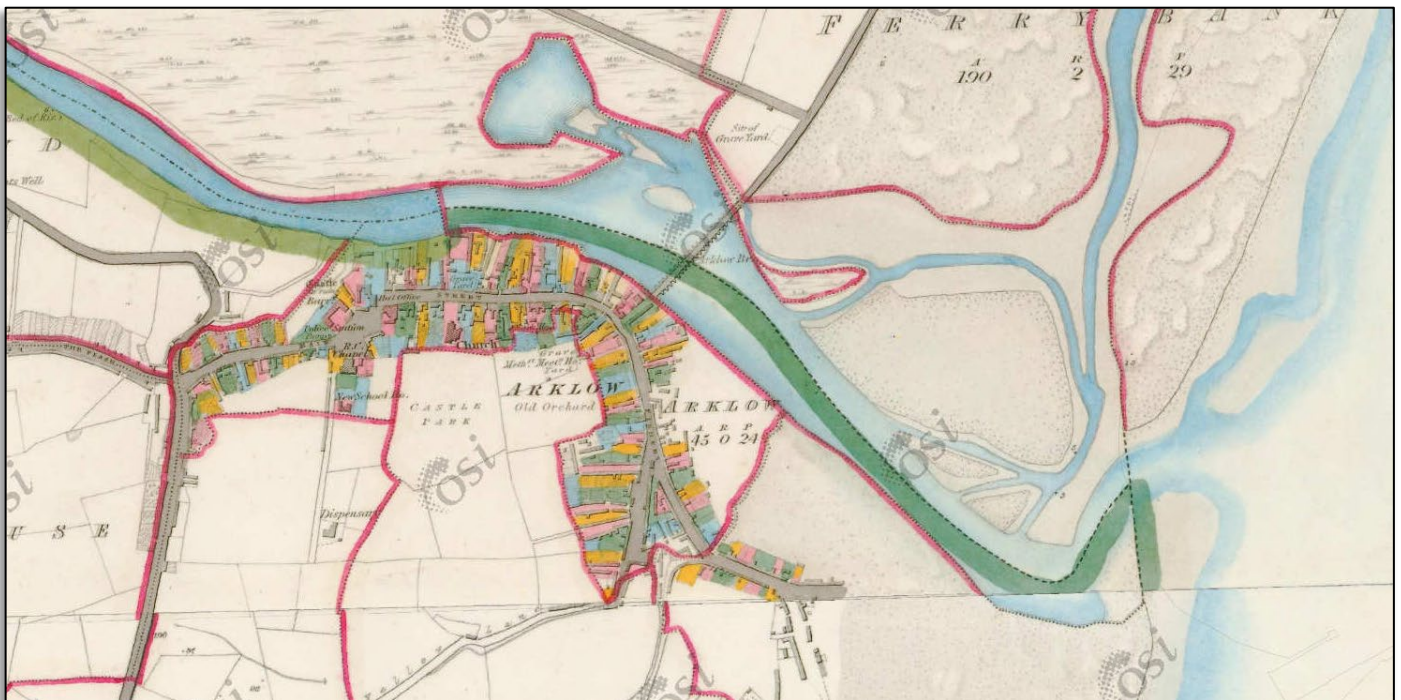
The Nineteen Arches Bridge was constructed between **1754-56**. This is the longest handmade bridge in Ireland and was built by Andrew Noble. This is the best known landmark in Arklow Town and is an impressive focal point.



The Battle of Arklow occurred on the 9 June **1798** when a force of United Irishmen from Wexford launched an assault into County Wicklow, on the then British-held town of Arklow. This was an attempt to spread the rebellion into Wicklow and to threaten the capital of Dublin. It was a significant historical event, where English crown forces defeated Irish insurgents. Two memorials, one on Parade Ground and one on Coolgreany Road commemorate the Battle of Arklow.

The Arklow First Edition 6 Inch Map Surveyed **1829-1834** shows the development of Arklow 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.

Figure A3.9: Arklow OSi First Edition 6 Inch Map Surveyed 1829-1834



In the **1800s**, post survey of the Arklow First Edition 6 Inch Map shown above, Charles Stewart Parnell commenced quarrying at Big Rock to the south of the town at the location of the modern day Roadstone Quarry. Arklow Railway Station was also opened in **1863**. Arklow Town now began to expand to the south towards the location of the Railway Station and to the north along Ferrybank. At the **end of the 19th Century** the population of Arklow was circa 4,944 persons.

The **late 19th Century** saw the establishment of the Kynoch large munitions factory on the northern side of the town, from the site of the new Waste Water Treatment Plant/former chemical works, up to and including Arklow Caravan Park. The factory originally supplied explosives for mining but also supplied munitions during wartimes. This factory employed between 3,000 and 5,000 people at its peak during World War I. In 1917 there was an explosion on the site. Twenty seven men were killed. A verdict of unknown causes was returned on the incident. The factory closed shortly after.

The map across shows the location of the Kynoch Factory Site which they acquired from Arklow Chemical Works. Munition magazines and buildings associated with the factory were dotted further along the coastline.

The map below shows the further development of Arklow, north of the river and the Nineteen Arches Bridge along Ferrybank and west of the site of Kynoch Munitions.

Figure A3.10: Chemical Works/ Kynoch Factory Site - OSi 25 inch Map 1888-1913

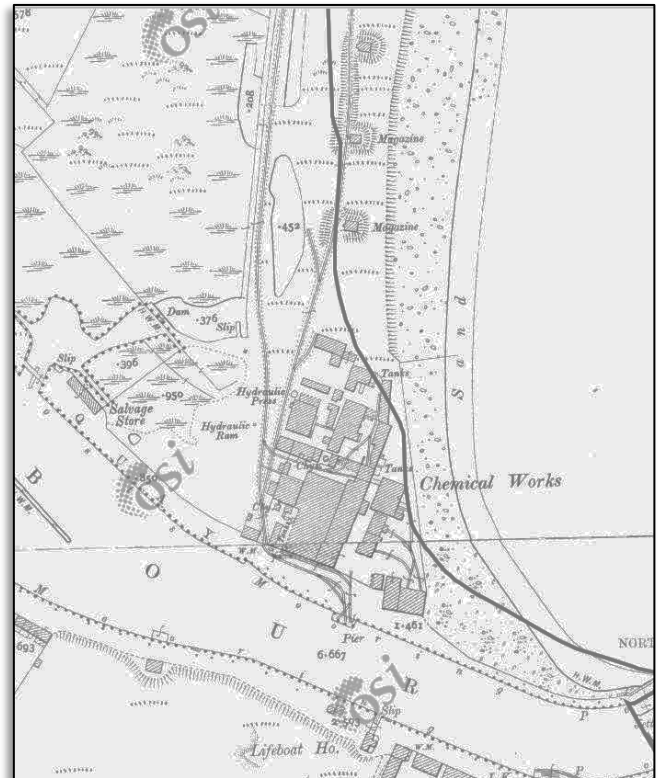
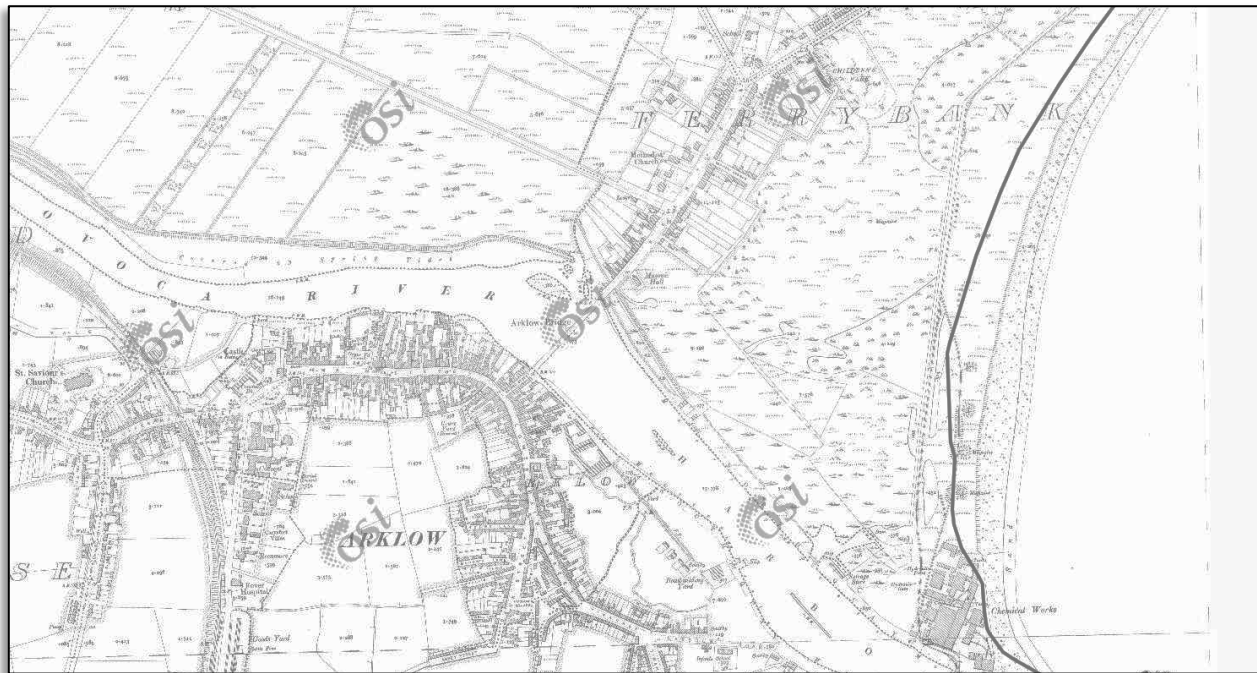


Figure A3.11: Wider view of Arklow OSi 25 inch Map 1888-1913



A3.3.1 Modern development patterns

The town saw very little change in population numbers between **1901 and 1946** when the population was **c. 4,915** persons. This period saw the establishment of Arklow Pottery in 1934, which was to be a major employer in the town up until the mid-1990s.

There was a steady increase in population between **1946-1956**, largely due to state-built residential development. This saw the construction of housing estates to the south of Main Street, infilling lands between Chapel Lane (now St. Marys Road) and Lower Main Street and Back Street, and to the west of the Wexford Road. The late 1940s/early 1950s were also one of the busiest periods for Arklow Pottery with the expansion of the factory, including the installation of new ovens and kilns which saw the demolition of the four bottle kilns on site.

Figure A3.12: Arklow Pottery Factory c. 1950 prior to the demolition of the bottle kilns



Housing development also occurred in the **1960s and 70s** north of the river on either side of the Dublin Road. 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.

The emergence of the Knockenrahan Industrial Park in the **1970s** and Croghan Industrial Estate from the late **1980s/early 1990s** provided more employment opportunities on the south side of the town leading to the development of further housing on the south western and southern edges of the town. Servier (Ireland) Industries Ltd established itself to the south of the town along the Wexford Road in **1989** with modest beginnings but is now a major employer in the town today.

By **1981** the population of Arklow had reached 8,646; however there was a decline in the population in the 1980s likely due to emigration. This trend continued until the mid-1990s when the population began to rapidly grow from 8,557 in **1996** to 11,712 in **2006**, an increase of 37% over 10 years.

During this time of growth Arklow Town continued to expand south and south westwards with the development of housing estates, associated open space areas, schools and neighbourhood shops.

Figure A3.13: Aerial View of Arklow South c. 1995 – Source OSI



To the north of the river, the late **1990s** saw the establishment of the Arklow Bay Hotel and the development of further housing accessed via Sea Road such as Woodbine Avenue, Mountain View Crescent and Hawthorn Drive, and from the R772 such as Windermere Avenue, Murell Drive and Tyronel Close and the beginnings of Avondale Crescent and Willow Grove.

Figure A3.14: Aerial View of Arklow North c. 1995 – Source OSI



Unfortunately on the south side of the river, the late 1990s also saw the permanent closure of Arklow Pottery on South Quay, which had been a major employer in the town since its establishment in 1934.

The Arklow M11 by-pass was opened in **1999**; it defined a new western boundary for the settlement 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. The aerial photograph below shows **Arklow c. 2000** post construction of the M11, with the main built up area shaded.

Figure A3.15: Aerial photograph showing the main built up area of Arklow c. 2001



The early **2000s** saw the arrival of large scale retail into Arklow with the construction of Tesco and Lidl on the southern end of the town centre along the Wexford Road. The opening of the Bridgewater Shopping Centre and Aldi on North Quay would follow in **c. 2007**. Prior to this Supervalu was the main supermarket in the town (established circa 1989). The development of the Bridgewater, while bringing modern indoor mall shopping format and new cinema facilities to Arklow, has not brought the hoped for overall increase and spin off benefits to the wider Arklow town centre. The early 2000s also saw the construction of the residential development known as Marina Village at North Quay.

The population of Arklow continued to rapidly grow from **2006 until 2011** by which time it had reached 13,009. This population growth was likely driven by people moving from north Wicklow and Dublin to the commuter belt in search of more affordable homes during the property boom of the early/mid 2000s. The main areas where the built up area has expanded since 2000 are on the southern side of the town towards the M11.

The arrival of the economic crash in **2008** and the lack of waste water treatment facilities to serve Arklow town meant that very little development, in particular residential development, has occurred in Arklow since **2011**. The years between **2011** and **2022** saw a modest increase in population of just 390 persons or 3%.

Figure A3.16: Aerial photographs showing the main built up area of Arklow c. 2006 and 2020.



A: 3.3.2 Impact on Future Development Options for Arklow

The historical pattern of development within Arklow creates path dependencies that will shape the future development of the settlement within a variety of constraints and opportunities. This LPF acknowledges existing uses while facilitating future residential, open space, community and educational uses at appropriate locations around the edge of centre lands.

The map below illustrates that the main built up area of Arklow falls within a 2km radius of the Town Centre (junction of Nineteen Arches Bridge with Main Street). Within this radius, there are still substantial undeveloped lands at Kilbride to the north and the Abbeylands/Tinahask lands to the south. These lands are currently zoned under the 2018 Arklow and Environs Local Area Plan as 'Action Area Plans' for mixed use development with residential development the primary use proposed.

These areas are still considered appropriate to facilitate the future expansion of the settlement; however more certainty is required with regard to the location and quantum of land use zonings in these areas along with the appropriate phasing of these lands, having regard to their walking distance to the town centre and public transport. Within this radius there are also areas of environmental and heritage importance and vulnerability, in particular the Arklow Town Marsh directly south of the Kilbride lands, and therefore it is necessary to identify and evaluate these areas with respect to their acceptability for any further 'greenfield' development, including the provision of appropriate green buffers (OS1 and OS2 zoning) from future development.

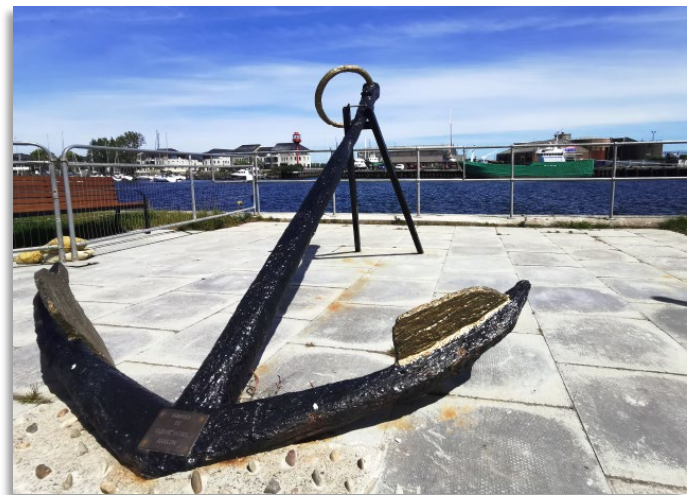
Figure A3.17: Existing Built Up Area of Arklow with 2km radius Arklow Town Centre



A: 3.4 Arklow's Maritime Legacy

Arklow's coastal location has greatly influenced its socio economic development and is an important element in the town's sense of identity and culture. While historically dependent on fishing, improvements to Arklow port meant that by the late 19th century it had an extensive fleet to service the trade in ore from Avoca mines, the export of quarried stone from Arklow Rock, and chemicals for the Arklow Manure Company and Kynoch munitions factory. The town at one time had the largest fishing fleet based in the Irish Sea and a thriving shipbuilding industry. The town was also famous for its 'Arklow Pottery' which was located on the south quays. This maritime tradition provided the main source of employment and influenced the location of houses, the development of local schools, shops and services.

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



The waterfront area, north and south, presents a key redevelopment opportunity to accommodate new residential and mixed use development at this strategic location, reconnecting the town back to its waterfront and beachfront, whilst also facilitating the existing port activities and further tourism, community, recreational and maritime uses.

The waterfront zone is divided into two distinct areas described as follows.

A:3.4.1 Northern Waterfront Zone

North Quay is now the less industrialised side of the Waterfront Zone. The potential for this area has been acknowledged and partially realised with the development of Marina Village apartments, Bridgewater Shopping Centre and more recently with the Arklow Shipping Building and the newly constructed Arklow Waste Water Treatment Plant. This area also currently accommodates some of Arklow's key public recreational assets including Coral Leisure, Kynoch Park and Duck Pond, the sea front walk, Arklow running track, outdoor gym, Arklow playground and skatepark.

The development of the following vacant sites has the potential to maximise this area's waterfront location and proximity to existing services and recreational facilities:

- **Site A:** Vacant triangular site measuring circa 1ha, to the west of Arklow Shipping. This site has frontage onto the running track to the north and would provide excellent passive surveillance over this public amenity space while responding to the recently developed Arklow Shipping building to its east and the existing residential development, Marina Village, to its south west;
- **Site B:** Vacant site to south of Arklow Shipping and north of Arklow Marine Services which has the potential through its redevelopment to provide cycle and pedestrian connectivity between Arklow Marina and Waterfront through to Site A and to the facilities at Coral Leisure, Kynoch Park and across to Bridgewater;
- **Site C:** Located to the south west of the new waste water treatment plant. Due to its location, this would be suited to marine based industry and commercial use with potential for some residential development on its southern side benefitting from waterfront views.



A: 3.4.3 Southern Waterfront Zone

South Quay is the more industrialised and active commercial part of the Waterfront Zone. Offshore wind energy presents new opportunities for future employment development and regeneration on South Quay in particular noting plans for an operation and maintenance facility to support the operation of Arklow Wind Bank 2 (See Site C below).

There are still a number of warehouses in active use to the west and south west of the harbour (Sites B and D). While Site B is mainly dominated by large warehouses, a strip of buildings along its northern riverfront edge (Site A) are characteristic of their harbour location and considered worthy of retaining as part of any redevelopment of this area. These buildings comprises of an old stone building with brick archways, flanked by Arklow Harbour Office on its eastern side and a 2-storey residential property on its western side.

The former site of the Arklow Pottery factory (Site E) represents the most significant redevelopment opportunity to accommodate a mixed use development with marine leisure/residential/ retail and historical/cultural uses, with provision retained for harbour associated activities/industries along its harbour and river edges. The development of this site would also serve to reconnect Arklow town back to its south beach noting that this site currently acts as a physical and visual barrier to this excellent local amenity.



A:3.5 Environmental and Physical Considerations

Key factors that will determine the appropriate future development strategy for Arklow are the physical context and natural/manmade constraints of the area and the ability of currently undeveloped areas to absorb new development without adverse impacts.

A:3.5.1 Natural Environment

The natural environment provides a habitat for a variety of species and is a source of amenity for human settlements. Despite the fact that Arklow is urban in character, the area includes several elements of the natural environment that need to be considered and protected as part of the future development of the area.

Map No.'s 2A and 2B 'Heritage Objectives' identifies three areas specifically designated as significant for wildlife and habitats; Arklow Town Marsh, Arklow Sand Dunes and Arklow Rock (proposed Natural Heritage Areas).

Arklow Town 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. The water quality of the river, in particular the section entering Arklow Town, has been poor mainly due to the historical presence of Avoca Mines; however the past lack of waste water treatment serving Arklow Town has also caused issues with the water quality in the river and in the seawaters around Arklow Town. The commissioning of the new state of the art waste water treatment facility will serve to improve the water quality in the Avoca River and the Arklow coastline enhancing these natural assets.



The settlement boundary also abuts Glenart Wood to the west and the Irish Sea coastline along the eastern edge of the town. The lands to the north east and south eastern boundaries of the town are designate Areas of Outstanding Natural Beauty under the Landscape Assessment for County Wicklow.

The town settlement boundary is not bounded by any European Sites. The closest European Sites are Buckroney-Brittas Dunes and Fen SAC located circa 3km to the north and Kilpatrick Sandhills SAC located circa 3.3km to the south in Co. Wexford.

Arklow town and environs are within the coastal zone management 'Cell 11 - Arklow Environs'. The coastal zone management objectives relevant to this cell are set out in Chapter 19 of the County Development Plan.

A: 3.5.2 Impact on Future Development Options for Arklow

Apart from their intrinsic biodiversity value as habitats for a variety of plant and animal species, these elements of the environment provide direct and indirect benefits to the population of Arklow and the wider area. They are places where people can engage in recreational activities such as walking, sailing and playing informal field sports. These also provide a visual amenity that enhances the attractiveness of the settlement as a place in which to live and work. These assets are therefore worth protecting.

Each of these elements of the natural environment are utilised in some way by the settlements' population. These assets have come under pressure from development. For example, in the past it was not uncommon for watercourses to be culverted for relatively long sections for residential development. Tree stands and hedgerows have also been removed to make way for development on greenfield sites.

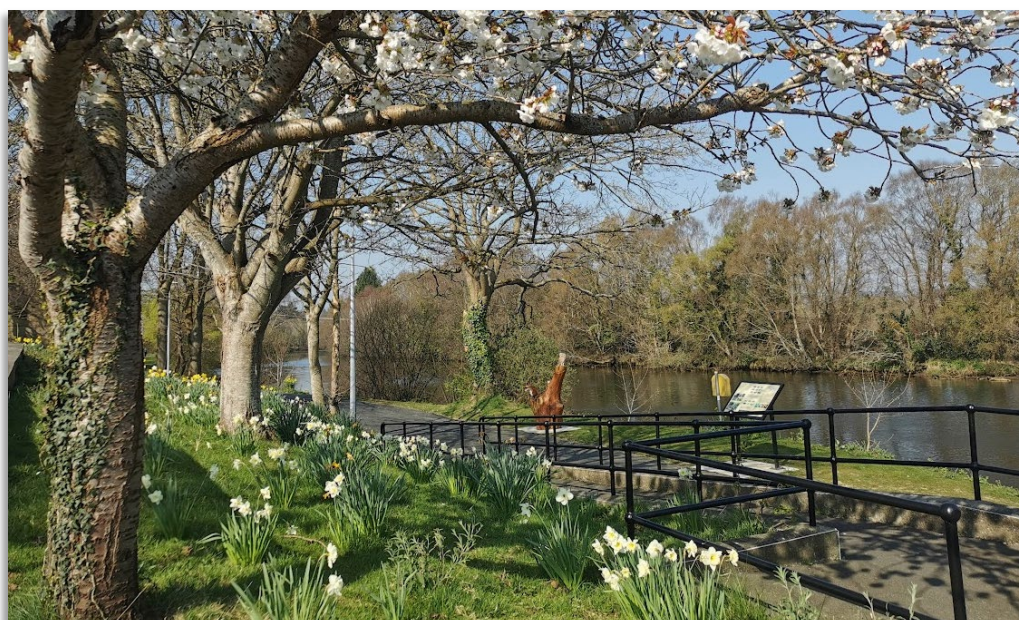
Therefore, in crafting a strategy for the future development of Arklow, appropriate buffer zones may be required to protect these important assets to maintain biodiversity value and green infrastructure services within the settlement of Arklow.

A:4 OVERALL STRATEGY

The key parameters for the future physical development of Arklow are based around protection of the environment, sustainability, climate change, compact growth and developing the settlement in a manner that will generate the minimal number of private car journeys and maximise walking, cycling and use of public transport. In light of the above, and the factor described in Sections A3.1-3.5 above, the development strategy adopted in this LPF is as follows:

1. The area shall be a **high quality, attractive and sustainable place to live, visit and conduct business**. The settlement shall maximise the potential opportunities associated with its strategic coastal location within 1 hour of Dublin City and support the enhancement of Arklow Port and Harbour as both a commercial port and a leisure port.
2. To facilitate the **regeneration and future development of Arklow Town Centre** as the centre/focus of the settlement. To enhance the public realm in this centre and enhance connections and linkages to the residential areas surrounding the centre, as well as providing connections between this area and important recreational assets such as Glenart Woods, the Avoca River Walk extending to the east along South Quay, the seafront including South Beach, Coral Leisure and Kynock Park.
3. To **consolidate the existing built pattern in Arklow** by firstly prioritising and maximising the development potential of large and infill sites in the town centre and the waterfront zones (particularly vacant or under-utilised sites) and secondly by promoting the development of sites, brownfield and greenfield, that maximise their proximity to Arklow town centre.
4. To facilitate and prioritise the **appropriate development of brown and greenfield lands that are currently served by or proximate to public transport services and promote walking and cycling above the use of the private car**. Such sites shall be given priority above more peripheral greenfield locations and there shall be no further settlement expansion beyond the previous LAP boundary.
5. To promote and encourage the appropriate **regeneration of the waterfront areas** with a mix of uses including residential and other uses that provide local job opportunities such as tourism and leisure, and uses that support the existing marine functions of port and the town centre as the retail and service core of the town.
6. To provide for **new community, educational and recreational opportunities** on serviced / serviceable sites in built up areas principally and greenfield lands at appropriate locations where necessary that are connected to local residential areas with walking, cycling and public transport facilities.
7. To provide for **new employment opportunities** on serviced / serviceable greenfield lands at appropriate locations that are connected to local residential areas via walking, cycling and public transport infrastructure/services.
8. **Enhance pedestrian and cycle connectivity throughout the town centre** by utilising and improving existing laneway connections, in particular between the Main Street and the residential areas to the south and west, and towards the River Walk and South Quay and across to Ferrybank, Bridgewater and North Quay.
9. To **promote cycle and pedestrian connectivity in new residential and employment developments** which serve to prioritise and encourage the use of active travel mode over the private car and provide safe and provide direct linkages back to the town centre, Arklow Train Station and existing residential areas, where feasible.
10. To support the following **priority transport / accessibility schemes in Arklow**:
 - (a) Provision of improved active travel connections (walking / cycling) over the River Avoca east of the Nineteen Arches Bridge linking the Town Centre and South Quay to North Quay and the Bridgewater Shopping Centre,
 - (b) Provision of an Active Travel Bridge over the River Avoca west of the Nineteen Arches Bridge linking the Town Centre and River Walk to Ferrybank and Kilbride,

- (c) The improvement of the public realm and overall pedestrian environment for all users in the Town Centre in particular along Main Street/Main Street Lower,
 - (d) The continued provision of new / improved footpaths and cycleways on all regional roads leading into the town,
 - (e) The construction of the SPAR (Southern Port Access Road) which aims to reduce the volume of HGVs from the town centre enhancing this environment for pedestrians, and
 - (f) To carry out a feasibility study, including environmental studies, regarding the provision of a second vehicular bridge crossing over the River Avoca between the Nineteen Arches Bridge and the M11.
11. To **ensure that Arklow Town Marsh, Arklow Sand Dunes and Arklow Rock (proposed Natural Heritage Areas) and other environmentally sensitive sites are protected** from adverse impacts arising from any new development and to carefully manage and control the extension of existing development in proximity to these areas. In particular transport proposals which traverse or infringe on the Arklow Town Marsh pNHA, shall be subject to a full Ecological Impact Assessment which fully assesses the potential ecological and environmental impacts of any such proposal on the Marsh during both the construction phase and operational phase of any such proposal.
12. To ensure that no development is facilitated that would **give rise to adverse effects on the integrity of European sites (cumulatively, directly or indirectly)** arising from their size or scale, land take, proximity, resource requirements, emissions (disposal to land, water or air), transportation requirements, duration of construction, operation, decommissioning or from any other effects on the basis of this LPF.
13. To ensure that development proposals, **contribute as appropriate towards the protection and where possible enhancement of the ecological coherence of the European Site network** and encourage the retention and management of landscape features that are of major importance for wild fauna and flora as per Article 10 of the EU Habitats directive. All projects and plans arising from this LPF will be screened for the need to undertake Appropriate Assessment under Article 6 of the Habitats Directive.
14. To support the **Wicklow County Council Climate Action Plan 2024-2029**.



PART B: ARKLOW SPECIFIC OBJECTIVES

B:1	TOWN CENTRE REGENERATION AND RETAIL
B:2	ARKLOW WATERFRONT ZONE
B:3	RESIDENTIAL DEVELOPMENT
B:4	ECONOMIC DEVELOPMENT
B:5	TOURISM
B:6	SOCIAL AND COMMUNITY DEVELOPMENT
B:7	HERITAGE, BIODIVERSITY AND GREEN INFRASTRUCTURE
B:8	PHYSICAL INFRASTRUCTURE
B:9	ZONING AND LAND USE
B:10	SPECIFIC LOCAL OBJECTIVES

B:1 TOWN CENTRE REGENERATION

This section will set out the objectives for the sustainable development of Arklow Town Centre, including retail development objectives that are relevant to and implementable through a local land-use framework.

The town centre and retail strategies, objectives and standards set out in the Wicklow County Development Plan will apply directly in the LPF area. In particular, the County Development Plan addresses:

- The role of town centres and strategies for realising successful centres;
- Regeneration and renewal;
- Placemaking;
- Public realm;
- Compact development;
- Universal design;
- The County Retail Strategy;
- Objectives for town centres and retail including the design of new developments and the appropriate design and location for new retail.

It is not considered necessary to re-state the majority of the objectives for these areas in this LPF; and the objectives to follow are those considered necessary to emphasise assets or restate objectives that have particular relevance and importance to the area.

‘Opportunity sites’ (OP) are identified in this LPF, which would if developed, contribute to the enhancement of the public realm, streetscape vibrancy and vitality, and the retail / services offer in the town centre. There are underutilised and unoccupied properties within Arklow that could be redeveloped to contribute to the enhancement of the town centre and any development proposal for these sites should have regard to the objectives of the County Development Plan and this LPF¹.

¹ For a number of the OPs concept sketches are shown in this LPF. These are conceptual only, did not include complete site surveys/analysis, and should not be taken as a definitive guide as to the acceptability or otherwise of any access points, road layouts or building positions/designs. Any application for permission on said lands must conform to all standards and requirements of the Planning Authority, as set out in this LPF and the Wicklow County Development Plan.

B:1.1 Arklow Town Centre

Arklow Town Centre zone constitutes the historic core of the settlement, concentrated around Arklow Main Street, the Avoca River, the 19 Arches Bridge and Arklow Port, North and South Quay, and along the R772/Ferrybank to the north of the river. In recent decades, the town expanded to the south with expanses of residential development, schools and the construction of supermarket retailing in the form of Tesco, Supervalu and Lidl. More recent developments in the town focused on the northern side of the river with the construction of the Bridgewater Shopping Centre and Aldi. While shoppers may have benefitted for this considerable expansion in retail options in the town over the last 25 years, the location of the majority of this new retailing has been either south of the main town centre or on the north quay. This pattern has undoubtedly contributed to the decline of the traditional town centre and Main Street.

The recent works to the Parade Ground at the western end of Main Street have resulted in a more pedestrian focused town centre space at this location by reprioritising this area more for pedestrians rather than vehicles. The use of high quality, consistent, light coloured paving material and the introduction of street trees and planters have enhanced this entrance to the Main Street from the western side and emphasised the monuments and notable landmark buildings in this area such as St. Mary's and Peter's Church, the Bank of Ireland, Arklow Courthouse and a section of wall associated with Ormonde Castle. These improvements have made it much easier for pedestrians to navigate this area and are an example of what could be achieved along other sections of Arklow Main Street.

There are significant regeneration opportunities presented by the potential re-use of vacant structures, the redevelopment of empty street frontages and back land plots to the rear of town centre properties. Many buildings, while not protected, retain features typical of an Irish town streetscape which contribute positively to the character of the Main Street with the vertical emphasis of upper floor windows, pitched roofs and traditional shopfronts, which should be retained and where the opportunity arises, reinstated and refurbished.



In the past the town developed with its back to the waterfront with the focus of development onto the Main Street. While this LPF seeks to reinvigorate commercial activity along the Main Street, it is important for the town centre to connect with the waterfront/riverside to exploit the assets of both without compromising their historical and environmental amenity.

The completion of the flood relief works will serve to further enhance and improve accessibility for pedestrians along South Quay, extending the existing river walk route which is a valuable asset to the Town Centre. However, the pedestrian environment along the Main Street and throughout the town centre needs to be improved not only to increase footfall, but to encourage those visiting the Main Street to stay a bit longer and enjoy it as an amenity, as well as a place to get errands and business done. The extent of the town centre zoning is shown in red on the following map.

Figure B:1.1 Arklow Town Centre Zoning



B:1.2 Public Realm & Movement in Arklow Town Centre

Arklow Town Centre currently experiences high volumes of traffic passing over the 19 Arches Bridge where it diverges at a single junction south of the bridge to head west or east along Main Street, resulting in significant congestion and severely detracting from the town centre. While Arklow Main Street is in need of rejuvenation and enhancement which can be supported by promoting urban infill and brownfield development, it is imperative that the town centre is an attractive place to be by shifting the focus of the Main Street from one which facilitates the movement of vehicles to one which prioritises the movement of people.

The LTP identified the following main issues within Arklow's town centre area:

- Streets are generally provided with public footpaths however in many cases they are too narrow due to space given over to on street car parking and are often impeded by signage, bins, lights etc, making access difficult and unattractive for those with reduced mobility or push chair users.
- The reconfiguration and rationalisation of car parking arrangements in the town centre to provide more focal points for pedestrians and retail activity should be considered so as to create a more vibrant and attractive town centre environment.
- There are little or no opportunities along the length of the Main Street for outdoor seating areas associated with cafes, bars or restaurants or break out public spaces with seating areas for people to sit, linger and socialise. It is important that the town centre and its public realm are as inclusive as possible to all users.
- The impetus for pedestrians to cross the Nineteen Arches Bridge to utilise the shopping facilities and cafes on both sides of the River Avoca is diminished by the narrow footpath infrastructure on the bridge itself and the traffic volumes using this bridge.
- There are a number of opportunities to improve the public realm of the Main Street and address the disconnect between the Main Street, the waterfront/south quay and Bridgewater Centre on the northern bank, however the reduction in through traffic in the town centre is the foundation to reaping the benefits of any improvements to the public realm.

While transport matters are more generally dealt with in Section B.8 to follow, certain projects and objectives have the potential to have a transformative effect on Arklow Town Centre. In this regard:

1. The development of the **SPAR (Southern Port Access Road)** would significantly alter traffic movement patterns in the town centre and allow for a substantial reduction in traffic passing through the town centre and across the 19 Arches Bridge, in particular, HGVs.
2. The reduction of through traffic resulting from the SPAR would allow for the reallocation of road space from private vehicular traffic to pedestrians, cyclists, and public transport and allow for the overall **enhancement of the public realm of the Main Street** improving its vibrancy and vitality by making it a more pleasant place to be.
3. A number of **laneways** leading off Arklow Main Street provide linkages to the waterfront/South Quay and Avoca River Walk, namely Doyle's Lane and Condrón's Lane Lower. Castle Park to the south/west is connected via Bradshaw's Lane, Abbey Lane and Laffin's Lane. Currently many of these laneways are designed to prioritise car movements or they are not attractive or obvious links, especially to visitors/tourists. With a reduction in traffic levels, improvements to the public realm of the waterfront as part of the Flood Relief Scheme, improvements to the pedestrian environment of Main Street and the implementation of wayfinding signage, these laneways could be enhanced, similar to Abbey Lane, to expand the **public realm and increase the use of pedestrian and cycle friendly linkages between the Castle Park area, the Main Street and onto South Quay.**

Figure B: 1.2 Improvements to Abbey Lane Arklow

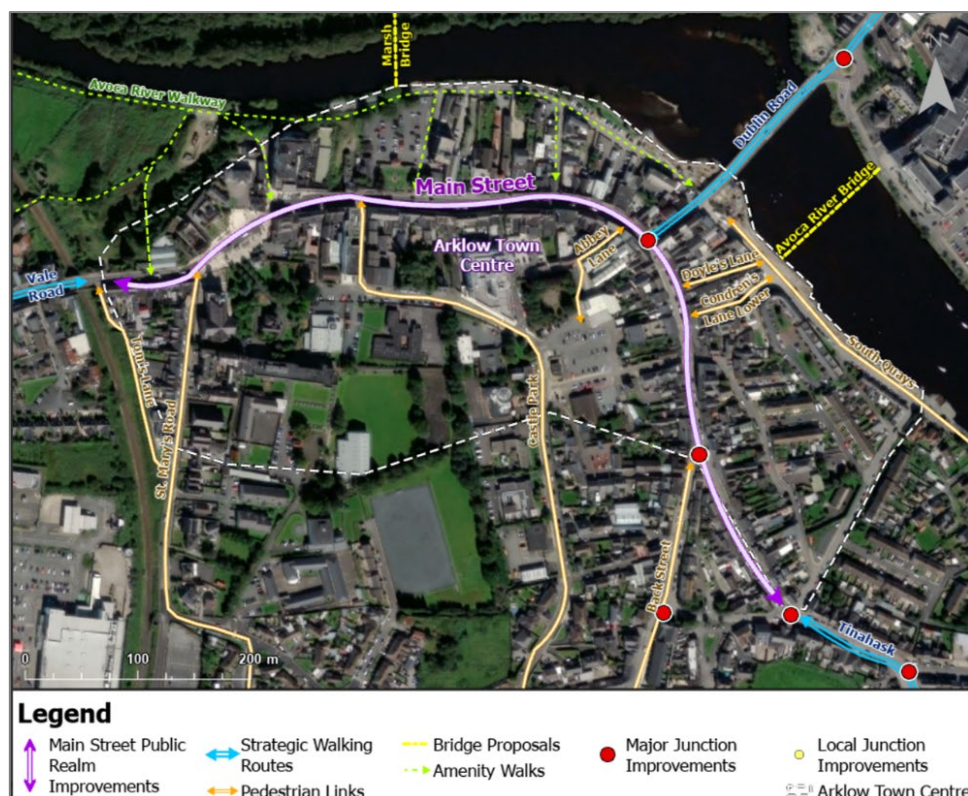


4. The **Arklow Local Transport Plan** supports the development of two active travel bridges across the River Avoca, one to the east of the Nineteen Arches Bridge connecting Lower Main Street and South Quay to the Bridgewater Shopping Centre on North Quay and the second to the west of the Nineteen Arches Bridge linking the river walk across to Arklow Town Marsh, Kilbride and Ferrybank. This route will utilise the debris trap structure proposed as part of the flood relief scheme and any route taken via the marsh shall be designed so that it is elevated above the marsh and has minimal impact on this proposed National Heritage Area.
5. The **reinstatement of former archways** which facilitated carriage/vehicular access to the back lands of properties along the Main Street providing further pedestrian/cycle connection opportunities as part of the redevelopment/refurbishment of sites with such features.
6. Traffic congestion on the single bridge in Arklow previously led to the development of an objective for the construction of a possible **new vehicular bridge over the Avoca River** between the Nineteen Arches Bridge and the M11. However, such a crossing would require detailed feasibility and environmental studies and significant investment, given the distance it would have to span across the marsh and river and is therefore identified as a longer term objective in the LTP.

The reconfiguration of traffic movements around Arklow Town, alongside improvements to the public realm would transform this area from one that is currently in decline and dominated by cars to one more pedestrian-focused in character resulting in increased footfall and enhanced 'social spaces' which could stimulate retail/café restaurant activity in the area and result in the regeneration of existing town centre buildings and sites over time, reinstating the character and vibrancy of this fine town centre.

Figure B 1.3 taken from the Arklow Local Transport Plan visually illustrates some of these proposals and shows how they can reconnect the town centre with North Quay and Ferrybank to the north and the existing residential areas to the south and south west.

Figure B:1.3 Proposed Public Realm and Pedestrian Connectivity Improvements for Arklow Town Centre.



B:1.3 Arklow Town Centre Objectives

The County Development Plan sets out a wide range of town centre objectives that will apply directly to Arklow Town Centre. In addition, the following objectives shall apply in Arklow:

Arklow Town Centre Objectives	
ARK 1	To promote Arklow town centre in the first instance as the priority location within the settlement for new residential, retail / retail services and employment through the development of vacant or underutilised sites and via the reconfiguration / redevelopment of existing low density development, while at all times respecting the character and heritage of the town centre. In particular, to support the development of opportunity sites in accordance with the specific criteria set out for each identified area within this LPF and to support and facilitate activities and developments that will improve the vitality, connectivity and vibrancy of Arklow Town Centre.
ARK 2(A)	To support and facilitate improvements to the public realm in Arklow Town Centre to provide an attractive, comfortable environment for pedestrians of all mobility levels, cyclists and users of public transport. Such improvements may include the following: ▪ Improvements in the 'walkability' and 'legibility' of the town centre via improved wayfinding signage, enhancement of pedestrian facilities along public roads and local laneways and improving connections from the town centre to the waterfront, Arklow Train Station and edge of centre residential areas; ▪ Reduction in the dominance of private vehicles and space dedicated to private vehicles in the public realm, thereby facilitating the enhancement of space for social interaction and potential use for community and business uses; ▪ By improving the appearance of junctions and gateway areas into the Main Street, particularly the Main Street – Bridge Street junction and on approach from Back Street and Tinahask/Harbour Road. ▪ To seek as part of the redevelopment/refurbishment of properties along Main Street and Lower Main Street the reinstatement of former archways/vehicular/carriage entrances to provide pedestrian and cyclist routes between the Main Street/Lower Main Street, South Quay and Castle Park and open up backland and infill sites for redevelopment with vehicular traffic accessing plots from alternative locations if practical; ▪ In conjunction with the National Transport Authority, to carry out a feasibility study and support the development of an active travel bridge to the east of the 19 Arches Bridge improving the visual and physical connection between Arklow town centre, the waterfront and Bridgewater Shopping Centre; ▪ In conjunction with the National Transport Authority to carry out a feasibility study and support the development of a second active travel bridge to the west of the 19 Arches Bridge connecting Arklow Main town centre, the river walk with Ferrybank and SLO5 Kilbride. ▪ Improvement of quality and consistency of the public realm including more consistency in road surface treatments, paving materials, signage and street furniture; ▪ The implementation of a comprehensive public realm scheme along the south and north bank of the River Avoca and adjacent areas of Arklow Town Centre as part of the Arklow Town Flood Relief Scheme works. ▪ Improvement to overall enjoyment of the experience of being in Arklow town centre through reductions in traffic, street clutter, overhead cabling and incongruous public realm elements.
ARK2(B)	To support and promote the improvement of the key central area of Arklow town centre from the Parade Grounds to St. Mary's Park, including (but not limited to) the following improvements: ▪ The extension of the existing public realm improvements along the Main Street from the Parade Grounds as far as River Lane; this shall entail a high-quality urban realm design with particular reference to enhanced pedestrian connectivity and accessibility, and improved linkages to the river corridor; ▪ The improvement of St. Mary's Park and car park, including the access and egress roads. Any redevelopment / enhancement proposals for these areas shall be so designed to integrate the riverwalk,

	car park and park as a unified space which supports multi-functional uses including community, cultural and outdoor performance / market uses, while protecting the character and heritage (particularly archaeology) of the area; ▪ To facilitate the enhancement of the landscaped linear open space park along the riverbank linking Coomie Lane to St. Mary's Park.
ARK 3	To protect and enhance the streetscape of Arklow Main Street through the following: ▪ a reduction in visual/street clutter; ▪ managing the level of signage on shopfronts; ▪ supporting the reinstatement of original building features and traditional style shop fronts in a sympathetic manner ² and; ▪ 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.

B:1.4 Opportunity Sites in Arklow Town Centre

'Opportunity sites' (OP) are identified in this LPF, which would, if developed, also contribute to the enhancement of the public realm, streetscape, vibrancy, vitality, and the retail/services offer in the town centre. There are a number of underutilised and unoccupied properties within Arklow Town Centre that could be redeveloped to contribute to the enhancement of the area. However, the redevelopment of the former Ormonde Cinema/Alps Site and the former Morgan Doyle/Marine Hotel premises would serve to transform the Main Street and serve as a catalyst for further regeneration of in Arklow Town Centre. Any development proposals for these sites should have regard to the objectives of the County Development Plan and this LPF as relevant.

Opportunity Site 1 – The Alps

This site is zoned Town Centre and is located at Upper Main Street, between the 'Parade Grounds' and river to the north. The site measures c.2.7ha 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. Uisce Éireann infrastructure is located on the north eastern edge of this site.

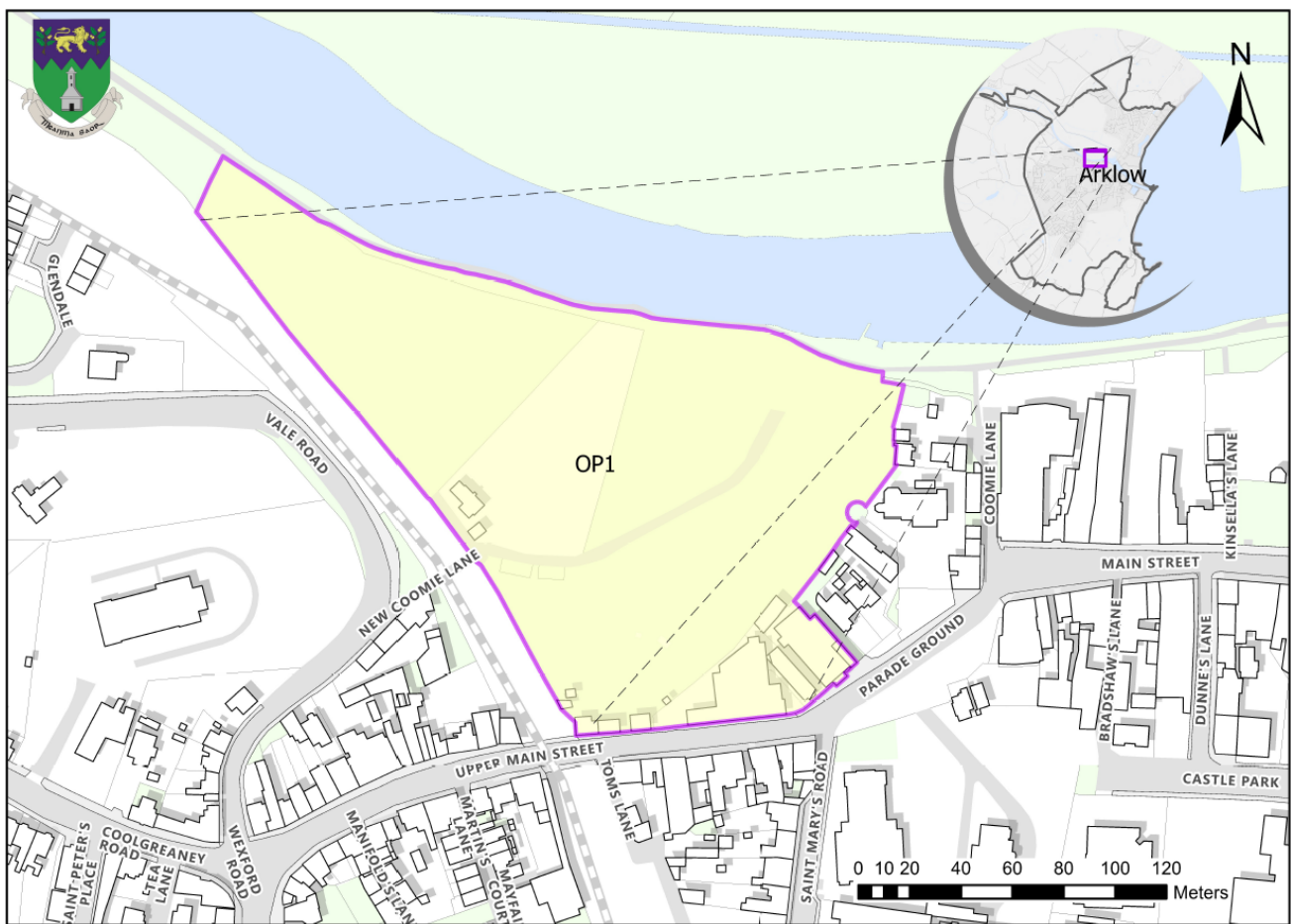


² For shopfront signage guidelines, see Volume 3 of the County Development Plan.

The site has a significant level change from south to north, dropping down from the Main Street as it approaches the River Avoca. There is also a ravine running through the south eastern side of the site down towards the river, which previously was an open watercourse which may have once formed part of the moate around the Ormonde Castle (this watercourse is now piped and forms part of the town's wastewater network).

The potential redevelopment site includes a number of vacant and derelict properties fronting onto Main Street, in particular, the old Ormonde Cinema (a Protected Structure) and Parish Hall. Unfortunately the Ormonde Cinema was badly damaged by fire in 2016. Its façade is largely intact and it has been kept on the record of protected structures for its cultural and landmark significance in the town.

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 for mixed use 'Town Centre' uses and is suitable for a significant Town Centre commercial and residential development at a high density, which reflects its town centre location but also takes account of development challenges on the site.

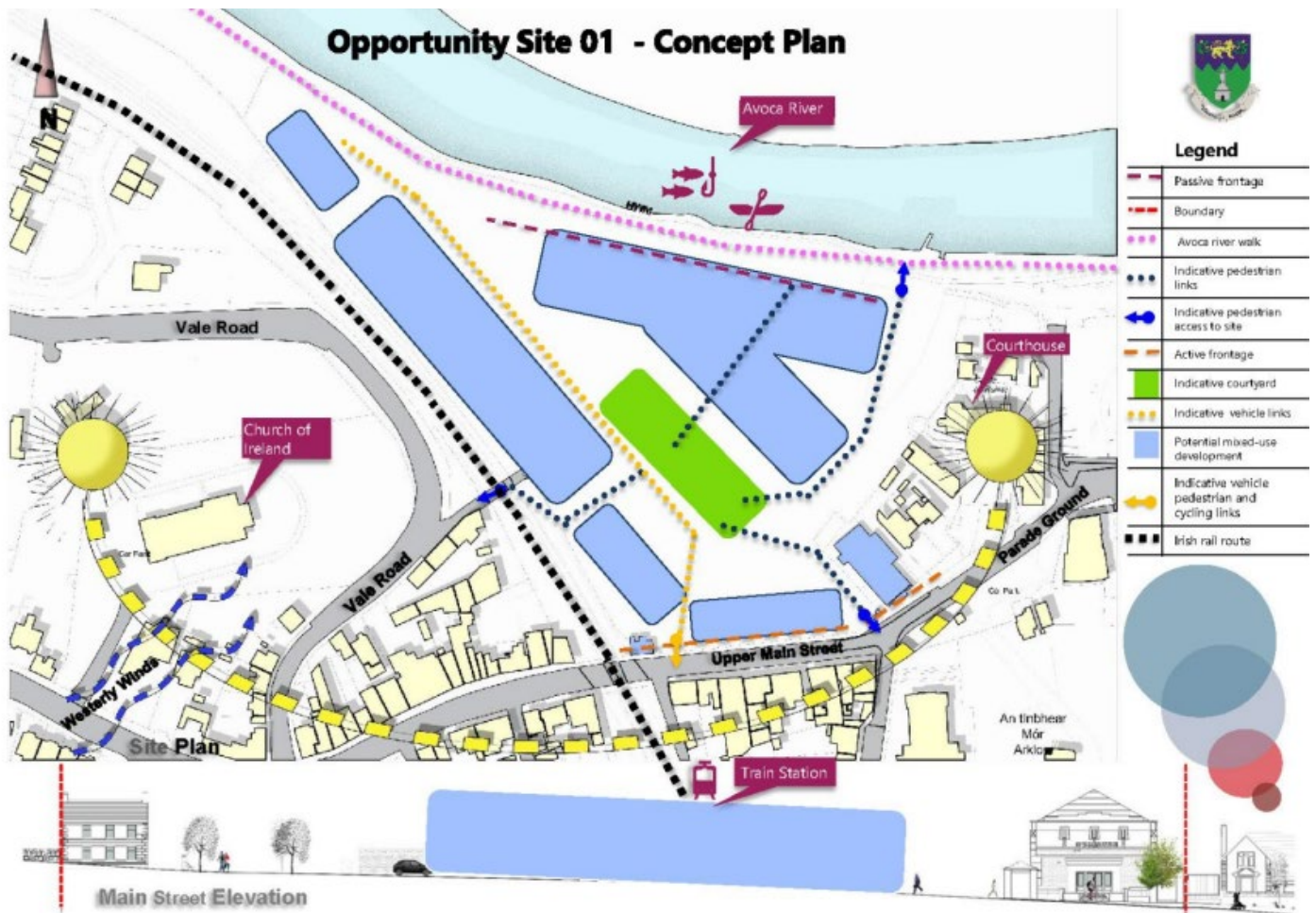


Objectives OP1

- Where possible this site should be the subject of a comprehensive (not piecemeal) 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.
- Proposals shall 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.

- The topographical challenges of this site are recognised. Proposals shall carefully balance the challenges of this site with its highly accessible town centre location, whilst being sensitive to its immediate built and natural context, including Protected Structure (A39 – Former Ormonde Cinema) and the Ormonde Castle National Monument (WI040-029002-Castle: Anglo-Norman masonry castle), and its location within an area of Archaeological Significance or Potential (Arklow Town). Proposals shall demonstrate how they accord with the Sustainable Residential Development and Compact Settlements Guidelines for Planning Authorities.
- A maximum height of 4 storeys fronting onto Upper Main Street / Parade Ground shall be permitted.
- Buildings along the river walkway shall be a minimum height of 3 storeys.
- Any development shall comprise of a series of new streets/laneways, opening up walking and cycle linkages between the Vale Road and the river and Upper Main Street / Parade Ground to the river.
- To ensure, where possible, there are active ground floor uses in the buildings along public spaces, walkways and streets and that all new structures present an appropriate façade to the river, walkways and roadside with strong passive surveillance, a continuous streetscape and building frontage where appropriate.
- To facilitate the enhancement of the landscaped linear open space park along the river bank.

Figure B:1.4 – OP1 Concept Plan



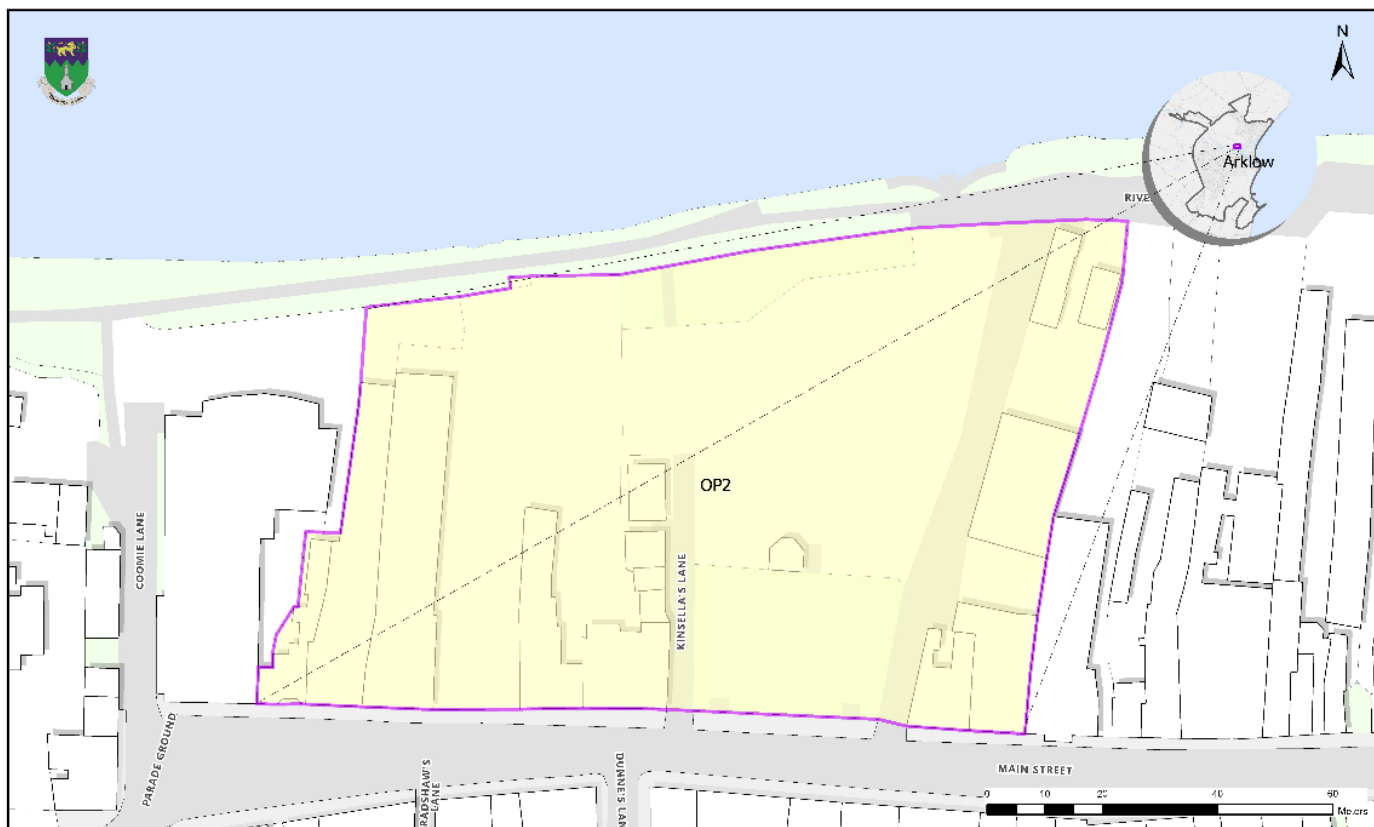
Opportunity Site 2 – Main Street

The site is zoned 'Town Centre' and measures 0.4ha (including all existing buildings thereon). The site is suitable for a significant mixed use retail, commercial and residential development at a high density. The site is made up of the former 'Morgan Doyle' site, the former 'Marine Hotel' site and the former '56 Bar'. The properties on Main Street are 2 to 3 floors in height, featuring traditional architectural design with shop fronts on the ground floor and some signage on the first floor façade. There are a number of features 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 St. Mary's Park further on alongside this laneway.



The site is located on a sloping terrain with its Main Street frontage at the higher elevation. The land significantly descends towards the river bank at the rear of the property. The topography offers both challenges and opportunities for creative design solutions, such as creating tiered levels, utilising this natural slope for views to the south over the river, or enhancing accessibility between the higher and lower areas. The proximity to the river also presents potential to overlook and enhance the Avoca River walk to the north, noting the relationship between the site and river is currently poor, while the street frontage offers a strong connection to urban infrastructure.

There is a unique opportunity to enhance permeability and connectivity using this site by creating a link to the Avoca River and improving access and frontage onto St. Mary's Park situated to the east of the site. Integrating access through the existing archway on Main Street could create a seamless flow from the urban environment to the natural landscape, offering both aesthetic and functional benefits.



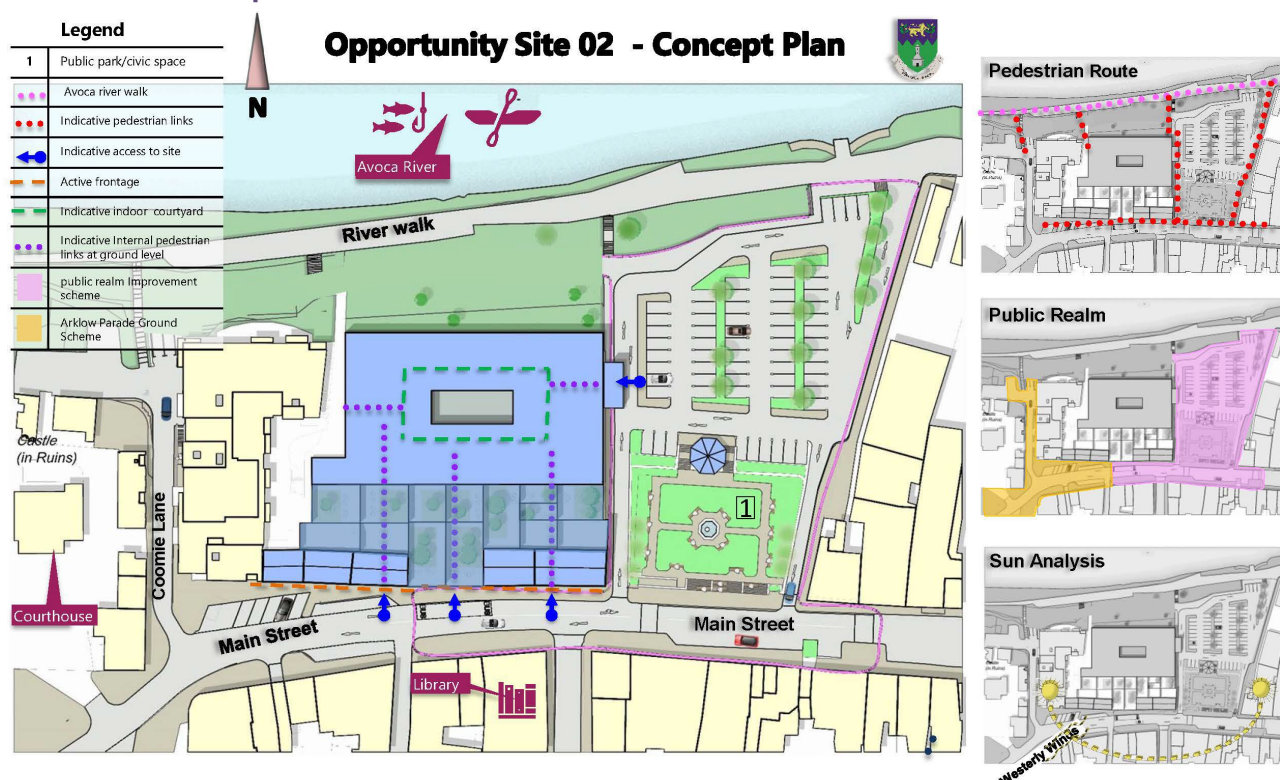
Objectives OP2

- 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. Development shall take account of the site's location within an Area of Archaeological Significance or Potential (Arklow Town) and appropriately protect any heritage assets.
- Proposal shall 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.
- Any redevelopment proposal shall include the provision of indoor multi-functional community space of not less than 600sqm, integrated as internal floor space as part of an overall mixed use development, which shall be devoted to the use of the public³.
- A high density development will be required to be achieved across the site that is sensitive and appropriate to its immediate built and natural context and accords with the Sustainable Residential Development and Compact Settlements Guidelines for Planning Authorities.
- A maximum height of 3 storeys fronting onto Main Street shall be permitted.

³ In the event that the re-development of this OP does not come forward as a single project, any individual application shall provide such internal community floor space on a pro rata basis having regard to their share of the overall development lands in this OP.

- Primary facades with a continuous streetscape, active frontage and passive surveillance shall address the river, Kinsella's Lane, St. Mary's Park and Main Street. In particular, buildings along the River Walkway to the north shall be a minimum height of 3 storeys with active uses/windows/balconies directly overlooking this walking route.
- To ensure, where possible, there are active ground floor uses in the buildings along public spaces, walkways and streets and that all new structures present an appropriate façade to the river, walkways and roadside with strong passive surveillance, a continuous streetscape and building frontage where appropriate.
- Additional links from the Main Street to the river should be incorporated through the site where feasible with active ground floor uses fronting public spaces, walkways and streets. In this regard proposals shall retain and reopen the existing archway addressing the Main Street. Where feasible this archway shall serve as the entrance to a new pedestrianised link between the Main Street and the river.
- To facilitate the enhancement and extension of the adjacent public car park into a public amenity civic open space area to the northern riverside aspect of the site.
- To facilitate the enhancement of the landscaped linear open space along the river bank, including an accessible pedestrian link to Coomie Lane.
- Any redevelopment proposals for properties on the east side of St. Marys Park shall make provision for the western facades / gables to be orientated towards the new civic town square establishing an active vibrant connection between the Main Street and the riverwalk.
- The Local Planning Framework supports the integration of open space and potential civic functions in Arklow town centre revitalising the historic street frontage, creating a focal entry point and bus stop, providing new green space, and connecting visually and physically to the Avoca River.

Figure B:1.5 – OP2 Concept Plan



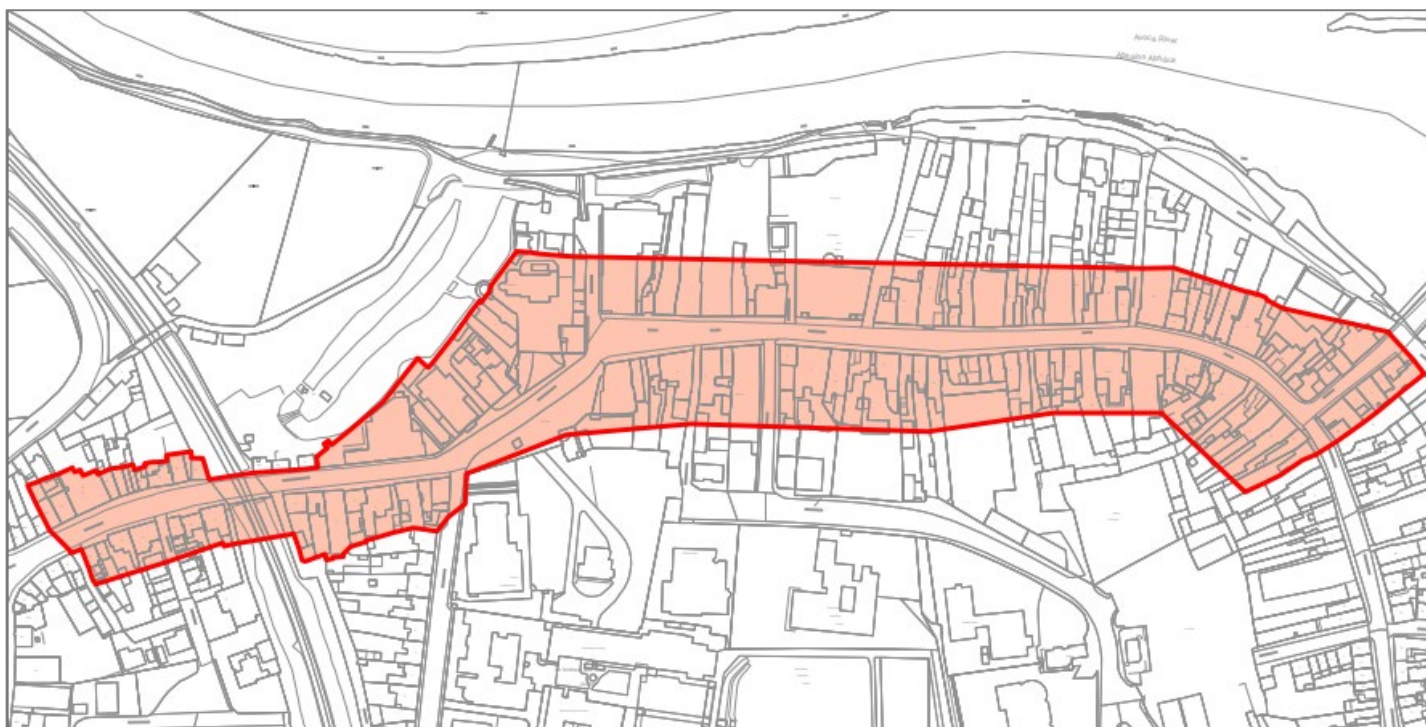
B:1.5 Retail in Arklow

The County Development Plan sets out the retail hierarchy for the County in line with the Regional Spatial and Economic Strategy. New retail provision should accord with the County Development Plan retail hierarchy. Retail development should be appropriate to the scale and function of the settlement it is located in.

Arklow is the main centre located in the south of the County and has been identified as a 'Level 3 Sub County Town' Retail Centre serving a wide hinterland providing retail services to a wide rural catchment. The town is well served by convenience shops including Supervalu, Lidl and Tesco Extra south of the river while Aldi and Dunnes Stores are located to the north. There is a good level of comparison offer in the Bridgewater Shopping Centre. There are a small number of independent shops and cafes on the Main Street and Lower Main Street with scope to increase the scope and potential of these independent shops, increasing variety and revitalising this traditional town centre.

The focus for new retail shall therefore be in the 'Core Retail Area' of the Town Centre (see Figure B.1.4 below), while the remainder of the town centre (as zoned for such purposes) will constitute an area of secondary priority for retail development.

Figure B:1.4 Arklow Core Retail Area



Local Shops and Services: There are a number of small sites throughout the settlement designated 'Local Shops and Services'. These areas 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 the town centre.

Southern Waterfront Zone – Arklow South Beach: A limited quantum of retail and café/restaurant uses shall be supported as part of the holistic redevelopment of the former Arklow Pottery site located in SLO2 (see Section B.9 to follow). The type and format shall be appropriate to the needs of the immediate area and the needs of visitors to the Arklow South Beach at a scale that does not undermine the role of the existing Town Centre.

The County Development Plan sets out a wide range of retail objectives that will apply directly in Arklow. In addition, the following objectives shall apply in the LPF area:

Arklow Retail Objectives	
ARK 4	To permit the nature and scale of retail development appropriate to enable Arklow Town Centre to perform its role and function as defined within the County Retail Strategy.
ARK 5	To vigorously protect and promote the vitality and viability of the town centre. Development proposals not according with the fundamental objective to support the vitality and viability of the town centre must demonstrate compliance with the 'sequential approach' before they can be approved. The 'sequential approach' shall be applied and assessed in accordance with the 'Retail Planning Guidelines, (DoECLG, 2012) ⁴ . The Planning Authority will discourage new retail developments if they would either by themselves or cumulatively in conjunction with other developments seriously damage the vitality and viability of existing retail centres within the County.
ARK 6	Sites identified for Local Shops and Services shall 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 the town centre.
ARK 7	To support and facilitate the development of retail use and café/restaurant uses, of a type and format appropriate to the needs of the immediate area and the needs of visitors to the Arklow South Beach at a scale that does not undermine the role of the existing Town Centre as part of the redevelopment of the former Arklow Pottery Site under SLO2.

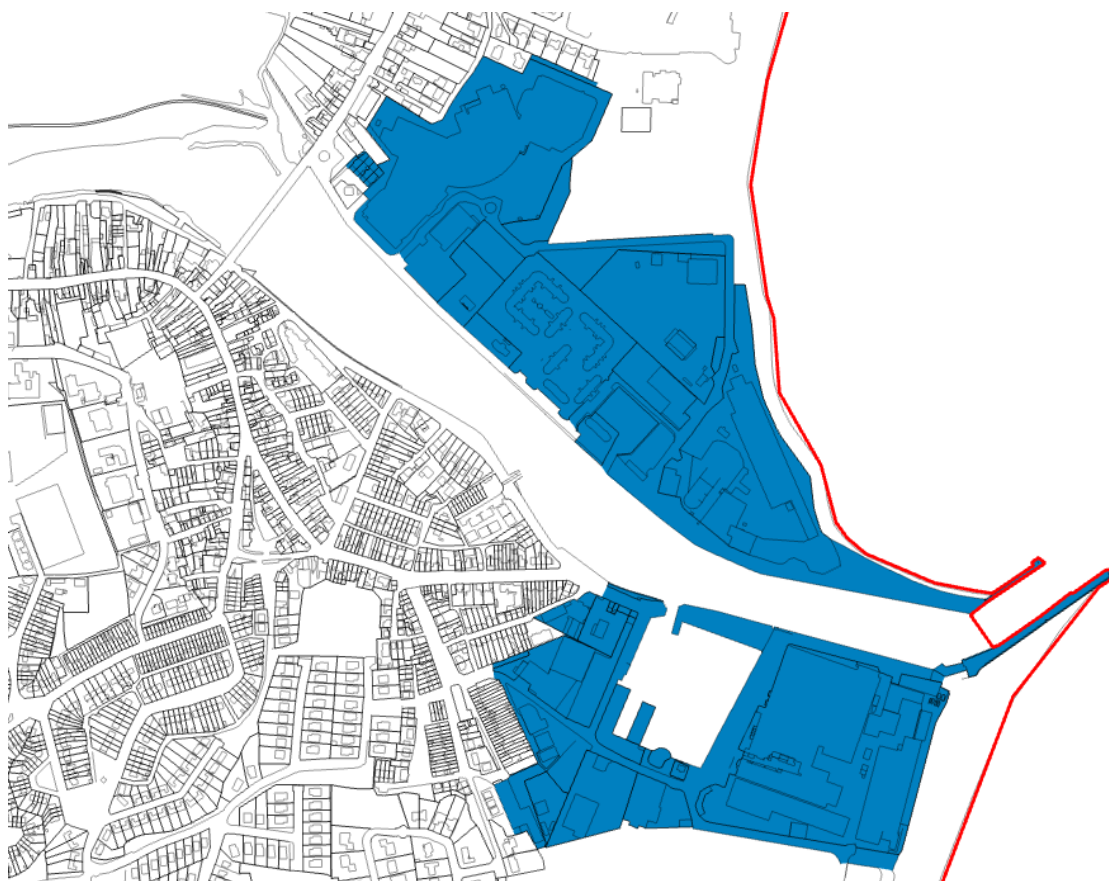
⁴ In short, the order of priority for the sequential approach is to locate retail development in the city/town centre and only to allow retail development in edge-of-centre or out-of-centre locations where all other options have been exhausted. Refer to guidelines for full description.

B:2 ARKLOW WATERFRONT ZONE

Arklow's 'Waterfront' comprises the port, north and south marinas, harbour, quays, north and south beaches and adjoining lands. The 'Waterfront Zone' (WZ) is made up of two distinct areas, one north and one south of the river. Both areas have seen different development pressures and levels of activity over the years, 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 are currently underutilised and vacant but present opportunities for regeneration.

The Port/Waterfront Area originally developed as an industrial area with heavy port traffic resulting through the town centre and large industrial buildings on the north and south quay. However, changes in port and industrial activity, the objective to provide a **Southern Port Access Road** and modern developments on the northern waterfront zone have presented opportunities for the further regeneration of the waterfront zones on both sides of the river. The further 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, in addition to ensuring that the port still remains competitive.

Figure B:2.1 Waterfront Zone



B:2.1 Northern Waterfront Zone

The development in the last 20 years of the Bridgewater Shopping Centre (with associated residential and office use), Aldi supermarket and the more recent completion of the Arklow Shipping building and Arklow Waste Water Treatment Plant, show that the potential of this area north of the River Avoca for non-industrial uses is starting to be realised.

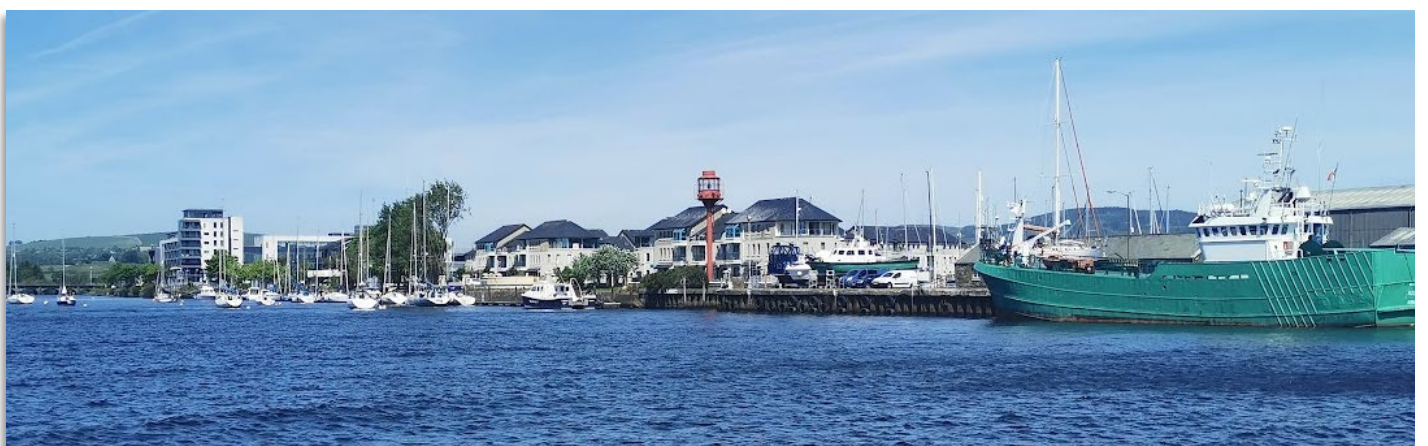


Arklow Shipping HQ

The northern waterfront area now naturally lends itself to leisure and residential uses area noting its proximity to existing amenities such as the seafront, Kynoch Park and duck pond, Coral Leisure, the running track and MUGA, Arklow children's playground, pitch and putt, outdoor gym equipment, Arklow Sailing Club and leisure marina, and the Arklow Bay Hotel.

The further enhancement and regeneration of this area needs to be facilitated to ensure the full potential of the northern waterfront as an important town asset and amenity is released. In this regard there is potential for further residential development north of Marina Village and west of Arklow Shipping with a focus on improving the public realm, in particular enhancing pedestrian connectivity across this area and providing a better sense of personal security and enclosure by increasing passive surveillance over the AOS lands to the north.

In this regard, SLO1 Northern Waterfront Zone (refer to section B.9) has been identified to further encourage a clear development path for the next stage of the regeneration of this area.



B:2.2 Southern Waterfront Zone

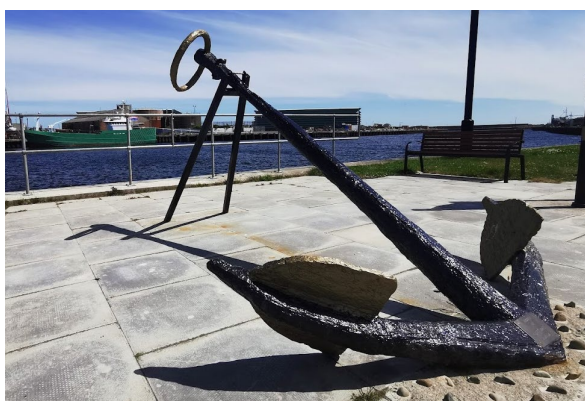
Arklow Port in the southern waterfront zone will likely see significant changes with the potential development of marine renewable energy, more specifically offshore wind, noting plans already permitted for an operation and maintenance facilities building and dock to support the operation of the offshore windfarm on the south quay.

The south port still facilitates commercial maritime activity and there are a number of quays, berths, yards, storage facilities and warehouses associated with this activity in this area. It is important that such existing sites retain their maritime industry function and are undermined by supports for residential / leisure activities.



However, the eastern edge of the southern waterfront zone has the potential for significant residential development with active commercial uses at ground floor such as shops, cafes and restaurants, with views over and access to Arklow South Beach. 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. In this regard, SLO2 Southern Waterfront Zone (refer to section B10) has been identified to further encourage a clear development path for the next stage of the regeneration of this area.

The strategy for Arklow's waterfront is therefore to facilitate the existing and future sustainable economic development of the area, protecting its function as both a commercial and fishing port and all associated activities, 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.



The County Development Plan sets out a wide range of waterfront, maritime and coastal objectives that will apply directly in Arklow. In addition, the following objectives shall apply in the LPF area:

Arklow Waterfront Strategy Objectives	
ARK 8	To support in-depth development of the Waterfront Zone WZ (north and south) for a mix of residential, commercial, employment, leisure and tourism uses in accordance with the development objectives for SLO1 and SLO2, having appropriate regard to environmental and ecological sensitivities associated with this coastal location. Applications for the development of such lands (including in particular any development that entails demolition and / or site excavation) shall include appropriate site and ground surveys / investigations / remediation measures / waste management plans as required taking in account current and previous/historic land uses / site activities.
ARK 9	In the Waterfront Zone to allow for high-density and high rise development in accordance with the Sustainable Residential Development and Compact Settlements Guidelines for Planning Authorities.
ARK 10	To support and facilitate existing and future commercial harbour / maritime activities in the Waterfront Zone including sailing, fishing, other water sports and commercial shipping activities, to support the development of new infrastructure necessary for the continued operation and development of the harbour and to resist developments that would undermine the commercial function of the harbour/port area. Sites directly adjoining the water edge of the South Harbour and Arklow Marina shall be retained for commercial harbour activities or uses directly reliant on access to the water edge.
ARK 11	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 along the eastern edge of the southern waterfront zone with improved access to Arklow South Beach.
ARK 12	To require any new developments in the Waterfront Zone to meet a high standard of architectural and landscape design and finish noting this exposed location and which respects the unique historical, environmental, visual and recreational amenities of the area.
ARK 13	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.
ARK 14	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 ensure that access to the water, such as steps / slipways / river/ beaches etc are maintained and improved and to facilitate the development of new opportunities for pedestrian and cycle links from the Waterfront to the town centre.
ARK 15	To encourage and facilitate tourism and leisure related uses at appropriate locations in the Waterfront Zone including hotel / accommodation facilities and leisure uses to complement this maritime location.
ARK 16	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.

B:3 HOUSING DEVELOPMENT

This section will set out the local objectives for sustainable residential development in Arklow that are relevant to and implementable through a local land-use framework.

The residential development strategies, objectives and standards set out in the Wicklow County Development Plan will apply directly in the Arklow. In particular, the County Development Plan addresses:

- The Wicklow County Housing Strategy
- Social and Affordable Housing
- Sustainable Communities
- Location of new residential development
- Compact Growth and Active Land Management
- Sequence / Phasing
- Densities
- Universal Design & Lifetime Adaptable Housing
- Quality of Design in New Housing Developments

It is not considered necessary to re-state the majority of the objectives for these areas in this LPF; and the objectives to follow are those considered necessarily to emphasise assets or restate objectives that have particular relevance and importance to the area.

B:3.1 Zoning for residential development

Limited residential development has occurred in the settlement of Arklow under the previous two Local Area Plans due in part to the economic downturn and in the case of the most recent plan due to the lack of waste water treatment infrastructure. Census data shows that Arklow has a declining population of 0-5 year olds in the settlement, likely due to lack of new household formations in the settlement and shows a slow population growth rate noting that the 2018 LAP was framed around a population target of 19,494 people by 2022. The 2022 Census results show a population at just 13,399, an increase of just 1.8% over 6 years (0.3% pa).

Noting the above it is considered that there is a pent up demand for new housing development in Arklow Town to serve the existing residents who have grown up in and wish to remain in the area, as well as from those wishing to move to the town.

It is an aim of this LPF to focus new residential development into the existing serviced built up envelope of the settlement. The 'Town Centre' (TC) zone, Waterfront Zone (WZ) and the 'Existing Residential' (RE) zone all present significant housing opportunities through densification of the existing built up area, re-use of derelict or brownfield sites and the development of infill and backland sites. In any development proposal for these areas, particular cognisance must be taken of the need to respect the existing built fabric and residential amenities enjoyed by existing residents, and maintaining existing parks and other open areas within the settlement. These central areas may not be sufficient in size and scope to accommodate all of the required long term future housing growth and therefore new 'greenfield' housing development shall also be considered. In this regard:

- Edge of centre' locations will be considered the priority location for such new greenfield residential development.
- More '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.
- New residential areas may be subject to 'Specific Local Objectives' (SLO) designation - the purpose of the SLO is to guide developers as to the land use / infrastructure / phasing requirements for the lands. In this regard see section B10 Specific Local Objectives, SLOs 3-6, which identifies and outlines the phasing of, and development objectives

applicable to three new residential neighbourhoods in Arklow, including supporting physical, social and community infrastructure.

- The waterfront area (WZ zone) also has significant potential for residential with mixed use development, given the large blocks of land available, the proximity to these sites to the town centre, amenities, the river and seafront, and the overall attractiveness of the area. (See Arklow Waterfront Strategy Objectives ARK 8-16 and Section B10 Specific Local Objectives, SLOs 1 and 2).

B.3.2 Development Potential & Density

In addition to the objectives of the County Development Plan and this Local Planning Framework, the development potential of any site will be subject to determination of appropriate density at the development management stage. The application of density ranges will be considered in line with the objectives of the County Development Plan, this Local Planning Framework and relevant Planning Guidelines. Density ranges should be based on consideration of centrality and accessibility to services and public transport; and considerations of the surrounding character, amenity and the natural environment. As the density that may be possible to achieve on any given site cannot be pre-determined, this LPF will not include an estimate of housing yield for any particular area / site.

B.3.3 Housing Targets & Extant Planning Permissions

Having regard to the Core Strategy and population/housing targets provided therein for Arklow, there is capacity within the lands zoned TC, WZ, RE (all located in the serviced, built up envelope) and lands zoned RN to meet current targets.

Table B: 3.1 to follow sets out the land zoned for new residential development in this LPF.

Table B:3.1 New Residential zoning (RN)

Location	Area (ha)	Status (Q2 2025)	Area Type
South Vale Road	0.8	No permission	Urban Neighbourhood
Rear of Arklow Tennis Club	0.9	No permission	Urban Neighbourhood
West of Marian Villas/Sheephouse	1.75	Local Authority Scheme in design	Urban Neighbourhood
South of Yellow Lane	0.7	Development permitted	Urban Neighbourhood
South of Emoclew Road	0.5	Development permitted	Urban Neighbourhood
SLO3 Abbeylands Tinahask North	16.5	Local Authority Scheme permitted on c. 2.7ha.	Urban Extension
SLO3 Abbeylands Tinahask North	6.2	No permission	Urban Extension
SLO4 Moneylands Tinahask South	11.7	Development permitted on c. 19.3ha	Urban Extension
SLO4 Moneylands Tinahask South	17.2	No permission	Urban Extension
SLO5 Kilbride	16.7	Development Permitted on c. 2.7ha	Urban Extension
SLO5 Kilbride	24.07	No permission	Urban Extension
SLO 6 Ballyraine	2.5 ha	No permission	Urban Extension
South of Beech Road	2.25	No permission	Urban Extension
South of Monument Lane	0.95	No permission	Urban Extension
East of Heatherside	1.9	No permission	Urban Extension

Heatherside/Vale Road	1.7	No permission	Urban Extension
Emyvale	1.6	No permission	Urban Extension
Coolgreaney Road/Sheephouse	1.5	No permission	Urban Extension
Lamberton Knockenrahan	1.26	Development Permitted	Urban Extension

The County Development Plan sets out a wide range of residential development objectives that will apply directly in Arklow. In addition, the following objectives shall apply in the LPF area:

Arklow Housing Objectives	
ARK 17	The priority for housing growth shall be the existing built up area of the settlement, on lands zoned 'town centre', 'waterfront' and 'existing residential'. Development shall extend outwards from the centre of Arklow with undeveloped land closest to the centre and public transport routes given priority. 'Leapfrogging' to peripheral areas shall be strongly resisted. In cognisance that the potential of such regeneration / infill / brownfield sites is difficult to predict, there shall be no quantitative restriction inferred from this LPF or the associated tables on the number of units that may be delivered within the built up envelope of the town.
ARK 18	To require that new residential development represents an efficient use of land and achieves the highest densities suitable to that site subject to the reasonable protection of existing residential amenities and the established character of existing settlements. In promoting higher densities and more compact development, new development should demonstrate compliance with: ▪ Sustainable Residential Development and Compact Settlements Guidelines for Planning Authorities (DoHLGH 2024); ▪ Design Standards for New Apartments Guidelines for Planning Authorities (DoHLGH 2023); ▪ Urban Development and Building height Guidelines for Planning Authorities (DoHLGH 2018); ▪ Design Manual for Urban Roads and Streets (DMURS); ▪ any subsequent / replacement Ministerial / Government guidelines.
ARK 19	To promote and facilitate the development of a range of residential development types, tenures and sizes, including affordable and cost-rental properties, in order to cater for the varying housing needs and economic circumstances of the town's population. In particular, Wicklow County Council shall work with the Land Development Agency, and other relevant stakeholders, to deliver a range of residential tenures to meet the requirements of the population including (but not limited to) affordable and cost-rental housing types on appropriate lands, subject to compliance with the policies and objectives of the LPF, the Development Plan and other relevant national and regional policies and guidelines.
ARK 20	Housing development shall be managed and phased to ensure that infrastructure is adequate or is being provided to match the needs of new residents. New significant residential or mixed use development proposals (of which residential development forms a component) , shall be required to be accompanied by 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.
ARK 21	In areas zoned 'Existing Residential' house improvements, alterations and extensions and appropriate infill residential development (including that which comprises the replacement of existing lower density development with higher density development) in accordance with principles of good design and protection of existing residential amenity will normally be permitted (other than on lands permitted or designated as open space, see CPO 6.25 of the Wicklow County Development Plan). While new developments shall have regard to the protection of the residential and architectural amenities of houses in the immediate environs, alternative and contemporary designs shall be encouraged (including alternative materials, heights and building forms), to provide for visual diversity.

B:4 ECONOMIC DEVELOPMENT AND EMPLOYMENT

This section will set out the local objectives for the sustainable development of the Arklow's economy that are relevant to and implementable through a local planning framework. The land-use objectives of this LPF aim to support the strategies of the Wicklow Local Economic and Community Plan and the Wicklow Local Enterprise Office, which have a wider remit than this LPF in the area of economic development.

The economic development and employment strategies, objectives and standards set out in the Wicklow County Development Plan will apply directly in the LPF area. In particular, the County Development Plan addresses:

- The role of land use planning in economic development; link between land use planning and the Local Economic & Community Plan (LECP)
- County Economic Development Hierarchy
- General Objectives for economic development
- Specific Objectives for Employment Types

It is not considered necessary to re-state the majority of the objectives for these areas in this LPF; and the objectives to follow are those considered necessarily to emphasise assets or restate objectives that have particular relevance and importance to the area.

B:4.1 Arklow: An Overview of Current Economic Assets and Trends

The most recent data from the 2022 Census shows that overall Arklow has an active employment base with 52% of those aged 15 and over in employment and 5.7% unemployed (split between 3.6% in short term unemployment and 2.1% in long term unemployment) which is below the national rate of 7%. Retirees account for 14.7% of the population.

The largest workforce group are employed in the professional occupations (13.1%) followed closely by skilled trades occupations (12.8%), professional and technical occupations (11.3%) and elementary occupations (10.3%). A further 9.1% are in caring, leisure and other service occupations. The remaining occupation split is as follows: sales and customer services (8.8%), process, plant and machine operatives (8.5%), administrative and secretarial (8.1%), managers, directors and senior officials (7.3%) with 10.6% not stated. It is noted that there is no particularly dominant workforce group in the settlement.

As set out in Part A, the jobs ratio in Arklow currently stands at 70%. It is important that this jobs ratio is increased and that a high level of employment is maintained into the future as the resident population grows in order to maintain and improve sustainable travel patterns between home and work, and enhance the economy of the settlement.

CSO Dataset '*Population 15 Years of Age and Older, Usually Resident and Present in the State at Work*' is illustrated on Table 4.1 below. These figures indicate that 61% of the working population in Arklow commute outside of the town for work. This commuter activity is unsurprising considering the settlement's location in the vicinity of Dublin and Wexford. This commuting population represents a resident working population that could be attracted to expanded employment opportunities within the settlement.

Table B:4.1: Commuters into and out of Arklow CSO Urban Area 2022	
Total Residents with a fixed place of work (A)	4,437
Persons working in the town of usual residence (B)	1,714
Persons working outside the town of usual residence (C)	2,723
Persons commuting into the town to work (D)	1,393
Daytime working population (E=B+D)	3,107
Net Gain /Loss in working population.(E-A)	-1,330

In addition these figures show that of the jobs available in the town, c. 45% are filled by persons commuting into the town reflecting the importance of Arklow as an employment base/provider for its surrounding hinterland.

It is acknowledged that there are a number of established employment clusters located within the built up area of the Arklow, for example Croghan Industrial Estate, Kish Business Park and Arklow IDA Business Park. Arklow has a good industrial base 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. Roadstone Quarry is also in operation from Little Rock south east of the town.

The further expansion of employment in the town would serve to increase the choice of sector/career offer in town, present opportunities for some of those currently commuting to relocate their work to Arklow therefore promoting more sustainable travel patterns and redirect and increase spending by workers/residents back into the local economy. There is a particular opportunity for Arklow to build on the renewable energy sector with the planned development of Arklow Bank Phase 2 and the designation of Arklow as County Wicklow's first decarbonisation zone.

B.4.3 Strategy for Economic Development

As set out in Part A of this LPF, the strategy for economic development will be based around:

- providing a land-use framework for each town, which makes the Council's requirements and expectations with respect to the location and type of new employment generating development abundantly clear;
- supporting and facilitating, to the highest degree possible (subject to environmental and other relevant planning considerations) all forms of employment generation and in particular, to encourage employment and commercial uses as a key activity in the town centre;
- a focus on 'placemaking' to create attractive and sustainable communities, with high quality services and public realm, to create attractive places to live, work, visit and invest.

In order to meet the requirements of point (a) above, this LPF makes provision of zoning of land for new employment.

As outlined in Part A, It is the aim of the County Development Plan to increase the County's overall job ratio to 70% by 2031, which will require some locations to exceed this level, and even to exceed 100%, in order to counter balance areas, such as smaller settlements and rural areas, that would be unlikely to reach such a high level of employment.

Noting the analysis of Arklow's current employment base, its current economic status, current commuting patterns to work and its importance as an employment base/provider for its extensive hinterland, it is considered appropriate to plan for a jobs ratio increase by 50% in Arklow, as shown in the table to follow.

The table below shows the minimum amount of land recommended to be zoned for new 'greenfield' employment in the settlement. It is important that employment opportunities are developed further in an environmentally sustainable manner, with a particular focus on growing employment and businesses in the town centre, the waterfront zones and other already built up areas, densifying existing employment areas, and targeting growth at locations that are the most sustainable in terms of accessibility.

In order to ensure however that there will be no shortage of site choice for developers of new employment, sufficient undeveloped 'greenfield' land will be zoned for new employment to meet all of the jobs growth required, on the assumption of 40 employees per hectare + headroom to account for developments with a lower employee per hectare ratio.

LEVEL 3	Jobs ratio 2022	Targeted future jobs ratio 2031	Jobs target for settlement in 2031	Jobs growth 2022-2031	Minimum quantum of Zoned undeveloped employment land (ha)
Arklow	70%	105%	6,500	3,400	85

B:4.4 Zoning Land for Employment

As set out in the County Development Plan, the zoning / designation of greenfield land for new employment shall adhere to the following principles:

- Application of the 'sequential approach' whereby zoning extends outwards from centres, contiguous to the existing built up part of the settlement;
- Promotion of a sustainable land use and transportation patterns, whereby 'people intensive' employment forms are located close to public transport routes, in centres and mixed use areas or within easy accessibility of residential areas, whereas 'goods based' employment types shall have good access to road transport corridors;
- Lands already or easily serviced by appropriate standard of roads, a gravity fed water supply and waste water collection system;
- Cognisance will be taken of the need to provide upmost protection to the environment and heritage, particularly of designated sites, features and buildings.

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.

In light of these factors, the priority locations for new or more intensive employment in the LPF area are:

- The town centre and waterfront zone;
- Densification of existing employment lands in the settlement;
- Locations within close proximity to high quality public transport services, in particular locations close to or accessible to Arklow train station, existing bus services and active travel infrastructure;

New employment areas are zoned to the north and south of the town. As set out in Part A, both of these areas fall within a 15 minute walk of existing bus services, 30 minutes of Arklow Train Station, are located adjacent to the recently completed Arklow North and South Cycle & Pedestrian Improvement Schemes. A summary of the status of all employment zoned lands in the LPF area is provided in Tables 4.2-4.4 to follow:

Table B:4.2 Developed Employment Lands

Developed Employment Lands	Area (ha)
Kilbride Industrial Estate	6.4
Beech Road Kilbride	0.8
Servier Ltd, Moneylands	21.5
Sigma Aldrich, Vale Road	4.1
Croghan Industrial Estate	10.4
Knockenrahan Industrial Estate	4.3

Table B:4.3 Part Developed Employment Lands

Part Developed Employment Lands	Developed Area (ha)	Undeveloped area (ha)
Kish Business Park	5.4	8.6 (Extant permission not commenced c. 5.7ha)
IDA Business Park, Ballynattin	10	14 (Extant permission not commenced c. 0.5ha)
Avoca River Park	c.20	c.24 (Extant permission not commenced c.17.7 ha)

Table B:4.4 Undeveloped Employment Lands

Undeveloped Employment Lands	Undeveloped AREA (HA)
Money Big (SLO4)	15.8
Money Big Bogland	46 (Extant permission not commenced on c. 19.5ha)
Coolboy	26
Wexford Road	5
Dublin Road	0.5
Ballynattin	17

Total undeveloped lands: c. 138ha of which there are current live permissions granted: c.57ha

The County Development Plan sets out a wide range of economic and employment development objectives that will apply directly in Arklow. In addition, the following objectives shall apply in Arklow:

Arklow Employment Objectives	
ARK 22	To facilitate and support all forms of employment creation on appropriately zoned land in Arklow and to promote the intensification of activities at existing suitable employment locations especially where this can mitigate long distance commuting, subject to the proper planning and sustainable development of the area and compliance with all other objectives of the County Development Plan and this LPF.
ARK 23	To facilitate and support Arklow town centre as the priority for new employment, particularly 'people'-based employment development.
ARK 24	To protect employment zoned land from inappropriate development that would undermine future economic activity or the sustainable development of such areas.
ARK 25	To encourage the redevelopment of brownfield sites for enterprise and employment creation throughout the LPF area 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.
ARK 26	To support the further development of commercial and tourism related maritime / marine services sector and facilitate existing and future commercial port activities, including support services for offshore wind farms, and to resist developments that would undermine the commercial potential of the port area.
ARK 27	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.
ARK 28	▪ To support and facilitate the development of spin off employment and support infrastructure from the renewable energy sector, including the development of long duration electricity storage, distribution and transmission and/or projects which would further result in the decarbonisation of the energy sector. ▪ To ensure such facilities are appropriately located and designed, informed by appropriate environmental/ecological assessment processes and do not result in significant adverse noise or landscape/visual impacts.

ARK 29	To facilitate and encourage the exploration and exploitation of aggregates and minerals, in a manner which is consistent with the principle of sustainability, the protection of residential, environmental and tourism amenities within the LPF area and the objectives relating to the Extractive Industry in Chapter 9 of the Wicklow County Development Plan 2022-2028.
ARK 30	To require that all employment zoned lands are developed as follows: ▪ At the highest standard of architectural design and finish, in particular where development sites adjoin or are visible from the Dublin Road on approach to Arklow Town from Junction 20, and along the Wexford Road, on approach to Arklow Town from Junction 21. ▪ That the layout makes provision for well supervised, public green routes (including foot and cycleways) through any employment lands and that such roads connect with the cycle lanes/tracks along the Dublin and Wexford Road via the most direct route possible shortened commute times by foot and cycle.
ARK 31	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.
ARK 32	To continue to facilitate the development of large-scale employment development (including ICT development and associated energy infrastructure) on E zoned lands at Avoca River Park and Bogland / Money Big.
ARK 33	Any future development of 'Employment' (E) lands at Ballynattin located to the west of the M11, shall be accompanied by the delivery of active travel connectivity (pedestrian and cycle infrastructure) to Knockmore / public transport services on the east side of the M11.

B:5 TOURISM DEVELOPMENT

This section will set out the local objectives for the sustainable development of Arklow's tourism industry that are relevant to and implementable through a local land-use framework. The land-use objectives of this LPF aim to support the strategies and objectives for tourism and recreation development in the area as set out in the various Fáilte Ireland strategies and plans, the Wicklow Tourism Strategy & Marketing Plan, the County Wicklow Statement of Tourism Strategy, the County Wicklow Outdoor Recreation Strategy and the Wicklow Local Economic and Community Plan, which all have a wider remit than this LPF in the area of tourism and recreation development.

The Wicklow County Development Plan sets out a range of strategies, objectives and standards aim to promote and facilitate the development of a sustainable tourism and recreation and these will apply directly in the LPF area. In particular, the County Development Plan addresses:

- The overall strategy for tourism and recreation
- Tourism and Recreation Infrastructure; Visitor Facilities
- Tourist Hubs and Destination Towns and Integrated Tourism / Leisure / Recreational Complexes
- Tourist accommodation
- Tourism and Recreation Themes and Products
- Outdoor Recreation
- Greenways

It is not considered necessary to re-state the majority of the objectives in this LPF and the objectives of this LPF will focus on the key challenges and concerns with respect to the development of the tourism and recreation sector as set out below.

B:5.1 Arklow's Tourism Assets

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 changed over time with increased industrial development in the town, water quality issues and affordability of foreign travel. Arklow still has a considerable tourism product to offer particularly by capitalising on the natural resources like the Avoca River, its coastal golf club and its seafront including Arklow South Beach. The waterfront area is an important recreational asset with the potential for the expansion of recreational facilities and tourism uses in the area, while the flood relief works will result in improvements to the public realm along the South Quay and extend the existing riverwalk, opening up opportunities for the further development of cafes and restaurants along this route and reconnecting the town with its waterfront. The commissioning of the Waste Water Treatment Plant will significantly improve the water quality of the river and beach in time further opening up the potential for the enhancement of the recreational and tourism uses along the waterfront.



The town's location on the M11 motorway, the Dublin-Rosslare rail line and within easy reach of Rosslare Europort provides easy access for international and national tourists. Arklow has a lot to offer the visitor, particularly those interested in the built, maritime or industrial heritage of the area, with the Maritime Museum located in the Bridgewater Centre, Kynoch Park memorial trail, the leisure marina on north quay, the harbour and south quay and the Avoca River Walk, while surrounding the settlement are a number points of interest such as the Howard Mausoleum, Glenart Woods and the Arklow Rock Walking Trail.



As well as 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 Jazz Festival in July, the RNLI Maritime Festival in August and the Celtic Challenge (biannual rowing competition). The town, in particular Main Street, has a number of cafes, bars and restaurants. The town also benefits from its proximity to a wide range of tourism and recreational attractions in the region such as Brittas Bay, The Vale of Avoca, Avondale, and is within easy reach of Glendalough and Glenmalur, one of the best locations for hiking and hill walking.



B:5.2 Tourism Accommodation

The town has a number of tourist accommodation options with the Arklow Bay Hotel and Arklow Holiday Homes Caravan Park to the north of the settlement, Moneylands Farm self-catering to the south of the town and Hoey's Bridge Hotel and a number of B&B's in and throughout the town centre. The provision of an Aire site⁵ at an appropriate location proximate to the town centre where visitors in touring caravans / RVs could easily access and utilise existing facilities in the town would provide a further option for tourists, encouraging them to stop of in the town for a night or two. As part of the future development proposals for the southern waterfront zone, an objective shall be included to facilitate the future development of a tourism accommodation.



B:5.3 Arklow to Shillelagh Greenway

The Arklow to Shillelagh Greenway is a long standing objective of the Wicklow County Council that will provide local amenity, attract tourism and support economic growth. This project is funded by TII and will bring a major new recreation and amenity attraction to the area. This project is current at the mid-way point of the design phase and is at the 'Options Selection' stage. The Greenway will involve the development of a 38km Greenway which will pass through the following towns and villages: Arklow, Woodenbridge, Aughrim, Annacurragh, Ballinglen, Tinahely and Shillelagh.



⁵ An 'aire de service' is an 'area of service' or a service area, often found on French motorways and often have waste facilities and approved parking bays for motorhomes

B:5.4 Future Tourism Development

With regard to the further 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 suitable 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. Improvements to the overall public realm of the Main Street and Waterfront Areas will further promote Arklow as a place for tourists to stop over for either day trips or for short stays noting that it will be a future finishing/starting point along the proposed Greenway.

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 additional hotel and other accommodation services preferably close to the Town Centre or the Waterfront Areas, 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 LPF that tourism accommodation development and infrastructure will be supported.

The County Development Plan sets out a wide range of tourism and recreation development objectives that will apply directly in Arklow. In addition, the following objectives shall apply in Arklow:

Tourism & Recreation Objectives	
ARK 34	To support opportunities to improve the tourism product in Arklow and to maximise the town's coastal location and as a gateway to tourism assets within Co. Wicklow.
ARK 35	To support and facilitate the provision of tourist information services and tourist signage at appropriate locations in the LPF area, with particular emphasis on locations close to existing public transport nodes and existing tourism/recreation facilities/assets. To cooperate with Wicklow County Tourism, Fáilte Ireland and other appropriate bodies in facilitating the development and erection of standardised and branded signage for tourism facilities and tourist attractions.
ARK 36	To support and facilitate the improvement of existing and the development of additional recreational infrastructure at beaches, harbours and coastlines in the LPF area, including (but not limited to): ▪ improvements to coastal access, including for those with disabilities, in particular improvements to the visual and physical connectivity between the town centre and Arklow South Beach,; ▪ improvement of existing or development of new toilets, changing facilities, waste disposal facilities etc; ▪ improvement of existing or development of new appropriately scaled and located car parking; ▪ infrastructure supporting swimming, sailing, marina/quayside berthing, rowing and other water sports, and shore fishing subject to ensuring no adverse environmental or visual impacts.
ARK 37	To protect and enhance existing, and support the development of new walking, cycling routes / trails, including facilities ancillary to trails (such as sign posting and car parks) and the development of linkages between existing trails in the area. In particular, to encourage and facilitate the maintenance and improvement of: ▪ The Avoca River Walk and linkages to Vale Road and Arklow Main Street; ▪ Lamberton Avenue/Woodlands Park leading to Glenart Woods; ▪ Walking infrastructure along North Quay linking to the coastal walk and Kynoch Park; ▪ Walking infrastructure along South Quay linking to Arklow South Beach via Arklow Port and the former Arklow Pottery site. ▪ Walking infrastructure along the Port Access Road linking to Arklow South Beach, The Cove, Nun's Beach and onto Clogga Beach.

ARK 38	To facilitate and support the proposed Arklow to Shillelagh Greenway as an expansion to the existing Avoca River Walk.
ARK 39	To positively consider the development of: a) New hotels, apart-hotels, boutique hotels and hostels within in the LPF area subject to compliance with normal planning and design criteria. b) Hotels, apart-hotels and boutique hotels may be considered in the AOS zoned area where such land is in active golf course use and the accommodation is held in single ownership and managed in conjunction with the golf course.
ARK 40	To support: a) The development of a touring caravan (Aires park) and camping/glamping sites (not static mobile home parks) in any land use zone in this LPF other than OS1 and OS2, subject to it being demonstrated that such use would not undermine the vision / objective of that zone to any material degree, or interfere with the compact growth and densification goals for the settlements in the LPF area having due regard to surrounding land uses and proper planning and development of the area and; b) The improvement of existing tourist accommodation related developments, subject to the proper planning and sustainable development of the area.
ARK 41	To support the enhancement of the tourism offer at existing public houses / eating establishments by the conversion of upper floors or via extension to provide for guest accommodation.
ARK 42	To support the change of use of dwellings to owner occupied guest houses and to support the use of existing residences for occasional short term letting use; however, permission will not be considered for conversion of non-owner occupied entire dwelling units for full time short term letting use to ensure that there is a sufficient supply of rental properties available for longer terms rental in the area.
ARK 43	To encourage eco-tourism projects ⁶ or those tourism projects with a strong environmentally sustainable design and operational ethos. To facilitate and promote the development of small-scale tourist enterprises that are developed in conjunction with established rural activities such as agriculture. Such enterprises may include open farms, health farms, heritage and nature trails, pony trekking etc.

⁶ Ecotourism is now defined as "responsible travel to natural areas that conserves the environment, sustains the well-being of the local people, and involves interpretation and education" (International Ecotourism Society TIES, 2015). Education is meant to be inclusive of both staff and guests.

B:6 SOCIAL & COMMUNITY DEVELOPMENT

The provision of adequate community infrastructure is critical to ensure a high quality of life and facilitate and sustain the growth of the settlement over the lifetime of the LPF and beyond. A wide variety of facilities are required in order to have a functioning and developing society. The Council seeks to create an environment in which everyone can develop to their full potential to enable them to participate in and contribute to all aspects of social, economic and cultural life.

The community development and infrastructure strategies, objectives and standards set out in the Wicklow County Development Plan will apply directly in the Arklow area. In particular, the County Development Plan addresses:

- The role of land use planning in community development; link between land use planning and the Local Economic & Community Plan (LECP)
- Community Facilities Hierarchy Model
- Education and Development
- Health and Care
- Culture & the Arts, including libraries and places of worship and burial
- Open space, Leisure and Recreation, including sports, children's play, and facilities for teenagers and young adults.

It is not considered necessary to re-state the majority of the objectives for these areas in this LPF; however, following the carrying out of a Social Infrastructure Audit (SIA) priority concerns in the Arklow area are (a) education, (b) health and care (in particular childcare and caring for the older population in Arklow) and (c) leisure & recreation (in particular sports facilities, equipped play spaces and upgraded community spaces/facilities), and therefore these issues are addressed to follow.

B:6.1 Education

Primary Schools

The analysis carried out in the SIA determined that there are sufficient primary school places for the current demand in Arklow Town and the wider area; however noting the current operating levels in the four primary schools in the settlement of Arklow, it is considered that demand in the town could quickly surpass supply during the lifetime of this LPF if residential development significantly and quickly increases. This is a particular consideration noting the pause in development in Arklow Town over the last 10 years due to the lack of a waste water treatment facility which has now been rectified.

It is considered that towards the end of the lifetime of the LPF the existing primary schools in Arklow may start to reach saturation if the 2031 population target is achieved. This would indicate that there will be a need for schools to either expand or a fifth primary school to be planned for and built. Either way, such projects take time to plan for and construct. A site zoned 'CE – Community & Education' under the previous LAP in Kilbride has secured permission to be developed to accommodate the new Gaelscoil Campus for both primary and post primary level. These two schools are currently operating from temporary sites on the south side of the town and will not result in a net gain of a primary or post primary school.

The relocation of Gaelscoil an Inbir Mhóir will result in the loss of primary school from south Arklow and the gain of a primary school in north Arklow. This leaves a spatial gap in the provision of primary schools within reasonable walking distance of the significant resident population in south Arklow and a gap in the provision of a new primary school serving the proposed new residential areas in Abbeylands and Tinahask.

In order to ensure that families have the choice to send their children to the school nearest to their home, this LPF shall ensure that there is appropriate zoned land to accommodate at least 1 new primary school in the short to medium term in south Arklow. A site in SLO 3 has been reserved for the development of a new primary school as part of this new

neighbourhood, along with a site on the western side of the Wexford Road which could accommodate a primary or post primary school as required.

In order to further future-proof the LPF, a new objective shall be provided which allows for the development of new primary schools on all land use zones (other than OS1 and OS2) subject to sufficient spatial separation from any existing primary school.

Post Primary Schools

The analysis carried out in the SIA indicates that there is sufficient capacity in the existing and planned expansion of post primary schools in Arklow to accommodate post primary school place demand until 2031, assuming that the population target for Arklow Town is met and not exceeded significantly and that the rural catchment population does not increase significantly. If growth in the settlement exceeds the 2031 target there will be a need to plan for a fifth post primary school in the settlement. In order to ensure that such a school can be planned for in the medium to long term, this LPF shall ensure that there is appropriate zoned land to accommodate at least 1 new post primary school.

Table B:6.1: Community and Education Zoning - Existing and Proposed

Existing Primary Schools	Site Area
St. Joseph's National School	c.2ha
St. Michael and St. Peter Junior School (Junior Infants to 2 nd Class)	2.3ha
St. John's Senior National School (3 rd Class to 6 th Class)	1.4ha Total 3.7ha
Gaelscoil an Inbhir Mhóir - current school site	0.6ha ⁷
Carysfort Mixed National School	c.1ha
Existing Post Primary Schools	
Glenart College	c.3.2ha
Arklow CBS	c.2.5ha
Gaelscoil na Mara	0.5ha ⁸
St. Mary's College	c.2ha
Proposed Community and Education Zoning	
SLO3 Abbeylands and Tinahask Upper	Min. Site 2ha Suitable for primary school
SLO4 Tinahask Upper- Money Little & Money Big	Min Site 4.5ha Suitable for post primary school
SLO5 Kilbride	5ha ⁹ Planned primary and post primary
Wexford Road	4.2ha Site Suitable for primary or post primary

⁷ School located temporarily on the grounds of Arklow United FC. School due to relocate when new campus constructed in Kilbride SLO5.

⁸ School located temporarily on the grounds of Arklow Geraldines Ballymoney GAA. School due to relocate when new campus constructed in Kilbride SLO5.

⁹ Planning permission granted for a Gaelscoil Campus on this site

B:6.2 Childcare

The County Development Plan requires that where considered necessary by the Planning Authority, developers of new housing developments of 75 units or more shall make provision in the development for childcare facilities at a ratio of 20 places per 75 residential units, unless it can be demonstrated that having regard to the existing geographic distribution of childcare facilities and the emerging demographic profile of the area that this level of childcare facilities is not required.

The SIA identifies shortfalls in the provision of adequate childcare facilities across the LPF area, and therefore across this LPF area and for this LPF period, this objective shall be applied in all cases, without exception. The development of other childcare facilities, outside of the new housing developments shall be supported and facilitated by this LPF.

B:6.3 Health & Care

The SIA indicates that Arklow is well served by health services including a good range of GPs, health centres, dentists, pharmacy care and other related facilities. A total of 33 health facilities were identified in the town comprising six GP practices, three nursing homes, nine pharmacies, four dentist practices, three physiotherapists, four opticians, and other healthcare facilities including psychotherapists, disability support services etc.

While the settlement is currently well served, there will likely be a need as the town grows for further services. It is further noted that a review of the age profile of Arklow shows a demographic weighted generally towards an older population group with an above average concentration of individuals over 65 years with a visible increase in population aged 65+ from 1,290 persons (CSO, 2011) 1,546 persons in 2016 (CSO, 2016) to 1,857 persons in 2022 (CSO, 2022). This indicates a likely requirement for more care and health services in the future.

The accompanying SIA recommends that rather than providing specific land use zonings, policy support for the expansion of the above services within the built up area should be included in the LPF. This LPF will therefore support the development of healthcare uses in all zones (other than OS1 and OS2) and ensure adequate land is zoned for 'CE – Community and Education' use which would allow for a range of health and care facilities, including larger scale stand-alone developments.



B:6.4 Cemeteries

There is enough capacity in St. Gabriel's Cemetery for the next 3 years. Therefore the expansion of the existing graveyard or the formation of a new graveyard will need to be considered. CPO 7.55 of the Wicklow County Development Plan 2022-2028 states the following:

"To facilitate the development of new, improved or expanded places of worship and burial grounds including natural burial grounds at appropriate locations in the County, where the demand for the facility has been demonstrated."

This objective will apply directly in the Arklow LPF area and surrounds, and therefore it is not considered necessary to restate this as a specific objective in the Arklow LPF. Noting that the above objective does not require burial grounds to be developed within the built up area of a settlement, locations in the vicinity of Arklow, including outside the LPF boundary, may also be suitable for additional burial grounds.

B:6.5 Open Space

The Council's 'Play' and 'Sports and Recreation' strategies provide methodologies for determining the quantum of open space needed by the resident population, for planning and future proofing purposes. These policies recommended the provision of 2.4ha of outdoor playing space per 1000 population, divided into the following use categories:

- a) 1.6ha for outdoor sport (Type A space);
- b) 0.6ha for passive play space (Type B space) and
- c) 0.2ha of equipped play space such as playgrounds, mixed-use games areas etc (Type C space).

These standards will be taken as a minimum and generally additional provision shall be made where possible. In particular, through the public consultation process, the expressed land / space needs of existing and new sports clubs/groups will also be taken into account the calibration of the OS zoning strategy and quantity.

This LPF provides for three types of 'open space' zones –

- 1. AOS – Active Open Space: To protect and enhance existing and provide for new active open space;
- 2. OS1 – Open Space: To protect and enhance existing and provide for recreational open space and
- 3. OS2 – Natural Areas: To protect and enhance existing open, undeveloped lands.

Category (a) spaces will normally be zoned 'AOS – Active Open Space'. Categories (b) and (c) can occur in / be located in a number of zone / area types including AOS and OS1 and can also include the residential open spaces in housing estates, which are generally zoned 'RE-Existing Residential'. The LPF will also provide for lands zoned 'OS2 – natural areas', which are areas not identified for 'play' but are an amenity to the resident population in terms of biodiversity protection, carbon capture etc.





Future Provision

It is noted that there was no shortfall identified in casual play spaces/greenspaces in the SIA audit for both the current and future projected population but there is a need for the enhancement of the quality of public open spaces, particularly in the form of Active Open Space and equipped play spaces such as playgrounds and MUGAs (multi use games areas).

In order to address this shortfall, the strategy in this LPF is as follows:

- Where there are suitable undeveloped lands adjoining an existing sports clubs or schools, these lands have been zoned AOS;
- Where there are existing sports facilities that have the potential to expand and/or upgrade but have not been zoned AOS under the previous LAP, these lands have been zoned AOS under this LPF to encourage and facilitate these upgrades as funding allows;
- Where land is identified for new residential development, this shall be contingent on the delivery with the development of new areas of public open space, including sports grounds and equipped play spaces including MUGAs for larger scale developments and at a scale commensurate with the development;
- The existing greenspace at Churchview (Abbeylands) has been rezoned from AOS to OS1 to allow this area to develop as funding allows, as a parkland with safe and direct walking/cycle routes linking adjoining residential areas to schools, public transport and the town centre along with equipped and casual play spaces;
- The existing greenspace at Fernhill/Marian Villas has been partially rezoned AOS to provide for active sports uses at this location coupled with the development of a park (OS1) with safe direct walking and cycle routes linking adjoining residential areas to schools, public transport and the town centre along with equipped and casual play spaces, all as funding allows;
- Lands along the northern side of Arklow Marsh have been zoned OS1 to facilitate the development of a linear park acting as a buffer between this proposed NHA and the proposed new residential development to the north. This area is located in SLO5 Kilbride which is earmarked for significant future residential development. This new amenity parkland will serve to link proposed and existing residential development in this area to the proposed AOS lands to the west whilst also facilitating possible walking and cycle connections towards Ferrybank and the town centre.

In order to meet shortfalls and taking into account the needs identified through pre-draft public consultation and the SIA (see appendices) this LPF zones the following lands and/or provides objectives facilitating the following additional and enhanced open space development.

Table B: 6.2: New Active Open Space zones

Location	Approximate Area (ha)	Description
Lands at Kynock Park	7ha	Location of existing running track and Coral Leisure. Rezoning to AOS allows for the expansion and improvement of AOS facilities on these lands.
Lands at Fernhill/St. Marian Villas	1.3ha	Currently in passive park use. Rezoning to AOS allows for the development of AOS facilities on these lands.
Lands to south east of Carysfort NS	0.8ha	Not in current sports use. Ideally located adjacent to an existing pitch and school.
Lands to west of Arklow Geraldine's Ballymoney GAA Club	2ha	Not in current sports use. Ideally located adjacent to existing sports grounds.
SLO3	3.2ha min	New AOS to be developed as part of these new residential neighbourhoods.
SLO4	4.5ha min	
SLO5	7.49ha min	
Total	26.2 ha	

B:6.6 Social, Community & Cultural Facilities

Social, community and cultural facilities are a broad category and can include general civic services and services targeted to specific sections of the community. The SIA identifies a number of social, community and cultural facilities in the settlement but it also identifies a need for at least one new multi-use community centre that would be of a sufficient size and format to cater for local community groups, classes and local small scale social events. Ideally such a facility should be located in the existing built up area where it is most accessible to existing and proposed residential areas. In order to support and facilitate the development of new community centres / facilities, such developments shall be acceptable in principle in all land use zones in this LPF other than OS1 and OS2, subject to normal planning considerations being fulfilled.

The County Development Plan sets out a wide range of community development objectives that will apply directly in Arklow. In addition, the following objectives shall apply in Arklow:

Social and Community Infrastructure Objectives	
ARK 44	Having regard to the potential longer term education needs in the Arklow area which have not been determined at this time but may arise; the physical and environmental constraints present in the area; and the space required particularly for new secondary schools, the development of new schools shall be permissible in principle in all land use zones in this LPF, other than OS1 and OS2, subject to the following criteria (in addition to all normal planning considerations) being fulfilled: ▪ In order to ensure an appropriate spatial distribution of schools throughout the LPF area and to ensure maximum accessibility of all residential areas to schools, no new primary school shall be located within a 10-minute walking time of any existing primary schools or no new secondary school shall be located within a 20-minute walking time of any existing secondary schools; ▪ The site has excellent public transport and active travel infrastructure in situ, or planned and committed to coincide with a new school opening at the site; ▪ No such development will be considered on lands in existing community use where the loss in the use / facility is not being made up for elsewhere within the settlement. ▪ In relation to flood risk, the sequential approach shall be applied in site planning, to ensure no encroachment onto, or loss of flood plain. Only water compatible development such as Open Space will be permitted for lands which are identified as being at risk of flooding.

ARK 45	The Planning Authority will resist developments that entail the loss of existing community, education and open space/recreation lands or buildings unless it can be demonstrated that (a) adequate community, education and open space/recreation lands and buildings would be retained in the settlement having regard to the planned future population of the settlement or (b) the particular lands or buildings are not suitable or needed for current or future educational, community or open space / recreational usage. In particular, developments that would unduly constrain the ability of existing schools to expand will not be permitted.
ARK 46	Without exception, to require the provision of childcare facilities in all new residential developments comprising 75 houses or more (including local authority and social housing schemes). In accordance with Department of Environment, Heritage & Local Government guidelines, childcare places shall be provided at a ratio of 20 places per 75 residential units, having regard to cumulative effects of permitted development. Where such childcare facilities are required as part of new developments, they shall be; ▪ designed from the outset as childcare facilities, with internal and external spaces meeting national standards for childcare use, ▪ of such a location, design and scale to ensure childcare use is viable, and ▪ shall be provided ready for occupation upon the occupation of the 75th house in the development. Without substantial cause, it is the policy of the Planning Authority not to allow a change of use of these premises within five years of first occupation of the development.
ARK 47	To facilitate and encourage the co-location of childcare facilities with other educational facilities such as schools. Applications for the development of new educational facilities, or the significant redevelopment or extensions of existing facilities, should consider the provision of co-located childcare facilities within the development.
ARK 48	To support and facilitate the development of new health / medical facilities and community facilities in principle in all land use zones in this LPF, other than OS1 and OS2, subject to the following criteria (in addition to all normal planning considerations) being fulfilled: ▪ The site has public transport and active travel infrastructure in situ, or planned and committed to coincide with a new health / medical facility opening at the site; ▪ No such development will be considered on lands in existing community uses where the loss in the use/facility is not being made up for elsewhere within the settlement.
ARK 49	To facilitate and encourage the redevelopment of the public park areas zoned OS1 at Kynock Park, Fernhill/Marian Villas and Churchview as funding becomes available, whilst ensuring proposals to re-develop the park are appropriately informed by ecological surveying and impact assessment, and do not result in habitat fragmentation or net loss of biodiversity.
ARK 50	To facilitate and encourage the development and/or improvement of public sports facilities on the AOS lands to the north and south of Seaview Avenue and at Fernhill/Marian Villas as funding becomes available, whilst ensuring proposals to develop lands are appropriately informed by ecological surveying and impact assessment, and do not result in habitat fragmentation or net loss of biodiversity.
ARK 51	To require the development of new sports facilities, parks and equipped play spaces in tandem with residential development as detailed in the phasing requirements of SLOs 3, 4, 5 and 6.

B:7 HERITAGE, BIODIVERSITY & GREEN INFRASTRUCTURE

The purpose of this chapter is to set out the specific objectives with regard to the heritage of the settlement and should be read in conjunction with the County Development Plan - the heritage strategies, objectives, schedules and standards set out in the Wicklow County Development Plan will apply directly in the settlement.

In particular, the County Development Plan addresses:

- Archaeology & National Monuments
- Architectural heritage, including the Record of Protected Structures, vernacular structures, and Architectural Conservation Areas
- Historical & Cultural Heritage
- Protected habitats
- Woodlands, Trees and Hedgerows
- Water systems & wetlands
- Soils & Geology
- Landscape, including Views & Prospects
- Green Infrastructure
- Recreational Use of Natural Resources
- Public Rights of Way

It is not considered necessary to re-state the majority of the objectives for these areas in this LPF; however, the priority heritage concerns in the LPF areas are (1) Architectural heritage, and (2) Biodiversity and Natural Heritage, including protected sites, and (3) Green Infrastructure / Recreational Use of Natural Resources, and therefore these are addressed to follow.

B:7.1 Architectural and Archaeological Heritage

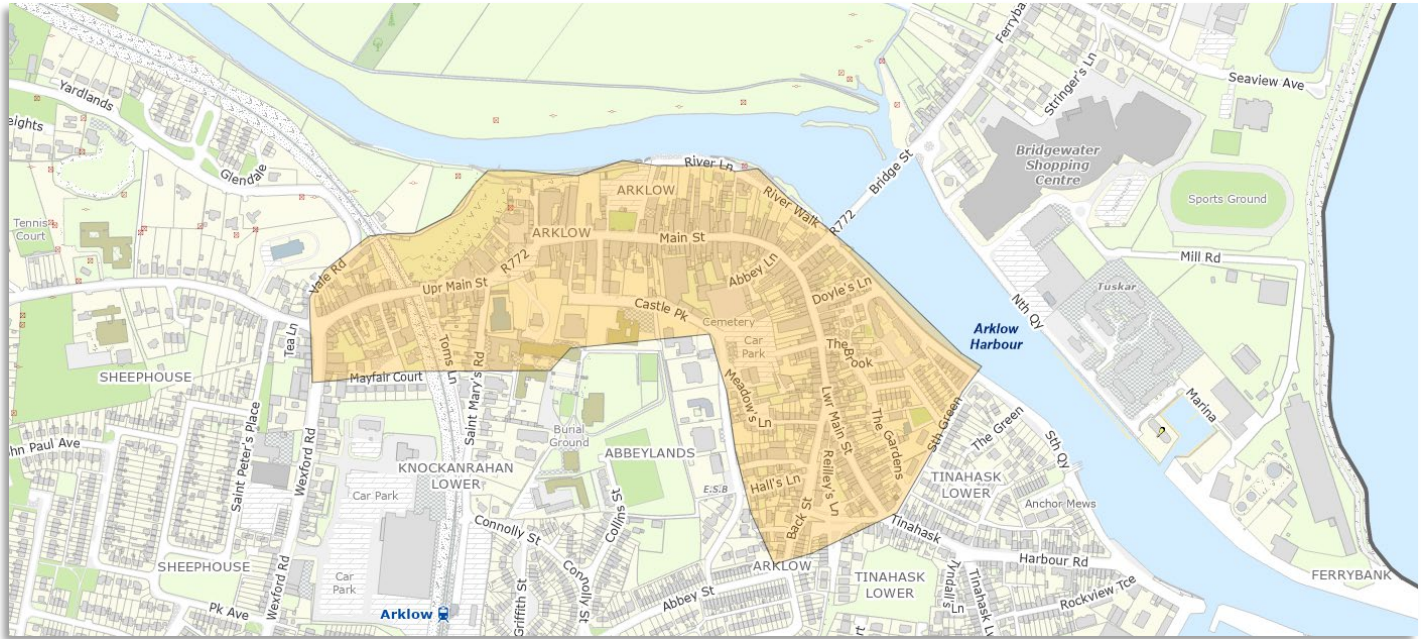
Buildings, sites and areas of archaeological and architectural heritage value are abundant in the LPF area, and are shown on the heritage maps appended to this LPF.

Record of Protected Structures – The Record of Protected Structures (RPS) is set out in the County Development Plan and Schedule 1 attached to this LPF provides a list of the entries located within this LPF area. There are 40 protected structures in the LPF area, largely clustered on Arklow Main Street, St. Mary's Road, Ferrybank and nearby areas ranging from vernacular features such as post boxes, former school buildings, traditional town houses to more ornate structures such as churches and bank buildings. One of the most notable and well known protected structures is the Nineteen Arches Bridge.



Archaeological Heritage - There are a significant number of 'Recorded Monuments' within the LPF area, reflecting the long history of settlement in the area. Key concentrations are located in the town centre at Arklow Castle and at the location of the sites of the former Dominican Abbey and Cistercian Monastery. The historic core of Arklow is designated as an 'Area of Archaeological Potential or Significance' and is on the list of Recorded Monuments). 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.

Figure B:7.1: Extent of Arklow Town Area of Archaeological Potential or Significance.



Individual developments, which may involve the demolition of buildings of architectural and historic interest, can have a negative visual impact, as can the cumulative impact of a number of small-scale developments. Inappropriate alterations such as the removal of historic sash windows, alteration to traditional shopfronts, the addition of inappropriate signage and lighting, or the unsympathetic extension of structures, can detract from the character of individual buildings and have a cumulative negative impact on the streetscape. It is the aim of this LPF to protect the valuable architectural heritage assets throughout the LPF area.

B:7.2: Areas of Natural Biodiversity, Mature Trees, Rivers/Watercourses & the Coastal Zone

Biodiversity refers to the variety of life on earth. It includes the habitats and ecosystems which support this life and how life-forms interact with each other and the rest of the environment. Biodiversity covers plants, animals and microorganisms both on land and in water. It relates to both wildlife and domesticated crops and animals. The biological diversity we see today is the result of millions of years of evolution. The conservation and enhancement of biodiversity will require the suitable and sustainable protection of designated habitats, the linkages between natural sites (whether they are natural or man-made) and the range of species in the ecosystem.

Map No. 2B appended to this LPF identifies key protected natural features / elements in the LPF area.

Special Protection Areas (SPA) – There are no Special Protection Areas within the LPF area or immediately adjoining the LPF area. The closest SPAs are Wicklow Head SPA circa 18.5km North West, Wicklow Mountains SPA circa 19km to the North West and Cahore Marshes SPA and Seas off Wexford SPA, both located circa 23.5km to the south in the jurisdiction of Co. Wexford.

Special Areas of Conservation (SAC) – There are no Special Areas of Conservation within the LPF area or immediately adjoining the LPF area. The closest SACs are Buckroneys-Brittans Dunes and Fen SAC circa 3km to the north and Kilpatrick Sandhills SAC circa 3.3km to the south in the jurisdiction of Co. Wexford.

Natural Heritage Areas (NHA) – Arklow Town Marsh, Arklow Sand Dunes and Arklow Rock (proposed Natural Heritage Areas)¹⁰.

Arklow 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 entirety of this pNHA is located within the LPF area. Conscious that this area is subject to surrounding development pressure, Wicklow County Council commissioned a report focusing on appropriate protection measures for Arklow Marsh with a view to informing zoning within the new LPF with particular reference to the Kilbride lands (SLO5). While this report recommended a large buffer free of development on the Kilbride Lands, noting that there are extant permissions in this area based on an agreed Action Area Plan under the 2018 LAP, the following buffer will be applied under this LPF:

- A minimum 20m buffer has been applied as OS2 along the western extent of the pNHA boundary and the most western extent of the Marsh where there are no extant permissions.
- An additional 40m buffer is applied along this western extent as OS1 to provide for a linear park. The OS1 zoning has not been extended at the most western extent as a linear park at this location would not be suitable due to a lack of passive surveillance from residential development. The use of this area for AOS is considered a more appropriate use at this location.
- The above results in a buffer of 60-100m along this western extent of the pNHA boundary and marsh.
- A 20m buffer is applied as OS1 along the eastern extent. This extends slightly into the permitted residential development on this site. This has been applied as OS1 to ensure that a linear park can be accommodated in the event the extant permission does not proceed.
- The OS2 line has been extended in this area to correspond with the recommended adjusted Marsh line at this location. In the event the extant permission proceeds on this site, the design of the linear park/OS1 lands to the west shall be designed to tie in with this extant permission, facilitating the development of a linear park and walking/cycling route from the permitted pedestrian route at the south eastern corner of SLO5 across to the AOS lands on the south western corner of SLO5.
- A 25m protected riparian buffer zone is also applied to the Ferrybank watercourse and drainage ditch along the eastern boundary of the SLO that drains into the marsh.
- A number of pre development recommendations including the need to carry out a hydrological impact assessment, which shall inform the site layout and surface water drainage design on these lands, are also required as part of SLO5.

Part of the Arklow Rock-Askintinny proposed NHA is also found within the LPF area, with the boundary of this pNHA extending south along the coastline. While this area is part occupied by an active long established quarry, this LPF will include a policy to promote and facilitate the restoration of these lands in the event that the existing quarrying use on site ceases.

The Arklow Sand Dunes pNHA is located immediately to the north of the LPF area, while the Avoca River Valley pNHA is located north west of the LPF boundary following the alignment of the Avoca River.

¹⁰ Arklow Town Marsh pNHA is shown on the Land use Map No. 1. Arklow Sand Dunes and Arklow Rock pNHAs have not been shown as there are existing uses on these lands within the settlement boundary.

Woodlands and trees – There is one Tree Protection Order (TPO) within the LPF area - TPO Number 50 at Kynoch's Lodge along Sea Road comprising of the Corsican Pines.

A section of woodland associated with **Glenart Wood** is located along the LPF boundary to the west of Lamberton and represents a significant wooded area worthy of protection within the LPF boundary.

In addition, lands to the east of the M11 which straddle Lamberton Avenue to the north and south and form the entrance to the walkway into Glenart Woods shall be protected from future development through their designation as OS2 lands. The site to the south in particular exhibits clear and multiple indicators of wetland habitat and woodland legacy and appears as woodland on both the Ordnance Survey 6-inch (1830s –1840s) and 25-inch (1880s–1910s) maps, indicating continuous woodland cover from at least the early 19th century. It is mapped in the National Inventory of Ancient and Long-Established Woodland (ALEW) as *possible ancient woodland*. Satellite imagery confirms that until 2022, the site remained wooded and contiguous with Glenart Forest. This site is therefore not considered suitable for development and should be considered a **prime candidate for ecological restoration and protection**. The woodland was cleared in 2022, but regrowth dominated by willow scrub (*Salix* spp.) and wetland vegetation was observed during a May 2025 site visit confirming persistent wet conditions and the likely presence of a viable woodland seedbank and soil structure.

This site has strong potential for passive and active restoration, including rewetting, native planting, and riparian enhancement, and may also support regeneration of ancient wet woodland. As a result, these lands and the site to the north are zoned OS2 in the LPF to facilitate the protection of these ancient woodlands from further decline and facilitate their regeneration¹¹.

Water systems –The Avoca River runs through the centre of the town from north west to south east. There are also a number of streams and waterbodies identified within the LPF boundary. In line with the County Development Plan, riparian zones of generally 25m on either side will be maintained free from appropriate development, and such lands will be zoned with an appropriate open space zoning where the land is largely undeveloped.



¹¹ See GI Appendix

Views and Prospects – There are no views or prospects, as listed in the Wicklow County Development Plan, currently within the LPF area. However, immediately to the north on approach to the settlement along the R750 is Prospect ID 31 which seeks to protect the prospect towards the sea from the Coast Road. In addition to the west of the settlement is Prospect ID 62 along the R747/Vale Road which seeks to protect the prospect of both sides of the Vale of Avoca, including Avoca River Valley.

Coastal Protection - With respect to coastal zone management, the County Development Plan sets out a coastal zone management strategy, based on the identification of coastal 'cells' and the provisions of cell specific development management objectives for each. The LPF encompasses 3 such cells (see below) with the settlement located in Cell 11 Arklow Environs. The coastal zone management objectives relevant to these cells are set out in Chapter 19 of the County Development Plan.

Table B:7.1: Coastal Cells

Cell 10 Mizen Head to Arklow (Sallymount / Johnstown)	This cell consists of the land between the old N11/ M11 and the coast, between Ballytunny / Ardinary in the north and the northern 'settlement boundary' for Arklow Town and Environs at Seabank to the south. There are a number of fine stretches of sandy beach in this cell, particular Ennereilly beach. There is limited tourist development in this cell and few tourist facilities such as car parks, resulting in some car parking and traffic issues. The Buckroney-Brittas Dunes and Fen system (designated a cSAC and pNHA) and the Arklow Sand Dunes at Seabank to the south (designated a pNHA) extends into the area. There are fine long distance views available over this cell from the N11/M11.
Cell 11 Arklow Environs	This cell comprises the coastal area within the settlement boundary of Arklow Town and Environs. There are long sandy beaches along most of this cell, with the central harbour area the location of intensive residential and industrial development and the southern end marked by Arklow Rock. The area around Arklow Rock – Askinnity, to the south, is a designated pNHA.
Cell 12 Arklow Head/Clogga	This cell stretches from Rock Big in the north to the Wicklow County boundary at Kilmichael point in the south. The coast road forms the eastern boundary of the cell, for the most part, but the cell does extend inland as far as the railway line at Bogland and Money Little. Tourism development, mainly in the form of holiday homes and mobile home parks has taken place around Clogga. Clogga beach itself is an attractive, medium sized sandy beach with limited tourist facilities and a very small car park. The Arklow Rock-Askinnity pNHA extends into this cell.



B:7.3: Green Infrastructure (GI) & Recreational Use of Natural Resources

Green Infrastructure (GI) can be broadly defined as *'an interconnected network of green space that conserves natural ecosystem values and functions and provides associated benefits to human populations. Green Infrastructure is the ecological framework needed for environmental, social and economic sustainability – in short it is a nation's natural life sustaining system'*¹². Green infrastructure can include varying land uses - pasture lands, croplands, woodlands, heath, bog, scrubland, quarries, parks, formal and informal green spaces, active and passive spaces, areas around domestic and non-domestic buildings, brownfield areas, waterways, waterbodies, waterway corridors, wetlands, coastal areas, and community/institutional lands such as hospitals, schools, graveyards, allotments and community gardens. Heritage sites, European sites and NHAs are also important GI sites.

The key benefits of green infrastructure elements are as follows:

- recreation & health,
- biodiversity & natural resources,
- coast, water resource and flood management,
- sense of place – appreciation of landscapes and cultural heritage,
- climate change adaptation and mitigation,
- economic development,
- social inclusion, and
- productive environments – food, fibre, energy.

County Policy Objective 18.5 states that it is an objective of Wicklow County Council:

'To identify and facilitate the provision of linkages along and between green / river corridors within the county and adjoining counties to create inter connected routes, and develop riverside parks and create linkages between them to form 'necklace' effect routes including development of walkways, cycleways, bridleways and wildlife corridors where feasible and ensuring that there is no adverse impact (directly, indirectly or cumulatively) on the conservation objectives of European sites'.

A Green Infrastructure Audit has been carried out for the LPF area which identifies Green Infrastructure Assets, which are primarily watercourse-based green corridors identified to form the core of ecological corridors in the area. Other areas of potential biodiversity value were also identified, and thereafter potential linkages between same were evaluated in order, where feasible, to connect the individual sites into a coherent, interlinked network of ecological corridors and 'necklace' effect routes¹³.

A number of areas within the LPF area are of medium to high conservation value in a local context. Smaller pockets of green space within the settlement, which include public parks, areas of railway embankments, and agricultural fields with associated hedgerow systems and small areas of woodland along roadsides and streams, all provide areas of valuable biodiversity importance. Many of these areas are in close proximity to each other and as such can provide corridors to link smaller green spaces, further contributing to the enhancement of biodiversity within the town.

The distribution and linking of green spaces within the existing built up area of Arklow is aided by the location of Arklow Town Marsh and its network of feeder streams, the Avoca River and its network of tributaries and remnants of woodland along the western edge of the settlement where it meets the M11. The coastal area, including Kynock Park to the north and Arklow Golf Club and Arklow Rock to the south, provides further excellent connectivity and protection for habitats and species.

¹² Source Comhar Sustainable Development Council 'Creating Green Infrastructure for Ireland', August 2010.

¹³ The following non-statutory local studies were also considered in the GI mapping process: Arklow Town Urban Habitat Study 2008, Arklow Biodiversity Action Plan 2021, Arklow Marsh Protection Report May 2025, Arklow and Environs Hedgerow Survey 2024 and Memo Re: Lands at Ballyraine Upper, Arklow June 2025.

While this GI identification process has been used to generally ensure that development zoning would protect GI assets and has allowed for key asset to be protected by a specific zoning objective (OS2), in some cases it was considered too prescriptive or unwieldy to identify and 'zone' all GI assets on the land use map.

Where development proposals arise in areas with such GI assets, the objectives of the County Development Plan and this LPF will be applied to ensure maximum protection of the asset. The Council is committed to ensuring sustainable recreational use of the outdoors in County Wicklow in accordance with the objectives of the current County Wicklow Outdoor Recreational Strategy and in consultation with the Wicklow Uplands Council. Natural areas provide opportunities for passive and active activities such as picnicking, walking, swimming, fishing and sailing / canoeing / windsurfing. Further opportunities to enhance green infrastructure linkages and assets in the existing built up area and SLOs 3, 4 and 5 shall be promoted through the development of new greenspaces, pocket parks, linear parks and smaller pockets of open spaces / natural areas.

The County Development Plan sets out a wide range of heritage, biodiversity and green infrastructure objectives that will apply directly in Arklow. In addition, the following objectives shall apply in the LPF area:

Heritage, Biodiversity and Green Infrastructure Objectives	
ARK 52	To ensure the protection of all structures, items and features contained in the Record of Protected Structures. To positively consider proposals to alter or change the use of protected structures so as to render them viable for modern use, subject to architectural heritage assessment and to demonstration by a suitably qualified Conservation Architect / or other relevant expertise that the structure, character, appearance and setting will not be adversely affected and suitable design, materials and construction methods will be utilised.
ARK 53	To seek (through the development management process) the retention, conservation, appropriate repair and sustainable uses/re-use of vernacular buildings and features such as traditional dwellings and outbuildings, historic shopfronts, sash windows, archways, historic features such as stonewalls and milestones. The demolition of vernacular buildings will be discouraged.
ARK 54	Development, where relevant, should have regard to the structure and setting of Arklow/Ormonde Castle.
ARK 55	To protect the historic, traditional and maritime character of Arklow Town Centre through the implementation of the following requirements: ▪ All new developments shall provide a high standard of urban design that is reflective of and is influenced by Arklow's historical maritime and traditional character. ▪ In the consideration of new development, particular attention shall be paid to ensuring that the character and setting of both protected structures and non-protected but vernacular buildings are maintained and enhanced.
ARK 56	Protect and enhance the character, setting and environmental quality of natural, architectural and archaeological heritage assets, and in particular those features of the natural landscape and built structures that contribute to their 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.

ARK 57	Projects giving rise to adverse effects on the integrity of European sites (cumulatively, directly or indirectly) arising from their size or scale, land take, proximity, resource requirements, emissions (disposal to land, water or air), transportation requirements, duration of construction, operation, decommissioning or from any other effects shall not be permitted on the basis of this LPF. ¹⁴
ARK 58	Ensure that development proposals support the protection and enhancement of biodiversity and ecological connectivity within the LPF area in accordance with Article 10 of the Habitats Directive, including linear landscape features like watercourses (rivers, streams, canals, ponds, drainage channels, etc), woodlands, trees, hedgerows, road and railway margins, semi-natural grasslands, natural springs, wetlands, stonewalls, geological and geo-morphological systems, features which act as stepping stones, such as marshes and woodlands, other landscape features and associated wildlife where these form part of the ecological network and/or may be considered as ecological corridors or stepping stones that taken as a whole help to improve the coherence of the European network in Wicklow.
ARK 59	To ensure development is planned in a manner that has appropriate regard to specific ecological sensitivities associated with the Arklow area, including those associated with pNHAs within and around the Arklow LPF area, the Avoca River, coastal habitats and species, and sites suitable for wintering birds. In particular, to ensure the protection and where possible the restoration of the biodiversity associated with Avoca River and its riparian (bankside) habitats. Proposals for development at or in the vicinity of the Avoca River should be informed by ecological surveying and ecological impact assessment.
ARK 60	Where necessary, development shall integrate appropriate measures to prevent disturbance and displacement of sensitive bird species (such as Greylag Goose and Gull species) which may utilise grassland, estuarine, coastal and marine habitats in the LPF area. In particular, proposed developments located within or adjacent to I-Webs (wintering bird survey) sites located at the lower reaches of the Avoca River (Site Name: Avoca River/Arklow, Site Code: OT399), Seaview Avenue (Site Name Arklow Main Pond, Site Code: OT099) and Sea Road (Site Name: Caravan Site Pond, Site Code: OT098) shall be suitably informed by: • ecological surveying, AA Screening/AA and EIA Screening/EIA, as the case may be, with a view toward avoiding and preventing significant adverse effects on receiving environmental sensitivities such as the existing wetland habitat and avian species which forage and roost during the wintering season. Such development shall be appropriately shaped and guided by environmental and ecological constraints in the receiving environments. • detailed hydrological impact assessment to assess the potential impacts in terms of water quality and quantity and flow pathways to protect the hydrological regime of the wetland habitats. The hydrological impact assessment accompanying such developments shall include an assessment of the in-combination assessment of any hydrological impacts in terms of quantity and quality of water with other pressures on the water quantity and quality supporting these wetlands.
ARK 61	To protect non-designated sites including identified GI corridors, from inappropriate development, ensuring that ecological impact assessment is carried out for any proposed development likely to have a significant impact on locally important natural habitats, species or wildlife corridors. Ensure appropriate avoidance and mitigation measures are incorporated into development proposals as part of any ecological impact assessment.
ARK 62	Where relevant, applications for development must demonstrate that the proposal for development would not, individually or cumulatively, affect a water body's ability to meet its objectives under the Water Framework Directive.

¹⁴ Except as provided for in Article 6(4) of the Habitats Directive, viz. there must be: a) no alternative solution available, b) imperative reasons of overriding public interest for the project to proceed; and c) adequate compensatory measures in place.

ARK 63	To promote the preservation of trees, groups of trees or woodlands in particular native tree species, and those trees associated with ancient woodlands, whether subject to TPO or not, where considered to be viable, safe and in line with sound arboricultural management principles. To require and ensure the preservation and enhancement of native and semi-natural woodlands, groups of trees and individual trees, as part of the development management process, and require the planting of native broad leaved species, and species of local provenance in all new developments.
ARK 64	To require the retention, wherever possible, of hedgerows and other distinctive boundary treatment in the LPF area. Where removal of a hedgerow, stone wall or other distinctive boundary treatment is unavoidable, provision of the same type of boundary will be required of similar length and set back within the site in advance of the commencement of construction works on the site (unless otherwise agreed by the Planning Authority).
ARK 65	To enforce a general presumption against the culverting of watercourses within the LPF area, except where absolutely necessary and justified. Any proposal to culvert a watercourse in the LPF area shall be informed by appropriate ecological surveying and ecological impacts, and shall be in line with science-based good practice relating to the protection of ecology and the environment, including guidance from Inland Fisheries Ireland. Where development is proposed within sites that contain culverted watercourses, proposals should be included to restore or 'daylight' said watercourses with an appropriate riparian zoned in line with CPO 17.26 of the Wicklow County Development Plan.
ARK 66	To promote and support the development of enhanced or new greenways and amenity walks at the following locations and require development in the vicinity of same to enhance existing routes and / or provide new links: ▪ The Avoca River Walk and Shillelagh to Arklow Greenway Route; ▪ Glenart Woods Forest; ▪ Arklow Seafront and Waterfront Zones; ▪ Arklow Rock Cliff Walk; ▪ Arklow North and South Quays. ▪ Arklow South Beach, The Cove, Nun's Beach and onto Clogga Beach; ▪ A biodiversity and ecological woodland-type corridor, with a minimum width of not less than 20 metres, linking OS2 lands and open spaces from Arklow South Beach, along the former town boundary, connecting to the Maples and Kish, extending to the rear of Knockmore and onwards to Glenart, and linking into the Arklow–Shillelagh Greenway (as shown as AT-X on Map No. 6). This corridor shall be integrated into the design of adjoining and future development lands, including SLO4, ensuring continuity, accessibility and ecological function throughout¹⁵.
ARK 67	To require that development within or adjacent to Arklow Town Marsh should be informed by: a) A detailed Ecological Impact Assessment and EIA Screening or EIAR as appropriate. The Ecological Impact Assessment should be informed by detailed desktop study and detailed ecological surveys of the development lands and Arklow Marsh pHNA and provide for the ecological enhancement of the developed lands and the ecological corridors. b) A detailed hydrological impact assessment to assess the potential impacts to groundwater both in terms of groundwater quality and quantity and groundwater flow pathways to protect the hydrological regime of the marsh. The hydrological Impact assessment accompanying such developments shall include an assessment of the in-combination assessment of any hydrological impacts in terms of quantity and quality of water with other pressures on the water quantity and quality supporting the marsh e.g. an in-combination assessment with the impact of the Arklow Flood Protection Scheme is required.

¹⁵ Where this route runs along the proposed SPAR, it shall comprise a segregated green spine separated from the SPAR by mature hedgerows and planting.

ARK 68	To promote and facilitate the restoration of the quarry lands at Arklow Rock-Askintinny proposed NHA in an environmentally sustainable way in the event that the existing quarrying use on site ceases.
ARK 69	Having regard to the scale, location and characteristics or any proposed development, the Council may require the preparation of a Resource Waste Management (RWMP) as set out in the EPA's 'Best Practice Guidelines for the preparation of Resource and Waste Management Plans for Construction and Demolition Waste' (2021) including demonstration of proposals to adhere to best practice and protocols.

B:8 PHYSICAL INFRASTRUCTURE

The provision of adequate infrastructure is critical to facilitate and sustain the growth of Arklow over the lifetime of the LPF and beyond. The infrastructure strategies, objectives and standards set out in the Wicklow County Development Plan will apply directly in the LPF area. In particular, the County Development Plan addresses:

- Sustainable Transportation
- Water Supply & Demand
- Wastewater Infrastructure
- Storm and Surface Water Infrastructure
- Flood Risk Management
- Waste and Environmental Emissions
- Energy and Information Infrastructure

It is not considered necessary to re-state the majority of the objectives for these areas in this LPF; however, priority physical infrastructural concerns in the Arklow area are (1) Sustainable Transportation (2) Flood Risk Management, (3) Electricity Supply and Renewable Energy, and (4) Water Services, and therefore these are addressed in this chapter.

B:8.1 Sustainable Transportation

As set out in the Wicklow County Development Plan, integrating land use planning with transportation is key to addressing climate change, supporting economic prosperity and improving the quality of life for those who live in County Wicklow. Reducing the need to travel, especially long distances, by private car, and increasing the use of sustainable and healthy travel alternatives, can bring multiple benefits to our climate, local environment and communities.

The Wicklow County Development Plan identifies that the following are essential in order to delivery more sustainable settlements:

- Delivery of **improvements to the pedestrian environment** and promoting walking as a mode of transport through the provision of new, and improvement of existing, walking facilities;
- Delivery of **improvements to cycling facilities** and promoting cycling as a mode of transport through the provision of new, and improvement of existing, cycling facilities;
- **Continued investment in public transport infrastructure and services**, and in particular to this LPF area the upgrading of the Dublin – Rosslare train line, improved rail services and the development of improved bus services in all parts of the County;
- The **promotion of development patterns that facilitate the delivery of local public transport links** within towns (including feeder buses to train stations and other transport interchanges), between towns and in rural areas;
- Promoting development of **‘Park and Ride’** facilities, particularly for access to public transport but also to encourage carpooling and discourage single occupancy vehicles;
- More **effectively managing vehicular traffic and optimising car parking in town and village centres** to make public transport, walking and cycling more attractive option for availing of town / village centre services.
- Facilitating **the improvement of the existing road network**, to enhance safety for all users, and to remove bottlenecks and hazards.
- Ensuring that **vehicular and pedestrian environments can be used by all people, regardless of their age, size, disability or ability**. The provisions of this LPF will support these objectives.

This LPF is accompanied and underpinned by a **Local Transport Plan** (see appendices). The key aim of the LTP is identify ways to facilitate a modal shift away from private vehicles, to encourage walking, cycling and the use of public transport, to provide a sustainable and safe transport environment and integrate these proposals with the existing and future land use strategy for the settlement.

The LTP identifies the following:

- **Existing infrastructure and services shortfalls** that are inhibiting more sustainable movement, in order to ensure that (a) all transport infrastructure and services delivery agencies have a clear programme of action and (b) that development strategies set out in the LPF do not reinforce or exacerbate unsustainable transport patterns;
- **Future transportation infrastructure improvements** that are either underway and / or committed, as well as projects impacting the settlement that are not as yet commenced and / or committed but are identified in higher level plans / programmes are due to be delivered in the short, medium or long term;
- Clear criteria as to how the **future spatial development of the settlement will be integrated with the existing or future transportation and movement networks.**

The LTP outlines recommendations to overcome some of the weaknesses and constraints identified in the baseline assessment and to facilitate the future growth of Arklow, utilising sustainable land use and transport patterns.



B:8.1.1 Active Travel

The provision of walking and cycling routes within Arklow forms an essential part of the linked-up transport system. The compact form of Arklow Town Centre lends itself to walking and cycling; however a lack of safe, segregated cycling infrastructure and high levels of through traffic passing through Ferrybank, across the Nineteen Arches Bridge and along the Main Street area combine to undermine the potential of walking and cycling as popular transport modes, while also detracting from the public realm and pedestrian environment of Arklow Main Street. Within the existing built-up area there can also be barriers to pedestrian and cyclist movement that discourage active travel.

There are a number of factors that will influence whether one will walk or cycle to a destination (rather than taking the car), including distance, weather, safety, topography, bicycle parking facilities and the availability of car parking at the destination. A land-use plan/framework cannot influence many of these factors; therefore it is an objective of the LPF to facilitate the improvement of facilities that promote these forms of transport.

The LTP collates the variety of cycle routes identified in higher level plans / projects and existing and newly identified routes into an active travel network for Arklow. This includes:

- the provision of appropriate cycle infrastructure on existing roads,
- small permeability improvements to facilitate walking and cycling within the existing built-up area,
- the development of new pedestrian and cyclist routes through greenfield and brownfield land, and areas where significant new residential and/or employment and commercial development is proposed, along with future education facilities/schools.

The full suite of permeability proposals outlined in the LTP is illustrated on Figure B: 8.1 to follow (Figure 13-4 of the LTP). These proposals can be summarized as follows:

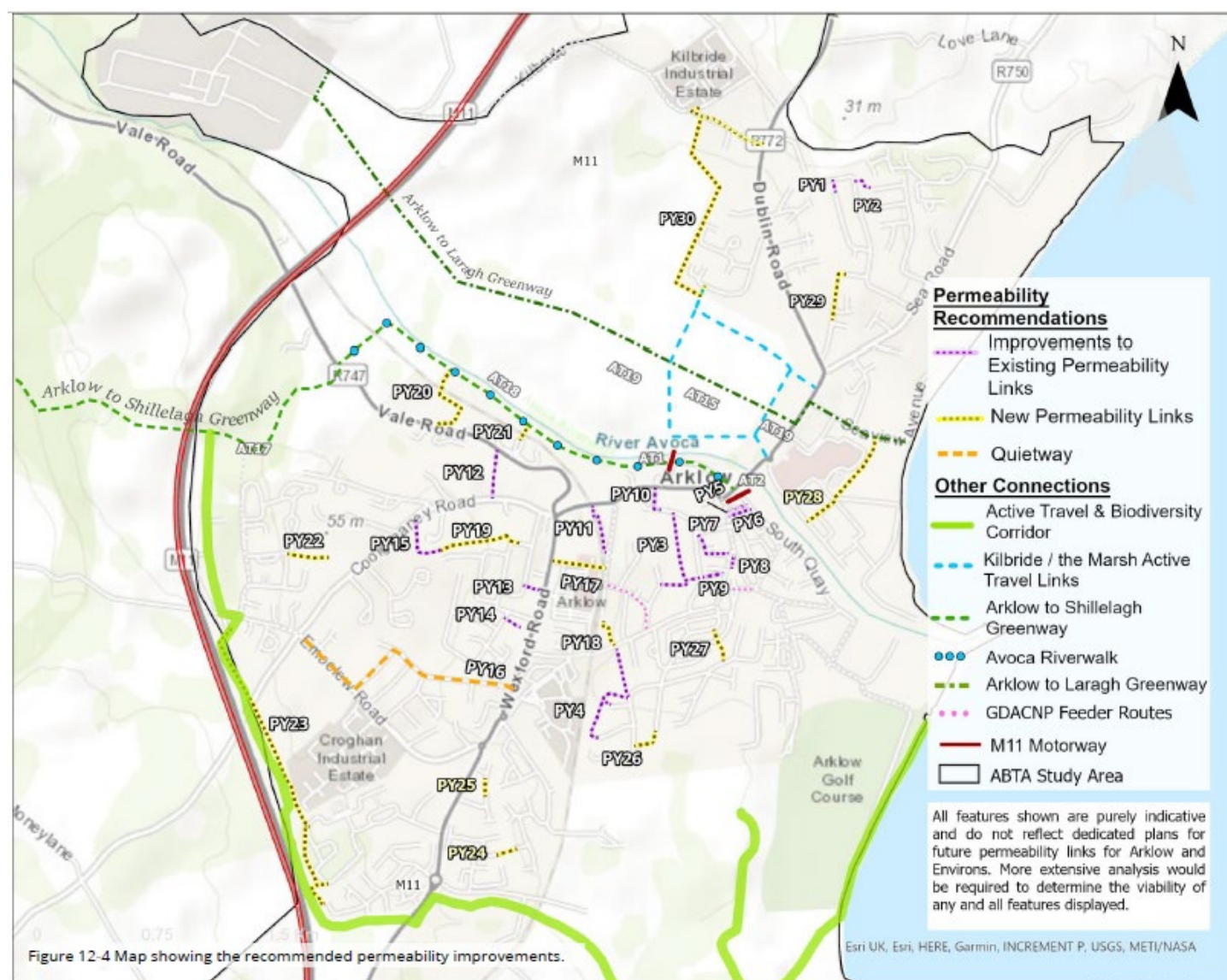
- In order overcome the overreliance on the Nineteen Arches Bridge, and enhance connectivity between Arklow Town Centre, the Bridgewater Centre and North and South Quays, the follow projects are recommended:

- The development of an **Active Travel Bridge** linking Main Street and the River Walk with Kilbride and Ferrybank while also maximising accessibility by providing east-west pedestrian links connecting the proposed Kilbride Pedestrian and Cycling Bridge with Ferrybank / Dublin Road.
- The possible development of **second active travel bridge** connecting Lower Main Street via Doyle's Lane and South Quay with the Bridgewater Shopping Centre and North Quay.

These active travel bridges are identified as **AT1 and AT2** on Figure 8.1 below and will build upon the planned enhancements to the public realm as part of the flood relief works.

- With regard to improving pedestrian permeability within the Town Centre and the wider built up area of Arklow to **upgrade existing laneways and pedestrian routes** as identified on Figure 8.1 below and as listed on Table 13-1 of the LTP, as funding allows.
- To facilitate as funding allows, the creation of a **quietway route** parallel to Emoclew Road. This is identified Figure 8.1 below as **PY16**. The quietway route would pass from Wexford Road through Fernhill – a residential street with existing traffic calming measures – before exiting onto Emoclew Road at Arklow Boxing Club via the existing filtered permeability link, and then connect to Coolgreaney Road. The success of this Quietway relies on the delivery of 30km/hr speed limits and additional traffic calming measures on Emoclew Road, westwards from Arklow Boxing Club, to facilitate a safe mixed traffic environment for cyclists. This intervention would also serve to improve this link for pedestrians and would tie in with planned improvements for the AOS and OS1 zoned lands at Fernhill/Marian Villas.
- The **Arklow South and North Cycle and Pedestrian Improvement Scheme** has significantly enhanced active travel facilities along the Wexford Road, including segregated cycle tracks on both side of the road from the Knockmore Roundabout to the junction with Clogga Road. In this regard the LTP recommends as a priority the continuation of improvements to the walking and cycle facilities from the bridge north of Beech Road to the town centre and from the Clogga Road Junction/roundabout to the town centre as a high priority. The indicative active travel network for Arklow is illustrated in Figure 10-1 of the LTP.

Figure B:8.1: Suite of Permeability Proposals for Arklow



B:8.1.2 Public Transport

Wicklow County Council recognises the progress made in the national public transport network over the past years, while acknowledging that deficiencies still exist. The key to getting people out of their cars and into public transport is to have a reliable, convenient, frequent and fast service available, that brings people to the places they want to go. Although Wicklow County Council is not a public transport provider and cannot force providers to deliver services in any particular area, development plans can put in place the necessary policy framework to encourage and facilitate the improvement of public transport.

Public transportation into and within Arklow is available by means of train, bus routes and taxi services. Bus services are mainly made up of a regular national bus service and a local/rural commuter bus service. There are also a number of local taxi services within the town.

There is currently no local/town bus service in the settlement of Arklow. It is an ambition of the National Transport Authority (NTA) to provide a town bus service for every settlement in Ireland with a population above 10,000. In line with this ambition, it is understood that the NTA will revisit the prospect of a dedicated town centre bus service for Arklow given its planned population growth.

Rail Services

The LTP predicts an increase in public transport trips bound for Dublin which will result in the saturation of existing rail and bus services. The LTP and this LPF support the long term ambition of the All Island Strategic Rail Review (AISRR) to upgrade the rail service in line with Arklow's planned growth including:

- The introduction of an hourly shuttle service between Wexford and Greystones which would serve Arklow and;
- In the long term delivering dual tracks between Dublin and Wexford on a phased basis.

Arklow Train Station has received funding under the 2024 NTA Accessibility Programme for the provision of a new footbridge with lifts to improve accessibility for north bound services, noting that Platform 2 (northbound) is only accessibly by footbridge with no provision for wheelchair access. This funding is a welcomed development.

PY17 identified on Figure 8.1 above also identifies a recommendation to provide a new link/bridge between Arklow Train Station and Tesco, while **PY18** identifies a recommended link between Yellow Lane and Arklow Train Station, both of which would significantly reduce walking times from areas west and south to Arklow Train Station.

B:8.1.3 Car Parking

While on-street car parking is not generally present for the majority of Main Street from the Nineteen Arches Bridge to St. Mary's and St. Peter's Church to the south, in all other locations in the town centre a significant proportion of the public realm is given over to car parking. Using space on streets for car parking, particularly when there are other parking opportunities available, is considered to be an inefficient use of this space which detracts from the public realm and takes road space away from pedestrians and cyclists. The LTP recommends that the following measures are undertaken to rationalise car parking in the town centre and improving the public realm for pedestrians/shoppers coming to Arklow town centre:

- Optimise the use of existing off-street car parking provision;
- Discourage the provision of additional on and off-street parking areas;
- Upgrade walking routes and crossing points from existing off-street parking areas to key services;
- Improve directional signage and lighting for night-time uses of all off street car parks;
- Identify opportunities within the surface car parking areas for better place-making and green infrastructure.

Currently, there is no official 'park and ride' facility for bus commuters in Arklow. Informal parking occurs along the R772 north of Junction 20 at the Wexford Bus Stop. This location is outside the LPF area; however it is noted that the County Development Plan supports the provision of park and ride facilities. In this regard Wicklow County Council is working with the NTA to determine locations for park and ride facilities along primary routes such as the M11/N11 and a site has been reserved and zoned Public Utility (PU) just south west of Junction 20 within the LPF boundary.

B:8.1.4 Roads

While the M11 bypass has removed significant volumes of traffic from the town, the single bridge crossing over the Avoca River results in all traffic, including cyclists and pedestrians, moving between the north and south of the town and vice versa onto the Nineteen Arches Bridge via Arklow Main Street on the south and via Ferrybank to the north. A significant portion of this vehicular traffic comprises of HGVs accessing the port on South Quay and the Roadstone Quarry on the southern side of the town, impacting on congestion in the town and detracting from the general ambiance and pedestrian environment in the town centre.

Road objectives included in this LPF aim to provide alternative routes for through traffic, in particular HGVs wishing to access the Roadstone Quarry and Arklow Port. The development of a **Southern Port Access Route** and associated upgrades to the existing supporting road network either end of the proposed SPAR route would serve to remove HGVs from the Town Centre and reduce overall traffic volume. This roads project, in conjunction with the objective for two new

active travel bridges crossing the Avoca River, would further enhance the pedestrian / cycle environment of the Town Centre and enhance connectivity between the north and south of the town and most significantly providing a direct pedestrian connection between the Main Street and the Bridgewater Shopping Centre.

In the longer term it is an objective of this LPF and the LTP to investigate the feasibility of a second vehicular crossing point over the Avoca River between the Nineteen Arches Bridge and the M11. Further study will be needed to determine the need and optimal location for such a crossing including full feasibility and ecological studies, stakeholder engagement and traffic and transport assessments.

B:8.2 Flooding

Local Authorities are responsible for implementing the provisions of *'The Planning System and Flood Risk Management'* Guidelines (2009) in the carrying out of their development management functions and they require a Strategic Flood Risk Assessment to be carried out during all plan making processes. A **Strategic Flood Risk Assessment** (SFRA) including flood maps has been prepared as part of this LPF process and is appended to this LPF. The guidelines follow the principle that certain types of vulnerable development should not be permitted in flood risk areas, particularly flood plains, except where there are no alternative and appropriate sites available in lower risk areas that are consistent with the objectives of proper planning and sustainable development.

Low lying parts of Arklow suffer from extensive **flooding** during prolonged wet periods or storm events. The SFRA of this LPF shows the current flood zones within the settlement. Wicklow County Council in conjunction with the Office of Public Works has invested €57 million in the **Arklow Flood Relief Scheme**. The project will be implemented in three stages as follows and once complete the scheme which will protect circa 637 residential properties and 141 commercial properties.

		2024	2025	2026	2027	2028	2029	2030	2031
Stage 3	Detailed Construction Design and Tender								
Stage 4	Construction Supervision								
Stage 5	Handover of Works								

Figure B:8.2: CGI Images of Proposed Flood Relief Works Public Realm Improvements along the River Walk and South Quay.



The Flood Relief Scheme will include the following:

- Flood defences on the south and north banks of the Avoca River;
- Works on the Nineteen Arches Bridge;
- Provision of new public realm at River Walk and South Quay to include parking spaces;
- Footpaths, amenity/viewing area, public lighting, planters, and floating pontoon;
- Traffic calming measures and road reconstruction;
- River dredging works to improve channel capacity;
- Provision of a section of interconnector;
- Sewer for the Arklow Wastewater Treatment Plant
- Tree felling, tree trimming, tree planting, landscaping, and local riverbed raising;
- Installation of roosting platforms upstream of Arklow Bridge; and
- Diversion of utilities.

B:8.3 Electricity Supply & Renewable Energy

Arklow's designation as County Wicklow's Decarbonisation Zone presents opportunities for renewable energy related industry/projects in the town, noting the planned 800MW Arklow Wind Bank 2 project and the grant of planning permission to SSE Renewables for the development of onshore grid infrastructure necessary to connect this project to Ireland's electricity transmission grid.

Eirgrid also have plans to upgrade the existing substation at Ballybeg to the north of the town as part of their *Powering up Wicklow* programme, to ensure a consistent and reliable supply of electricity to the region and to provide capacity for this planned offshore wind development bringing more renewable power onto the grid.

Consideration needs to be given to any requirements for the further expansion of electricity infrastructure in this area, including storage infrastructure of any excess energy generated by sustainable sources contributing to the decarbonisation of Ireland's Electricity Grid. Such facilities will be permissible on lands zoned Public Utility (PU) and Employment (E) within the LPF area.

B:8.4 Water Services

B:8.4.1 Water Supply

The LPF area is serviced by the water treatment plant at Ballyduff, which is distributed in the piped network through the LPF area, assisted by a number of pumping stations and storage reservoirs. The water treatment plant has an ultimate capacity of 6.1 million litres per day (ML/D), which equates to c.18,000 p.e. (population equivalent) and is currently operating between 3.5-3.7 MI/D. (2025 figures).

Uisce Éireann's Water Supply Capacity Register 2025 indicates sufficient supply for the period of the LPF. As the WSCR is only a point in time, WCC and UE will continue to liaise in relation to changing requirements over the lifetime of the LPF.

B:8.4.2 Wastewater

The Arklow Wastewater Treatment Plant was completed and opened in May 2025. The project includes provision of:

- A new, state of the art, wastewater treatment plant (WWTP) that has been designed to provide an ultimate treatment capacity for a p.e. (population equivalent) of up to 36,000 at the Old Wallboard site at North Quay, Ferrybank;
- Sewer pipelines (along the North and South Quays) to bring the untreated wastewater to the WWTP;
- A marine outfall pipe to safely discharge the treated wastewater to the Irish Sea.

Prior to the commissioning of the Arklow WWTP, foul and surface water in the town was collected in the combined sewer system and discharged directly to the Avoca River., on the south of the town this network is now intercepted by the new system just south of the Avoca River, before it proceeds along South Quay, crossing the river bed over to the new WWTP facility. The existing combined system north of the river is intercepted adjacent to the Ferrybank roundabout before being directed along the North Quay to the WWTP.



B:8.4.3 Surface Water Drainage

Arklow has a combined foul – surface water network. The addition of surface water to foul water significantly impacts on the efficiency of a foul water collection and treatment system. In accordance with current practice, more recent developments have separate surface water collection and attenuation systems. There is an ongoing programme to replace the existing combined system with separate networks, as funding allows.

The County Development Plan sets out a wide range of infrastructure objectives that will apply directly in Arklow. In addition, the following objectives shall apply in the LPF area:

ARKLOW PHYSICAL INFRASTRUCTURE OBJECTIVES	
Active Travel – Walking & Cycling Infrastructure Objectives	
ARK 70	Support the implementation of the recommendations of the Local Transport Plan with regard to the delivery of proposed road safety measures and safe active travel routes along the existing road network and along new off-road routes having regard to the following: ▪ The delivery of the National Cycle Network, as it relates to the LPF area; ▪ The delivery of the Greater Dublin Area cycle network, as it relates to the LPF area; ▪ To continue 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.
ARK 71	To improve the safety, accessibility, and attractiveness of the pedestrian environment and support the delivery of improved cycle and pedestrian infrastructure as funding allows along Arklow’s Central Spine route as identified in the Local Transport Plan and feeders routes and in particular the following¹⁶: ▪ Dublin Road and Ferrybank: Continuation of footpath provision and segregated cycle infrastructure from the bridge north of Beech Road to the town centre via Ferrybank, where carriageway width permits (AT 5 - AT 6) ▪ Wexford Road: Continuation of footpath provision and segregated cycle infrastructure from Northwood / Knockmore roundabout to the Coolgreaney Road / Upper Main Street junction (AT 3) ▪ Delivery of the Vale Road Pedestrian Improvement Scheme in the short term (AT 9) ▪ Local junction improvements to DMURS standards (CY 2) ▪ Improve existing pedestrian crossings and provision of new crossings at desire lines (WK 1) ▪ Improve existing footpath provision, including resurfacing and widen where necessary (WK 1) ▪ Major junction improvements to DMURS standards (CY 2) ▪ Provide gateway and transition zone treatments on the approach to the built-up area of Arklow (CY 2) ▪ Provide gateway treatment on Sea Road and Vale Road to signal the approach into a low-speed town centre (CY 3) ▪ Creation of a Quietway on Fernhill between Wexford Road and Coolgreaney Road, parallel to Emoclew Road (PY 16) ▪ To identify a network of other quietways where appropriate, in consultation with relative stakeholders (CY 4) ▪ In the long term to assess feasibility of dedicated cycling facilities on Coolgreaney Road to build on the Vale Road Pedestrian Improvement Scheme (AT 10) ▪ Design all transport and public realm projects in line with the DMURS User Hierarchy and design standards, and with the principles set out in the LPF (WK 1)
ARK 72	To support the enhancement of the town’s existing laneways network and to progress as funding allows, the development of new and improved permeability linkages through the LPF area and identify other suitable permeability routes/ improvements within the settlement (PY 1-30)
ARK 73	▪ To seek the delivery of new or enhanced pedestrian and cyclist through routes through OS1 lands and existing residential open spaces. ▪ To require that all new developments identify and deliver direct and safe new pedestrian and cyclist permeability routes to existing and proposed public transport nodes, active travel routes and where practical into the existing adjoining built up areas. (PY 1)

¹⁶ Where an objective is labelled thus: ‘AT6’, ‘PY16’, ‘RN3’, this refers to the labels applied in the LTP maps / tables and the LPF Transport Strategy Maps.

ARK 74	To overcome overreliance on the Nineteen Arches Bridge and improve pedestrian and cycle connectivity between the north and south of the river, by promoting and supporting the development of; ▪ The Kilbride Pedestrian and Cycling Bridge between the Avoca River Walk and Arklow Town Marsh/Ferrybank, including associated east-west pedestrian links connecting this crossing with Ferrybank / Dublin Road (short/medium term), the River Avoca Industrial Park (long term) and Arklow to Laragh Greenway (long term) (AT 1, AT 15, AT 19, CY 2) ▪ Improved active travel infrastructure linking the Bridgewater Shopping Centre to Main St. which could be in the form of additional capacity added to the existing Nineteen Arches Bridge or the provision of a new active travel bridge to the east of same (AT 2) Such development shall be suitably informed by ecological surveying, ecological impact assessment, AA Screening/AA and EIA Screening/EIA, as the case may be, with a view toward avoiding and preventing significant adverse effects on receiving environmental sensitivities. Such development shall be appropriately shaped and guided by environmental and ecological constraints in the receiving environments.
ARK 75	To improve the existing Avoca River Walk by promoting and supporting the following improvements: ▪ Widening the existing path and entrances according to standards set out in national policy and guidance; ▪ Improved lighting and wayfinding, in particular at access points; ▪ The provision of age-friendly seating along the route; ▪ Improved accessibility for people with additional mobility needs from St Mary's carpark; ▪ Ensuring a seamless transition between existing active travel facilities on Vale Road and Ballyraine Lane with the Arklow-Shillelagh Greenway; and ▪ In the long-term: Providing a new walking and cycling link to Vale Road utilising the old railway bridge north of Glendale. (AT 17-18, CY 5)
ARK 76	Within the Town Centre to support and promote the enhancement of the public realm by: ▪ Supporting the development of the Southern Port Access Route to facilitate the reduction of HGV traffic from the town centre. ▪ Reallocate road space to widened footpaths, buildouts, pedestrian crossings, street trees, public seating and spill out areas for local businesses; ▪ Create safer and more legible connections for pedestrians and cyclist via the existing network of laneway to the quays with improved lighting and wayfinding. (AT 4, AT 23, WK 2, WK4)
ARK 77	With regard to accessibility and the public realm, it is an objective to: ▪ Address street clutter in particular in the town centre and to implement a programme to remove unnecessary signage, guardrails advertising, poles and other obstacles which clutter the public realm and impede pedestrian movement; ▪ Ensure that future improvements to the public realm and active travel network are accessible to all; ▪ Ensure that all streetscape and public realm improvements follow the principles of Universal Design and consider the safety and perception of public spaces so that all members of the community feel welcome and safe. (WK 2, 5 - 8)
ARK 78	To promote and support the delivery of a suite of active travel and place making measures on the North and South Quays including but not limited to the following: ▪ The provision of active travel facilities on both quays; ▪ Enhanced connectivity and permeability onto the quays from side streets. (AT 13-14)
ARK 79	To promote and support the delivery of connections which would significantly reduce walking times to Arklow Train Station including but not limited to the following: ▪ The provision of a new link/bridge over the railway line between Arklow Train Station and Tesco; ▪ A new pedestrian/cycle link between Yellow Lane and Arklow Train Station;

	Improvements to existing pedestrian links between the Main Street and the Train Station in particular Ditch Lane and Tom's Lane. These links shall be designed to high-quality standards, fully accessible, and integrated into the broader town centre regeneration and public-realm improvement programmes. (PT4)
Public Transport Infrastructure Objectives	
ARK 80	To cooperate with NTA, Iarnród Éireann and other relevant transport planning bodies in the delivery of a high quality, integrated and accessible transport system in the LPF area. In particular to support and facilitate the following schemes / programmes: - The improvement of mainline train services as set out in the Government's AISRR, including (but not limited to) - The introduction of an hourly shuttle service between Wexford-Greystones-Arklow; - The delivery dual tracks between Dublin and Wexford on a phased basis, serving Arklow in the long term. - To support and facilitate improvements to Arklow Train Station as funding allows including the provision of a new footbridge with lifts to improve accessibility to both north and southbound services. - The improvement of existing and provision of new bus services within the LPF area and linking the LPF area to the wider region (but not limited to): - Supporting the development and delivery of bus service enhancement projects, and measures to improve bus priority such as additional bus lanes and priority signalling etc as may be deemed appropriate; - Facilitating the needs of existing or new bus providers with regard to bus stops and garaging facilities (although unnecessary duplication of bus stops on the same routes / roads will not be permitted). - To support the development of a future dedicated town bus service for Arklow and Environs to support Arklow's long term planned growth. (PT 1 - 3)
Car Parking Objectives	
ARK 81	To support and promote the delivery of Templaraine Park and Ride at Junction 20 of the M11 (PK 1)
ARK 82	To support the development of Mobility Points¹⁷ at appropriate highly visible and publicly accessible locations to encourage sustainable mobility and multimodal trips as the following locations: - Castle Park Car Park - St Mary's Car Park - Inbhear Mór Square, Dublin Road (PK 5)
ARK 83	To support the development and optimisation of off-street car-parking facilities in or adjacent to the town centre so that on-street, all-day parking can be relocated. On-street spaces shall be managed and repurposed where feasible to favour set-down/drop-off areas, short-stay visitor parking and active loading rather than long-stay parking.
Roads Objectives	
ARK 84	To protect the strategic function of the N11/M11 in accordance with the Spatial Planning and National Roads Guidelines (DoH LGH 2012) and in compliance with TII Publications.
ARK 85	Support and promote the development of the following new regional/distributor roads and road improvements ¹⁸ :

¹⁷ Mobility points are small scale, on street interventions entailing the co-location of sustainable transport measures and at a minimum include bus stops, cycle parking, car club spaces and can be expanded to include EV charging points and shared bike schemes.

	▪ The Southern Port Access Road (SPAR) to (a) facilitate development in SLO4 (Tinahask-Money Big) and (b) provide a more suitable road network for larger vehicles and reduce reliance on the South Quays and Nineteen Arches Bridge for HGV movement (c) ensuring safer conditions are provided for active travel improvements in Arklow Town Centre, the Nineteen Arches Bridge and along South Quay and (d) improve amenity/pedestrian access to Arklow South Beach, The Cove, Nun's Beach and onto Clogga Beach. The design of the road including its final alignment and boundary treatments shall be take into account its proximity to the coastline whilst ensuring minimal impact on Arklow Golf Club and the Roadstone Quarry (RN 3, 6) ▪ To require as part of the development of SLO4 (Tinahask-Money Big) the development of distributor road access to SLO3 (Abbeylands-Tinahask) to the north and to the employment zoned lands to the south ▪ To require as part of a possible Western Distributor Road from Kilbride to the Vale Road, the development of a distributor road through SLO5 from the L-6179 to the northern boundary of Arklow Town Marsh at a location to be agreed with Wicklow County Council (RN 4) ▪ 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 northern waterfront zone developments.
ARK 86	To support and promote the implementation of the recommended measures set out in the Local Transport Plan.
Public Realm Infrastructure Objectives	
ARK 87	Public realm works in Arklow town centre (including lighting, accessible street furniture, paving and signage) shall wherever feasible be carried out in a coordinated, locally distinctive manner which advances high-quality design, reduces visual clutter, reinforces the town's heritage, and improves the overall visitor and community experience, in particular: ▪ New lighting, wiring and communications infrastructure shall be placed underground wherever feasible, to reduce over-head cabling, poles and visual intrusion. ▪ Lighting design shall wherever feasible be site-specific, using decorative standards in plazas and along quays, emphasising heritage frontages, town-centre gateways and riverside links ▪ The public-realm works shall wherever feasible reflect Arklow's heritage (boat-building, pottery, seaside identity) and integrate craft/design elements, coordinated across streets, junctions and the waterfront to create a cohesive sense of place. ▪ Infrastructure renewal shall wherever feasible, be planned and delivered as part of a comprehensive public-realm master-scheme rather than piecemeal, ensuring continuity of design, materials, branding and quality across the town-centre regeneration area.

¹⁸ The detail associated with new transport infrastructure projects referred to in this LPF and accompanying Local Transport Plan, including locations and associated mapping, that are not already permitted or provided for by existing plans / programmes / etc. is non-binding and indicative. Such new projects shall be subject to feasibility assessment, taking into account the environmental constraints and the objectives of the LPF/LTP relating to sustainable mobility. A Corridor and Route Selection Process will be undertaken for such projects where appropriate. Proposed interventions will be required to demonstrate that they are consistent with all relevant legislative requirements.

Flood & Coastal Management Objectives	
ARK 88	To support the continued development and implementation of the Arklow Flood Relief Scheme.
ARK 89	To work with the OPW and any other relevant bodies to address the effects of sea level changes, coastal flooding and erosion and to support the implementation of adaptation responses in vulnerable areas. In particular: ▪ To facilitate the provision of new or the reinforcement of existing coastal defences and protection measures where necessary and in particular to consider the implementation of the measures identified in the ECRIPP and any other similar studies that are produced during the lifetime of the LPF. ▪ To employ soft engineering techniques or natural solutions as an alternative to hard coastal defence works, wherever feasible. ▪ To facilitate and promote the carrying out of coastal defence and protection works in accordance best environmental practice and in manner that only considers alteration of the natural sediment flow and/or increased erosion if there is an overall benefit to habitats as a result of the proposals.
ARK 90	Applications for new developments or significant alterations/extension to existing developments in an area identified as at risk of flooding (Flood Zones A and B) as set out in the SFRA and flood maps appended to this LPF OR in Flood Zone C but within an area: ▪ that is deemed by the Local Authority at any time to be at possible risk of flooding having regard to new information with respect to flood risk in the area that has come to light; or ▪ that is deemed by the Local Authority at any time to be at possible risk of flooding having regard to nearby watercourses that lack corresponding indicative flood zones; or ▪ that is identified as at possible future risk of flooding having regard to climate change scenarios either on Map 4C attached to this LPF or on any future maps prepared by the OPW during the lifetime of the LPF; shall comply with the 'Justification Test for Development Management', as set out in Box 5.1 of 'The Planning System and Flood Risk Management' Guidelines 2009 (as may be amended, supplemented or replaced during the lifetime of this LPF) and shall be accompanied by a site specific Flood Risk Assessment. Site Specific Flood Risk Assessments shall be in accordance with the requirements set out in the Flood Risk Management Guidelines and the LPF SFRA.
Energy & Electricity Objectives	
ARK 91	To support and facilitate the development of spin off employment and support infrastructure for the renewable energy sector, in particular the off-shore wind, including the development of long duration electricity storage, distribution and transmission and/or projects which would further result in the decarbonisation of the energy sector. Such facilities will be permissible on lands zoned Public Utility (PU) and Employment (E) within the LPF area.
ARK 92	To support Eirgrid with the implementation of their <i>Powering up Wicklow</i> programme and facilitate the expansion and upgrading of electricity supply infrastructure serving the LPF and wider area.
ARK 93	To require that the development of Public Utility lands on the western side of the Dublin Road to facilitate the expansion of the existing electricity substation comprise of high quality design and boundary treatments , include planting and landscaping proposals to mitigate their visual impact having regard to their prominent location along the northern gateway entrance to Arklow Town.
Water, Waste Water & Surface Water Infrastructure Objectives	
ARK 94	To support and facilitate Uisce Éireann in the following: ▪ The improvement and increased resilience of the water distribution, supply and storage systems; ▪ The provision of necessary waste water infrastructure, in a sustainable manner; and ▪ The improvement of the combined drainage network and to ensure the separation of foul and surface water discharges.
ARK 95	▪ Ensure the implementation of Sustainable urban Drainage Systems (SuDS) and in particular, to ensure that all surface water generated in a new development is disposed of on-site or is attenuated and

treated prior to discharge to an approved surface water system; these systems shall be maintained properly in accordance with relevant standards to ensure their continue efficacy.

- Developments, including new/expanded developments and any planned improvements to existing urban spaces, shall be designed in accordance with the guidance document "Implementation of Urban Nature-based Solutions: Guidance Document for Planners, Developers and Developer Agents" LAWPRO 2024.

B:9 ZONING AND LAND USE

The land use map No. 1 indicates the boundary of the LPF. 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.

B:9.1 Zoning Objectives

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

ZONING	OBJECTIVE	DESCRIPTION
RE: Existing 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.
RN: New residential	To provide for new residential development and supporting facilities during the lifetime of the LPF.	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.
TC: Town Centre	To provide for the development and improvement of appropriate town centre uses including residential, retail, commercial, office and civic use.	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 and residential uses, while delivering a quality urban environment, with emphasise on regeneration, infill town and historic centre conservation; ensuring 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.
LSS: 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.
E: 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.
CE: Community & Education	To provide for civic, community and educational facilities	To facilitate the development of necessary community, health, religious, educational, social and civic infrastructure.
AOS: Active Open Space	To protect and enhance existing and provide for new active open space	Subject to the protection and enhancement of natural biodiversity, 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.

ZONING	OBJECTIVE	DESCRIPTION
OS1: Open Space	To protect and enhance existing public open space and provide for recreational open space.	Subject to the protection and enhancement of natural biodiversity, 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.
OS2: Natural Areas	To protect and enhance existing open, undeveloped lands.	To protect, enhance and manage existing open, undeveloped lands that comprise flood plains, buffer zones along watercourses and rivers, steep banks, green breaks between built up areas, green corridors and areas of natural biodiversity.
PU: 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
T: Tourism	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.
MU: 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 LPF.
EX: 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, associated activities and land restoration
WZ: Waterfront	To provide for the development and improvement of the waterfront zone, to facilitate the continuation and development of existing employment / maritime / port, residential, public utilities, and community / recreational uses and to promote and provide for new commercial, maritime, residential, tourism and other mixed-use development.	To facilitate the continued and more intensive / efficient use of the existing employment, maritime and port uses; To maintain existing and support the development / improvement of high quality community, amenity, leisure and tourism uses; To facilitate commercial and retail uses at a scale that do not undermine the role of the existing Town Centre; 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.

The box below gives typical appropriate uses for each zone type. 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.

Uses generally appropriate for **residential (RN / RE)** zoned areas include houses, apartments, residential open space, education, community facilities, retirement homes, nursing homes, childcare/crèche, 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 County Development Plan (CDP) and applicable Local Plan / Framework.

Uses generally appropriate for **town centre (TC)** include residential development, childcare / crèche, commercial, education retail, retail services, health, restaurants, public house, public buildings, hotels, guest houses, nursing / care homes, parking, 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 and applicable Local Plan / Framework.

Uses generally appropriate for **local shops and services (LSS)** include small scale retail, retail services, health, public house, guest houses, parking, residential development, childcare/crèche, commercial, education, 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 with the CDP and applicable Local Plan / Framework.

Uses generally appropriate for **employment (E)** zoned land include general and light industry, office uses, enterprise units, education, appropriate warehousing, petrol filling stations (as deemed appropriate), public transport depots, open space, including sports grounds, childcare / crèche, community facilities including community and sports centres, utility installations including ancillary supporting infrastructure and energy storage, and ancillary developments for employment and industry uses in accordance with the CDP and applicable Local Plan / Framework.

Uses generally appropriate for **community and educational (CE)** zoned land 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 and applicable Local Plan / Framework.

Uses appropriate for **active open space (AOS)** zoned land are sport and active recreational uses including infrastructure and buildings associated with same. Education and community use may be considered appropriate in accordance with the objectives of the applicable Local Plan / Framework.

Uses appropriate for **open space (OS1)** zoned land are recreational uses such as formal / informal landscaped parks with off-road walking / cycling paths, as well as playgrounds, skate parks, Mixed Use Games Areas, outdoor gyms, and allotments in accordance with the CDP and applicable Local Plan / Framework.

Uses appropriate for **natural areas (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. The development of these lands for recreational uses may only be considered where such use is shown to not undermine the purpose of this zoning in accordance with the CDP and applicable Local Plan / Framework.

Uses generally appropriate for **public utility (PU)** zoned land are for the provision of necessary infrastructure and services such as roads / footpaths / cycleways, carparks, train station, water and waste water treatment plants, large ESB sub-stations, gasworks in accordance with the CDP and applicable Local Plan / Framework.

Uses generally appropriate for **tourism (T)** zoned land are tourism accommodation and tourism / recreational uses such as Bed & Breakfast, cultural uses, holiday homes, hotels, recreational facilities in accordance with the CDP and applicable Local Plan / Framework.

Uses generally appropriate for any **mixed use (MU)** area will be specified in the applicable Local Plan / Framework.

Uses generally appropriate for **extractive industry (EX)** zoned land are 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 County Development Plan and applicable Local Plan / Framework.

Uses generally appropriate for **waterfront (WZ)** zoned land include aquaculture / fishing, residential, childcare/crèche, civic / cultural uses, community facilities, education, employment / office uses, general and light industry, harbour uses, health related service / uses, hotels, maritime uses, recreational and leisure uses, retail, restaurants, parking, public house, tourism uses, utility installations and ancillary development in accordance with the CDP and the applicable Local Plan / Framework.

Essential infrastructure, including roads / footpaths / cycleways and utilities that are necessary to support development lands, are generally permissible in all zones. Where such infrastructure would be required in OS1 or OS2 zones, and no other routes are viable, such infrastructure shall only be considered where it is shown it will not undermine the purpose of this zoning or give rise to significant adverse environmental impacts.

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 LPF. 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.

B:9.2 Phasing

It is an objective of the Council that development is undertaken in an orderly and sustainable manner. 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:

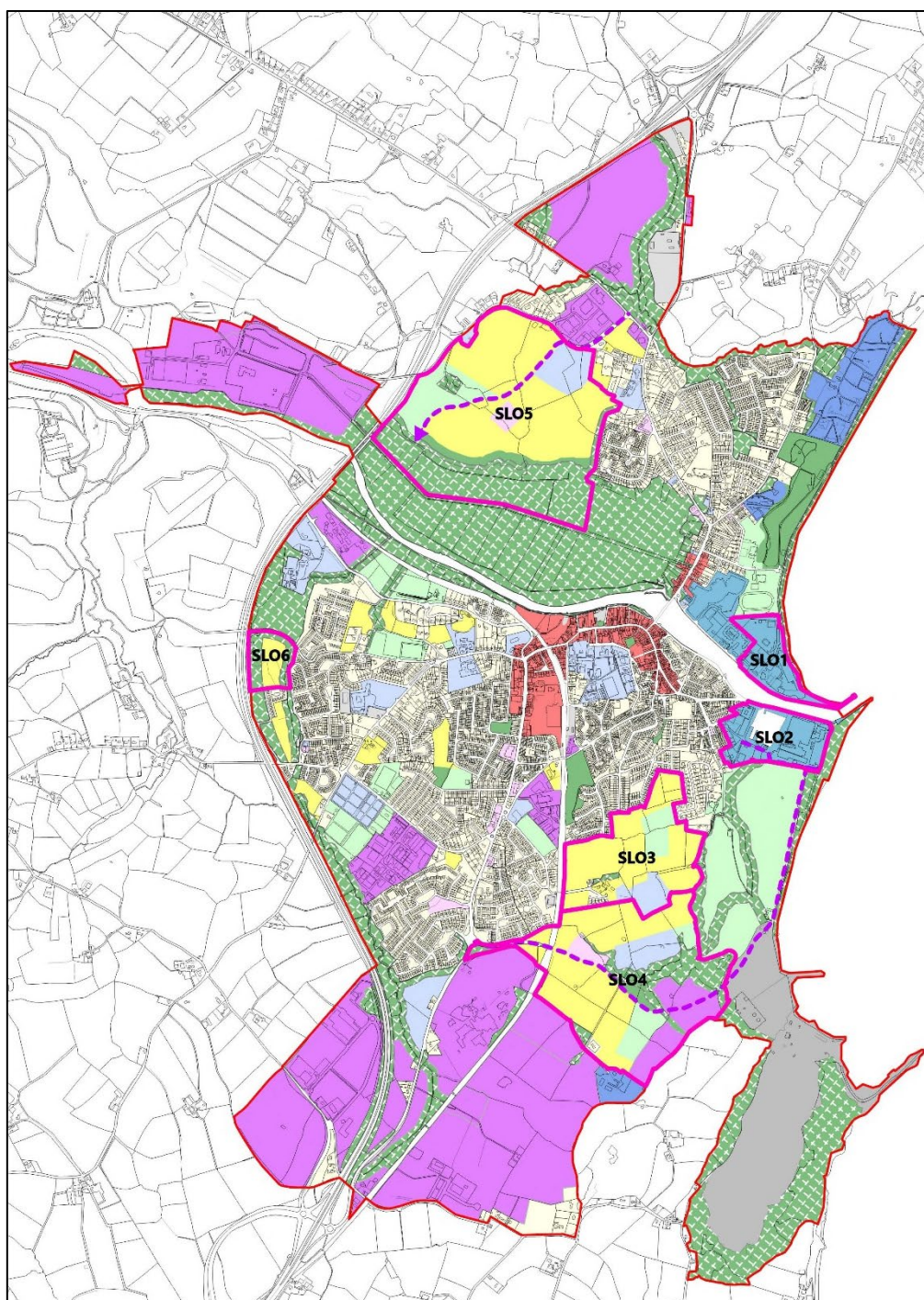
- a) the promotion of an appropriate balance of employment, residential and service facilities (schools, shopping, community facilities etc.) and other uses that are required to increase the self-sufficiency of the settlement, or
- b) ensuring the delivery of infrastructural services in tandem with development,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

B:10 SPECIFIC LOCAL OBJECTIVES (SLO)

The purpose of an SLO is to guide developers as to the aspirations of the LPF regarding the development of certain lands where more than one land use is proposed, where there is a new infrastructure necessitated on the subject lands or where the lands are zoned for 'mixed use' to give more detail on the development objectives for these lands. A masterplan for an entire SLO area may be required to be submitted as part of the first application within an SLO.

For a number of the SLOs concept sketches are shown in this LPF. These are conceptual only, did not include complete site surveys/analysis, and should not be taken as a definitive guide as to the acceptability or otherwise of any access points, road layouts or building positions/designs Any application for permission on said lands must conform to all standards and requirements of the Planning Authority, as set out in this LPF and the Wicklow County Development Plan.

Figure B:10.1: Location of SLOs 1-6 in the Settlement of Arklow



SLO1 NORTHERN WATERFRONT ZONE

The Northern Waterfront Zone SLO measures c. 9ha (including all existing buildings thereon) and occupies an excellent strategic location with access to the waterfront to the south, Kynoch Park and Coral Leisure to the north and Bridgewater Shopping Centre to the north west. The comprehensive re-development of these lands would create opportunities to improve walking linkages between South Quay, Kynock Park and the Bridgewater centre, while further contributing to the regeneration and enhancement of this key central, serviced location.

This LPF's objective for an active travel bridge to the east of the Nineteen Arches Bridge, linking the Bridgewater Centre to south quay and Arklow Main Street would make this area a circa 7 minute walk from the heart of Main Street along a more pedestrian friendly route.

There is potential on these lands for further marine based commercial and/or leisure activities on the sites with access to the waterfront, while high intensity mixed use (predominantly residential) development will be promoted on the northern sites, providing passive surveillance over the AOS lands to the north.



Figure B:10.2: SLO1 Zoning Map

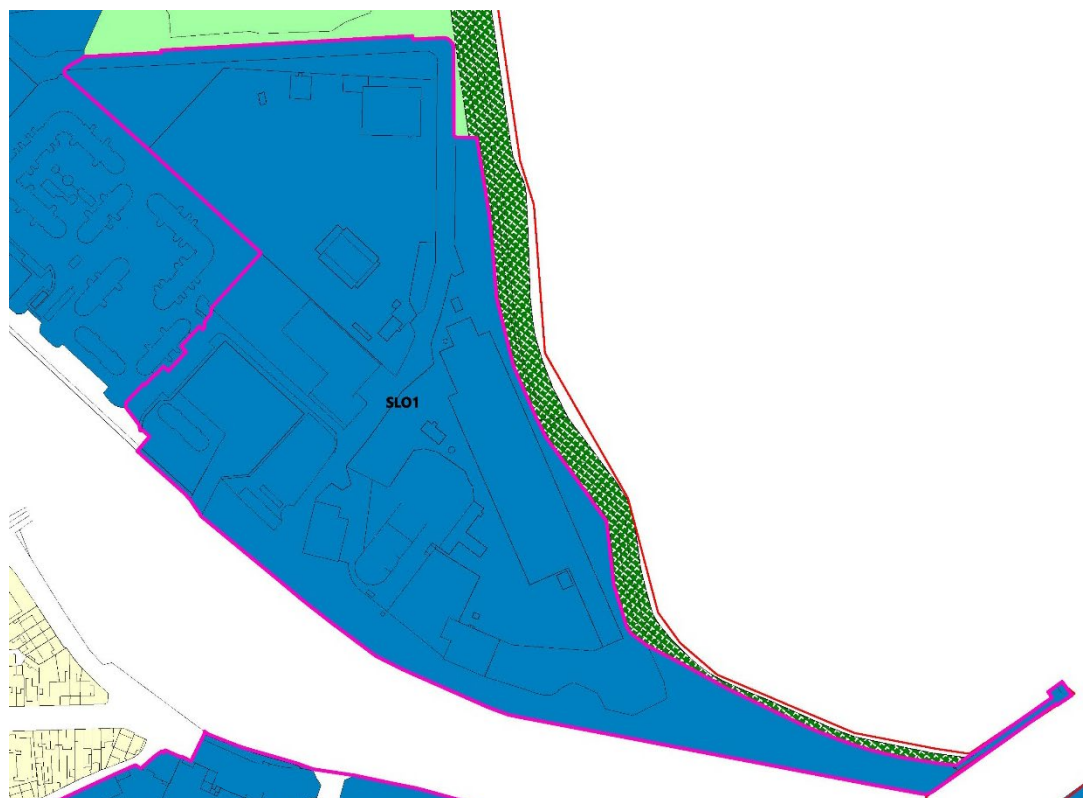


Figure B:10.3: SLO1 Concept Plan

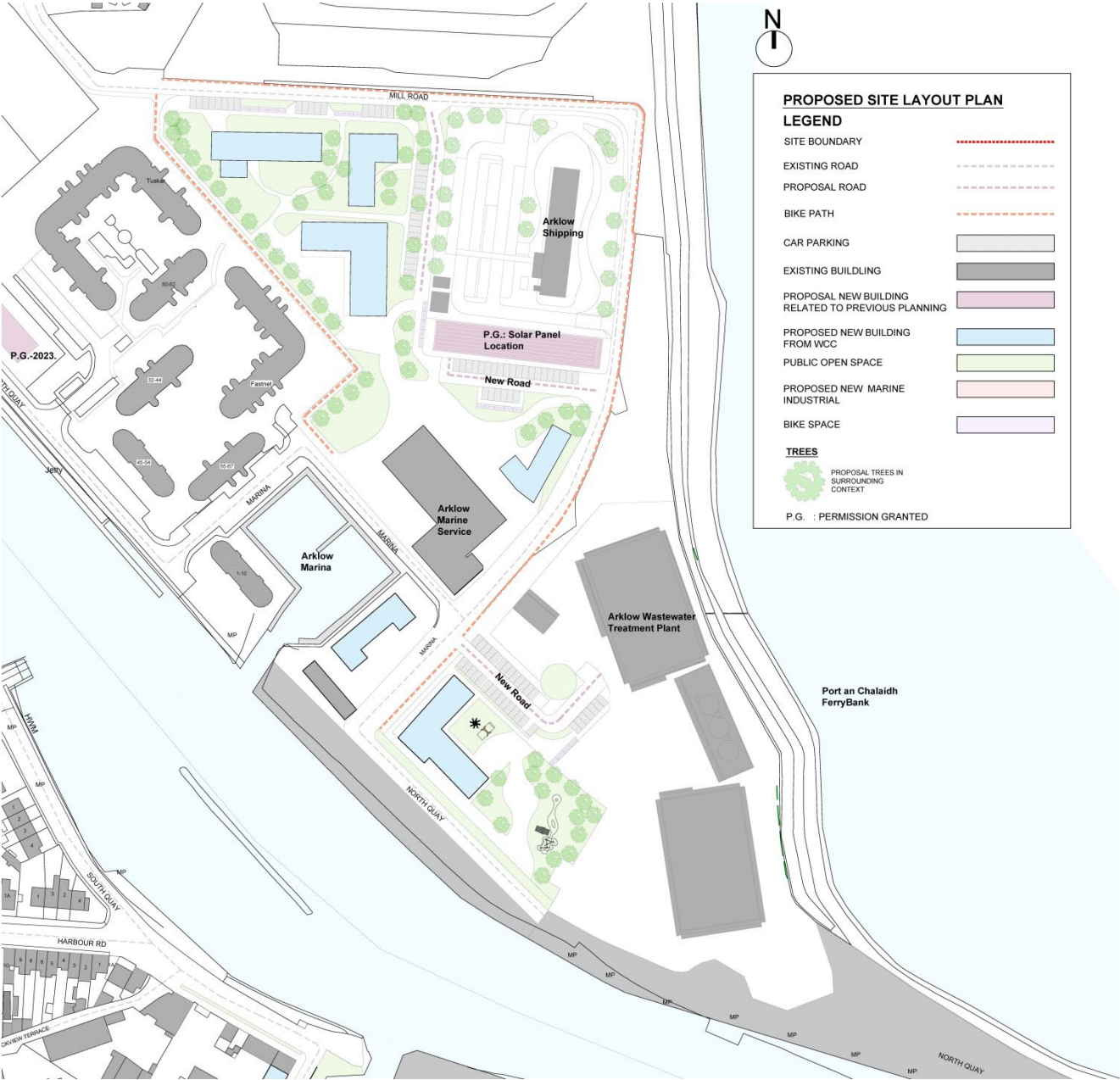
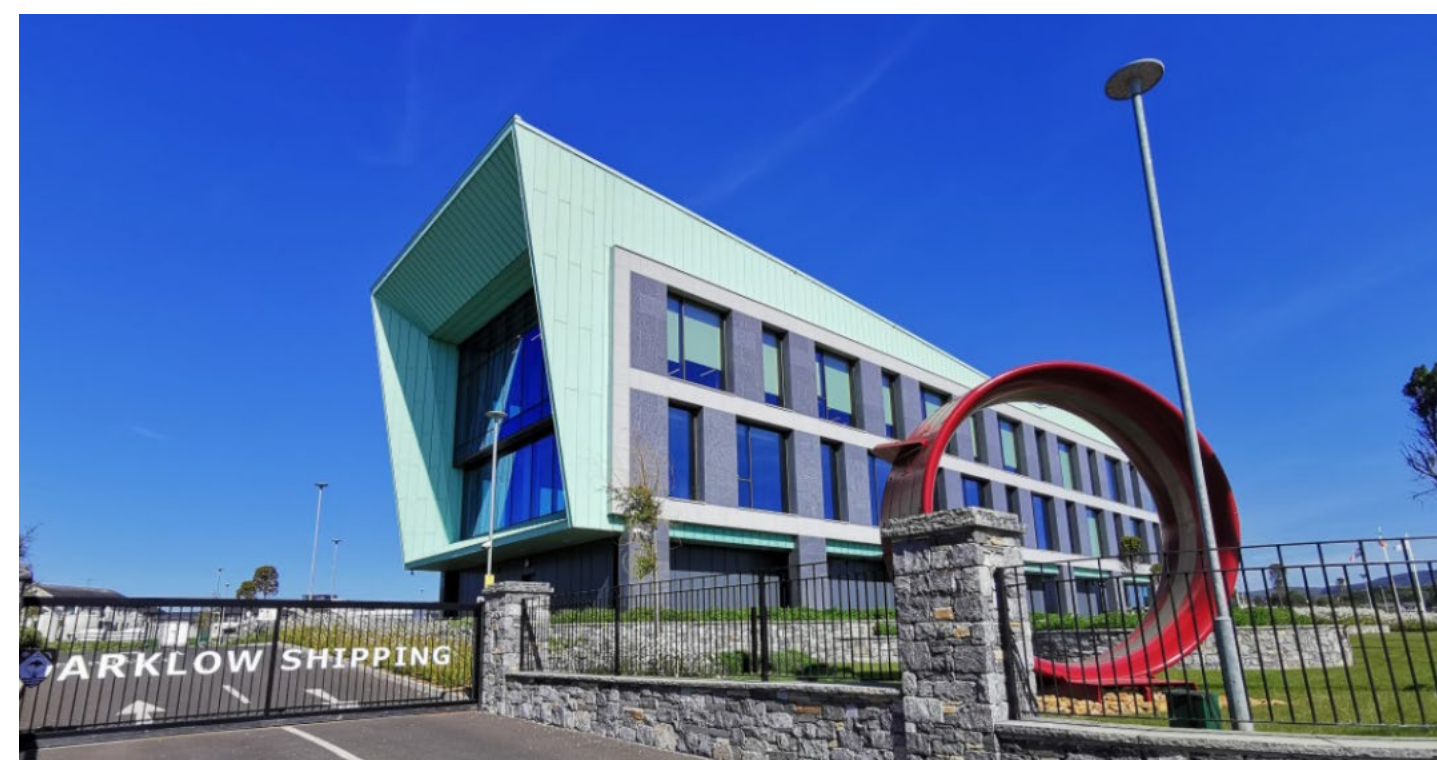


Figure B:10.4: Urban Development and Regeneration Fund project concept drawing for Northern Waterfront Zone



SLO1 Northern Waterfront Zone Objectives

Where possible this SLO should be the subject of a comprehensive integrated scheme of development encompassing the entire lands, meeting the objectives to follow. Individual site redevelopment proposals will be considered where they can demonstrate how they are consistent with these objectives, would not undermine the overall achievement of these objectives on other sites and contribute their pro-rata share of the infrastructure / public good desired:

- To support marine based commercial and/or leisure activities on the sites directly adjoining the waterside area of the Avoca River and Arklow Marina. Any future development proposals on these sites shall be of a high architectural and landscape quality and contribute positively to the streetscape and public realm environment, considering the visually prominent location of this Waterfront Zone in particular when viewed from South Quay.
- The density of development in this area shall reflect its proximity to the Arklow Town Centre, the Bridgewater Shopping Centre and the leisure amenities surrounding this site.
- The lands to the west of Arklow Shipping shall be particularly supported for mainly residential development; any development at this location shall present a very strong frontage onto the AOS lands to the north which provides passive surveillance and a greater sense of enclosure over this AOS space.
- The lands to the south of Arklow Shipping shall be supported for high quality residential and/or office development and shall consider their proximity to Arklow WWTP in terms of noise levels.
- Development proposals shall directly address Mill Road to the east and north providing a new strong urban streetscape to this area.
- The height of any development shall be appropriate to its surrounding context and demonstrate that it will not impact on the privacy and amenity of existing adjoining land uses. In this regard the height of any development along the northern extent addressing the AOS lands shall be a minimum of 3 storeys to provide for adequate passive surveillance and a greater sense of enclosure around this AOS area.
- All development proposals shall consider this location's exposed and visually prominent coastal location. Proposal shall be of a high architectural quality. High quality finishes are to be used in the public realm, including external elevational treatment to buildings, structures and public open space. Soft landscaping shall also consider this coastal location. Finishes shall be attractive and durable, and appropriate to the scale, form and appearance of the buildings and their surroundings.
- All proposals shall provide strong passive surveillance along all pedestrian/cycle and vehicular access routes located within and surrounding the SLO.
- All developments on this site shall facilitate easy pedestrian and cycle access between Bridgewater shopping centre, Kynock Park and the Waterfront/North Quay that is well overlooked.

SLO2 SOUTHERN WATERFRONT ZONE

Arklow Port in the southern Waterfront Zone will likely see significant changes with the potential development of land-based supports to the off shore renewable energy sector, noting the plans for Arklow Bank Wind Park 2.

The former Arklow Pottery site holds the key to reconnecting Arklow Town with its beachfront, with the potential for the development of both visitor/tourist attractions and accommodation at this location along with new residential development, with active uses at street level and along the beach front such as cafes/restaurants, with views over and direct access to Arklow South Beach.



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. A new street network should be formed through the former Arklow Pottery site allowing for pedestrian access to the beach whilst the existing vehicular access to beach parking should be retained to the north and south of this site.

Arklow Port still facilitates commercial maritime activity and there are a number of quays, berths, yards and warehouses associated with this activity in this area. It is considered important that such existing uses retain their maritime function and are not targeted for redevelopment for residential / leisure activities which would undermine the important economic assets the existing uses provide.

The strategy for Arklow's southern Waterfront Zone 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.

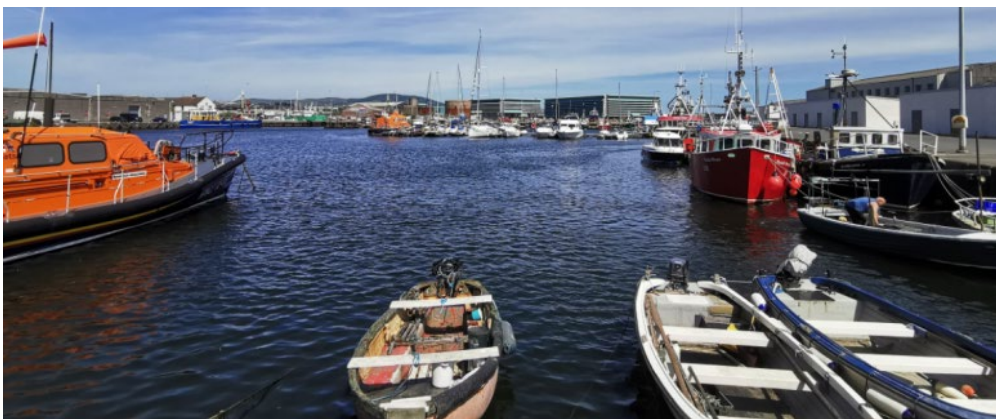


Figure B:10.5: SLO 2 Zoning Map

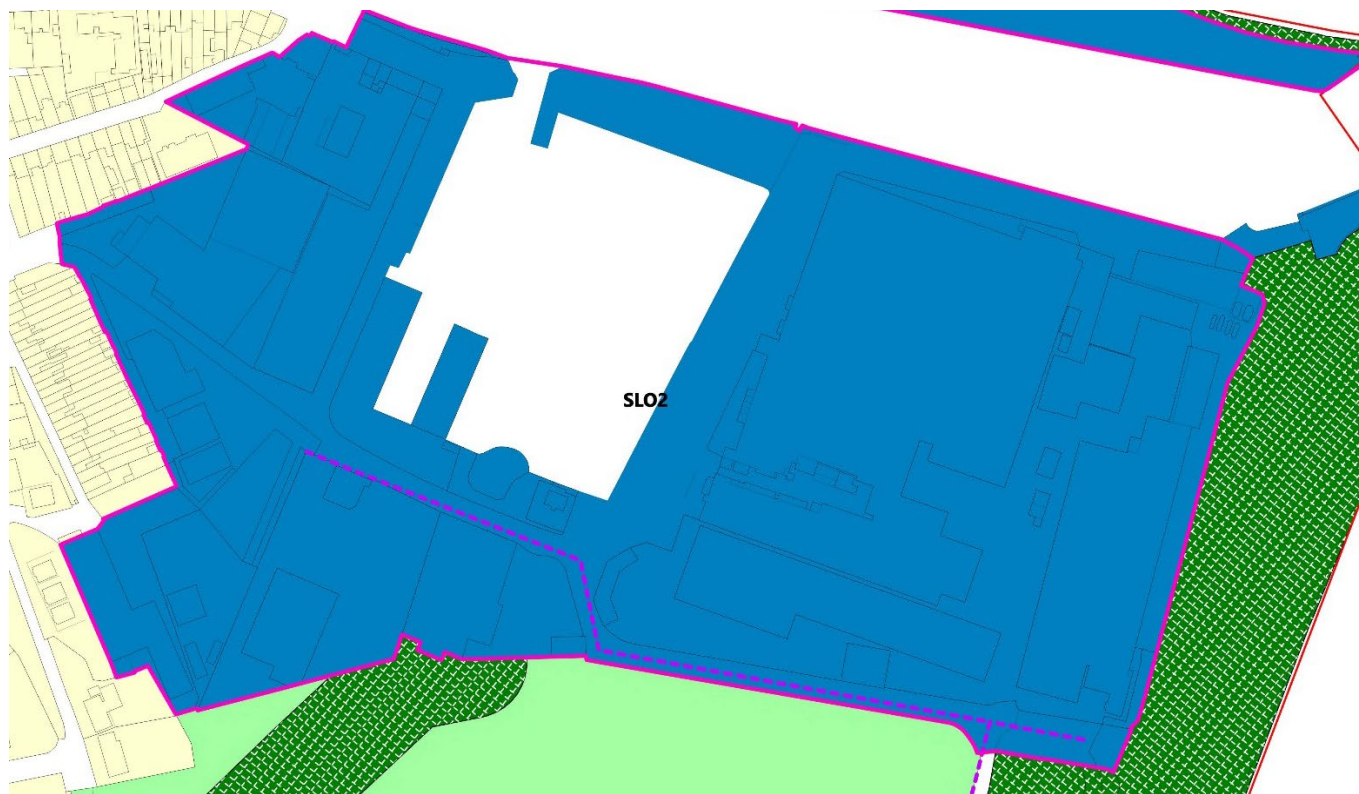


Figure B:10.6: SLO2 Concept Plan

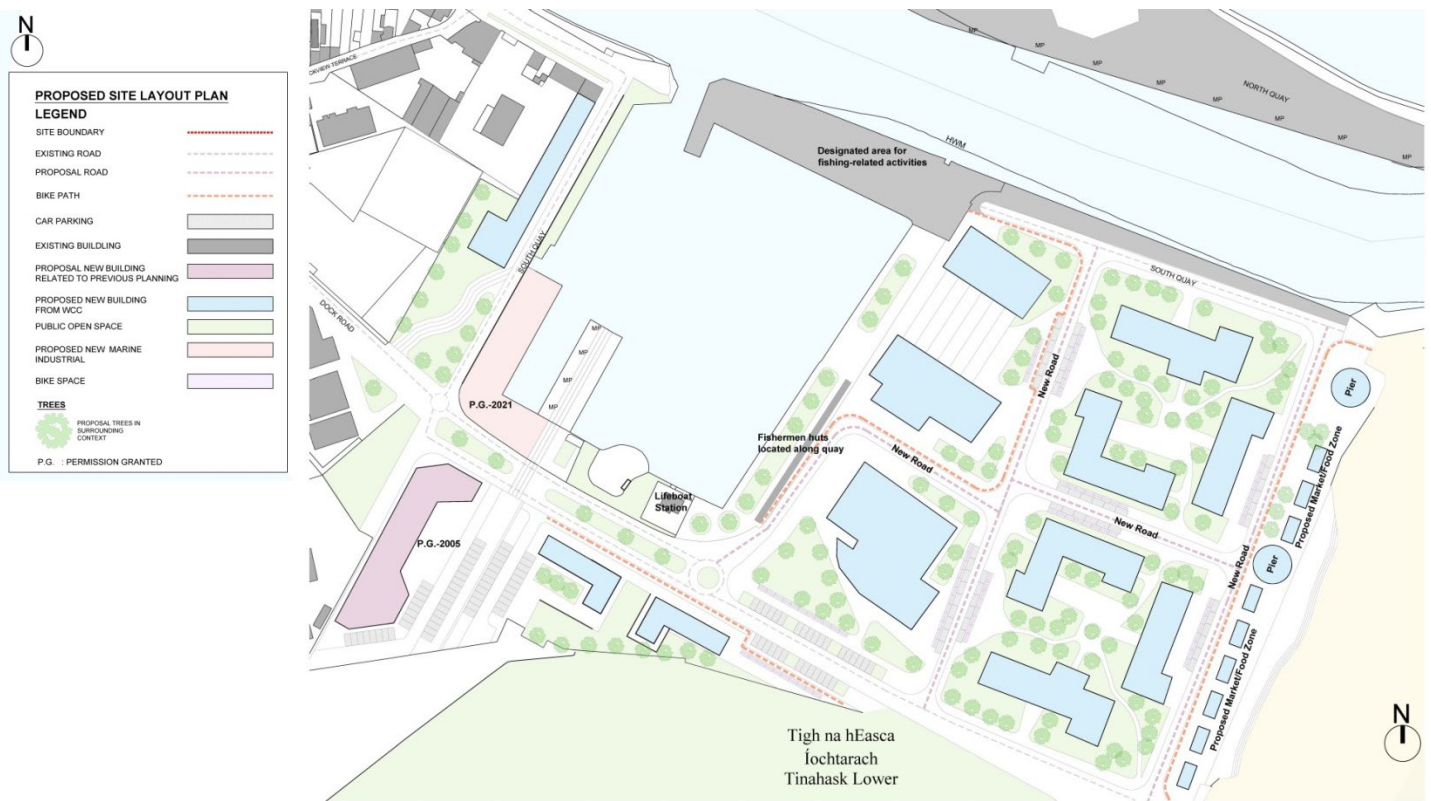


Figure B:10.7: Urban Development and Regeneration Fund project concept plan for Southern Waterfront Zone



SLO 2 Southern Waterfront Zone objectives

- Enhancement of existing and development of new maritime related based commercial and/or leisure activities on the sites directly fronting Arklow Port/Harbour shall be supported.
- Any redevelopment proposals west of the harbour shall retain and incorporate the existing buildings on the north western corner as identified on the concept drawing.
- Any re-development proposals for the former Arklow Pottery Site shall provide for the following:
 - A mixed used high density development incorporating residential development and tourism accommodation, with active uses at ground floor level including cafes/restaurants, small shops and marine based leisure activities, in particular along the façade addressing site Arklow South Beach.
 - The redevelopment of this site shall retain the vehicular access to Arklow Beach and facilitate pedestrian access through the site via a series of new streets and public spaces.
 - Proposals for this site shall be of a high architectural and landscape quality incorporating some reference to the former use of the site by Arklow Pottery and contribute positively to the streetscape and public realm environment of this area. The design shall carefully consider the visually prominent location of this site which will form primary facades onto Arklow Beach to the east, the Avoca River and Arklow Port to its north and west and Arklow Golf Club to the south.
 - The height of any development on site shall demonstrate how it appropriately responds to its waterfront location at the entrance to Arklow Port whilst not appearing out of character of context.
- The Seafarers Memorial Garden shall be retained as a focal point for this area.
- Maintaining ease of access to the waterfront for existing and future marine users (such as the Sea Scouts and Arklow Rowing Club), as well as emergency services, shall be a key considered in the regeneration of this area.
- The design of any new development, in particular on sites along the water edge (both along the river or the

harbour) shall incorporate any future identified / required surface water or flood management measures, in particular any future identified / required flood defences and / or surface water management infrastructure.

- All development proposals shall consider this locations exposed and visually prominent coastal location. Proposal shall be of a high architectural quality. High quality finishes are to be used in the public realm, including external elevational treatment to buildings, structures and public open space. Soft landscaping shall also consider this coastal location. Finishes shall be attractive and durable, and appropriate to the scale, form and appearance of the buildings and their surroundings.



SLO 3 ABBEYLANDS AND TINAHASK UPPER

SLO3 is located in the townlands of Abbeylands and Tinahask Upper. This SLO measures c. 30.7ha and is bounded to the north by existing residential development, to the east by the golf club, to the south by undeveloped lands (SLO4) and to the west by the railway line. The SLO is zoned to allow for: c 22.75ha for New Residential development (RN), c. 3.5ha for Open Space (3.2ha for Active Sports AOS and 0.3ha Natural Areas OS2) and c. 3.5ha for Community & Education (CE). Within this area, there is also small area zoned 'Existing Residential' RE.

The northern section of this area is located within a 10 minute walk of Arklow Train Station and 20 minute walk of Arklow Main Street. The eastern and southern section of this SLO will be dependent on distributor road access coming from SLO4 and this has been considered in the phasing of the development of this SLO and SLO4 to the south. This Action Area Plan shall be developed as a mixed residential, community (CE) and open space zone (AOS, OS1).

An 'Action Area Plan' (masterplan) under the previous LAP has already been agreed for these lands and consent has already been secured for the development of a 2.63ha area of this SLO, for the development of 74 No. dwellings.

Figure B:10.8: SLO3 Zoning Map

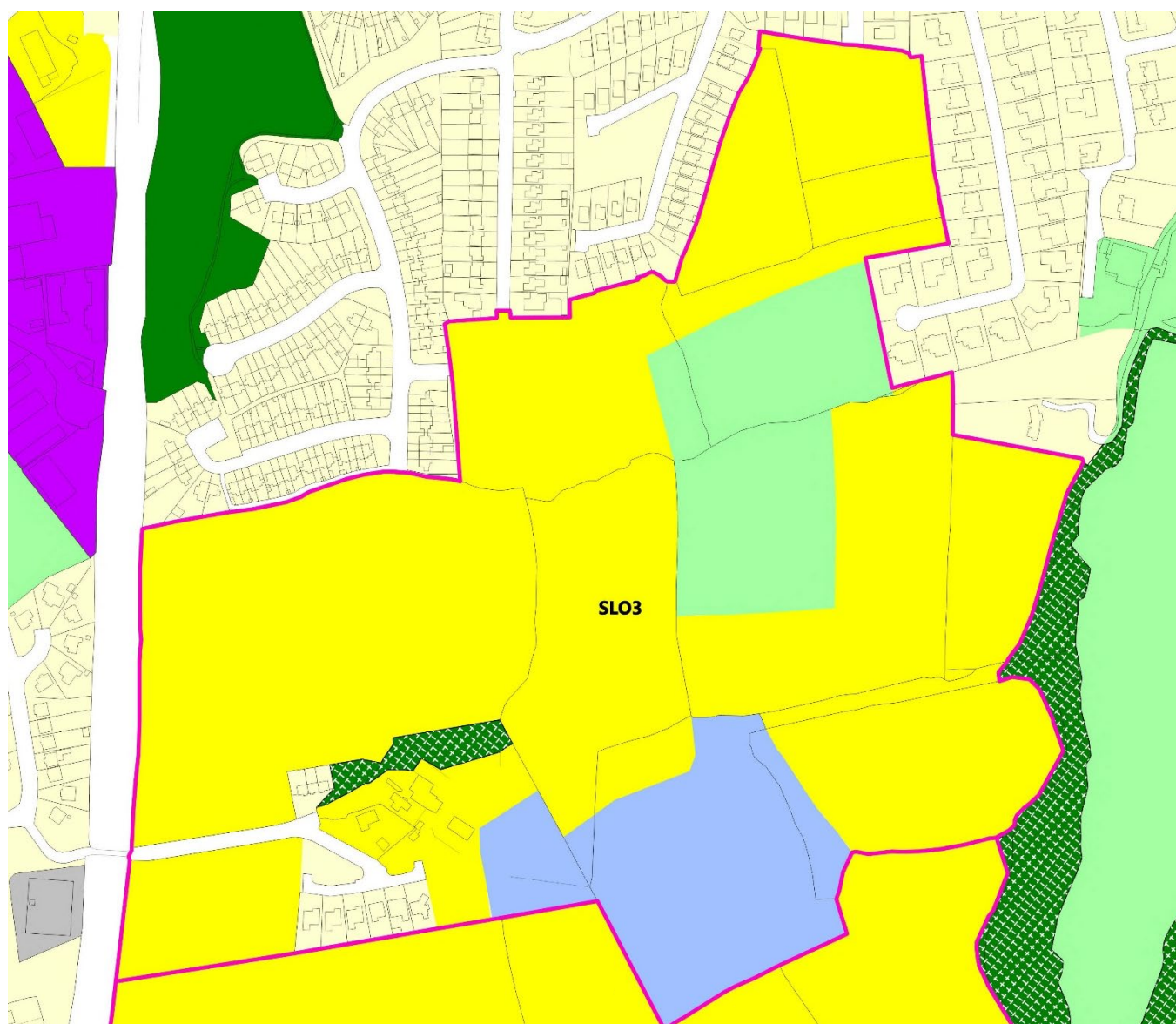
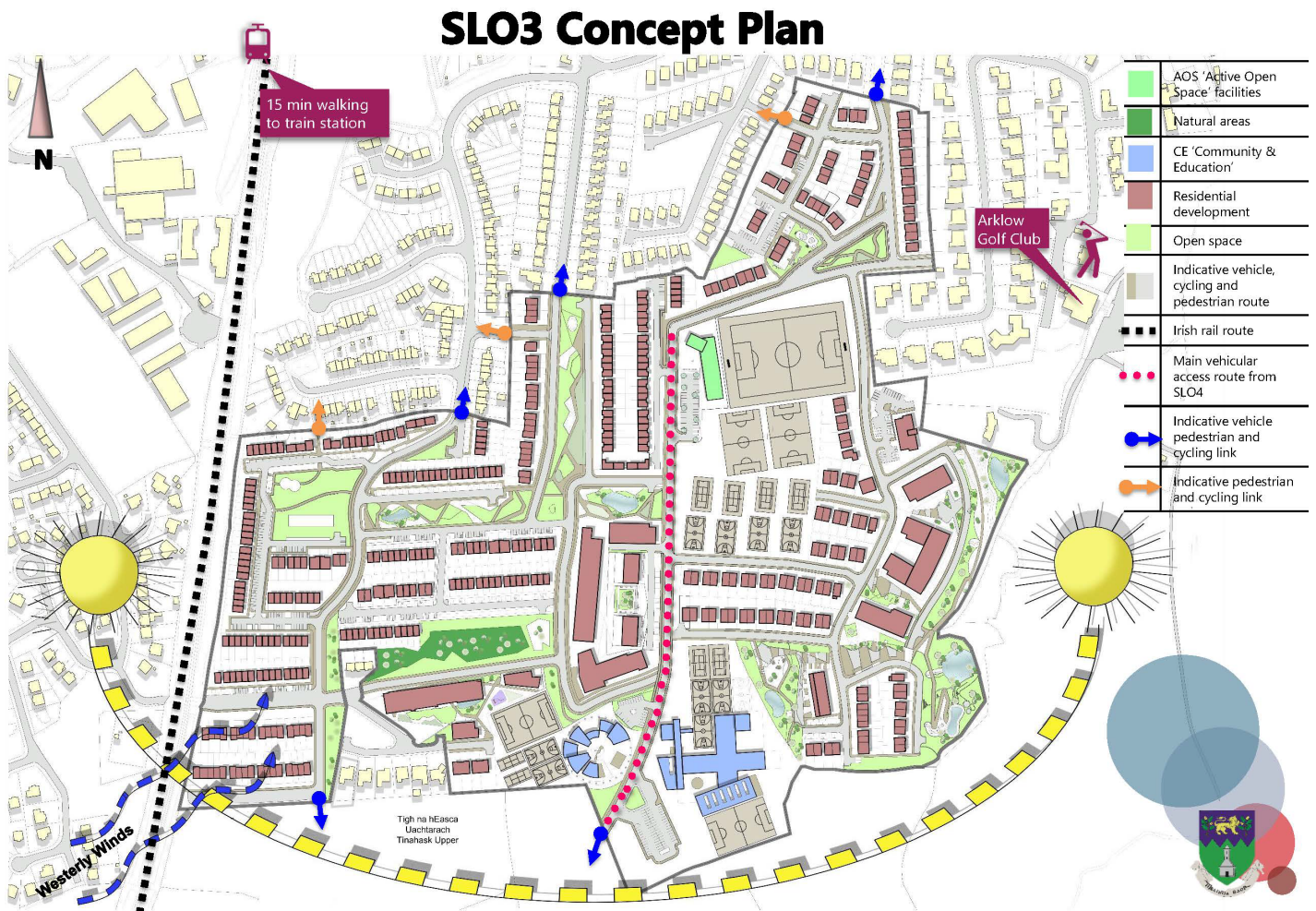


Figure B:10.9: SLO3 Concept Plan



The following objectives for the development of this SLO generally accord with the masterplan agreed. Where there is any divergence with the new requirements set out to follow, these shall be implemented either through the updating of the masterplan or through the development management process.

SLO 3 Abbeylands and Tinahask Upper objectives

- **Principal vehicular access** to this SLO area shall be provided from SLO4 (Tinahask Upper/Money Big); other, secondary access routes from the adjacent road network shall also be provided as may be possible. In this regard, no more than **50% of the development permitted on the RN residential zoned lands** in this SLO3 may be occupied prior to the development and commissioning of this distributor route from SLO4.
- A minimum area of **3.2ha Active Open Space (AOS)** shall be laid for active sports uses in a range of track, pitch and court types suitable for a variety of sports, including necessary car parking, lighting and changing facilities. The AOS shall be developed and operational upon occupation of 50% of any residential development on the RN lands. This AOS shall be served by the new distributor route from SLO4.
- As part of **every development proposal** in SLO3, cycling / pedestrian access routes shall be provided that link into existing adjacent developed areas to the north and southwards towards SLO4. These connections shall be directly overlooked by the proposed developments along them, providing safe direct connections between all new residential developments, community and education sites and active open space areas identified in SLO3.
- **Pedestrian and cycling connections** via the existing railway overpass (serving the existing residential area

identified as RE) shall be provided as part of any development proposals for the RN lands within the existing land bank immediately east of this bridge. Such pedestrian and cycling routes shall continue through this area to the CE zoned lands and connect to the new distributor route from SLO4.

- The **CE (Community and Education)** zoned lands in this SLO area measure c.3.5ha of which a minimum area of 2ha shall be reserved for a future primary school; the alignment and design of the access route from SLO4 through SLO3 and through the CE zoned lands shall ensure such a 2ha site is maintained and provided with suitable accessibility onto that route. **No further development shall be permitted on the RN lands** north of the CE zone until the alignment and design of this route, which meets these requirements, has been determined and consented.

The **remaining CE zoned** lands (c.1.5ha) shall be reserved for the development of future community and recreation facilities, of a format to be determined by the Local Authority. In this regard, no more than **75% of the development permitted on the RN residential zoned lands** in this SLO3 may be occupied prior to the development and operation of such facilities on the CE lands. Such facilities shall be made available for community/recreational use.

Any CE lands located to the west of the new distributor road shall be well connected to all surrounding residential areas, the new distributor road and to the existing railway crossing to the west of the RE lands.

- At least **2 equipped children's play areas** measuring at least 0.2ha each shall be delivered in tandem with new residential development; one each side of the new distributor road. These play spaces may be in the form of a playground and/or MUGA (Multi Use Games Area) and should cater for a variety of age groups including teenagers.
- To achieve a sense of place and allow for visual diversity any residential application should provide for a number of identifiable and distinct residential areas (not exceeding 150 units) each containing materially different house designs and typologies within an overall unified theme.

SLO 4 TINAHASK UPPER – MONEY LITTLE AND MONEY BIG

This SLO 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 SLO3, 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 SLO area measures c. 63.5 ha and shall be developed as a mixed use area comprising of c. 28.9ha of new residential development, c. 9.75 ha of new employment (E), c. 1.75ha for local shops and services (LSS), c. 4.5ha for community and education use (CE) and c. 16.2ha of open space areas (c. 4.75ha AOS, c. 1.1ha OS1 and c. 10.35ha OS2).

An 'Action Area Plan' (masterplan) under the previous LAP has already been agreed for these lands and consent has already been secured for the development of a 19.3ha area of this SLO, comprising the development of: 476 no. residential units on the RN lands; public open spaces including a new public park; a local shops and services zone comprising retail units, a community centre and office space; a childcare facility and temporary upgrade works to the existing railway bridge and construction of part of the Port Access Road.

Figure B:10.10: SLO4 Zoning Map

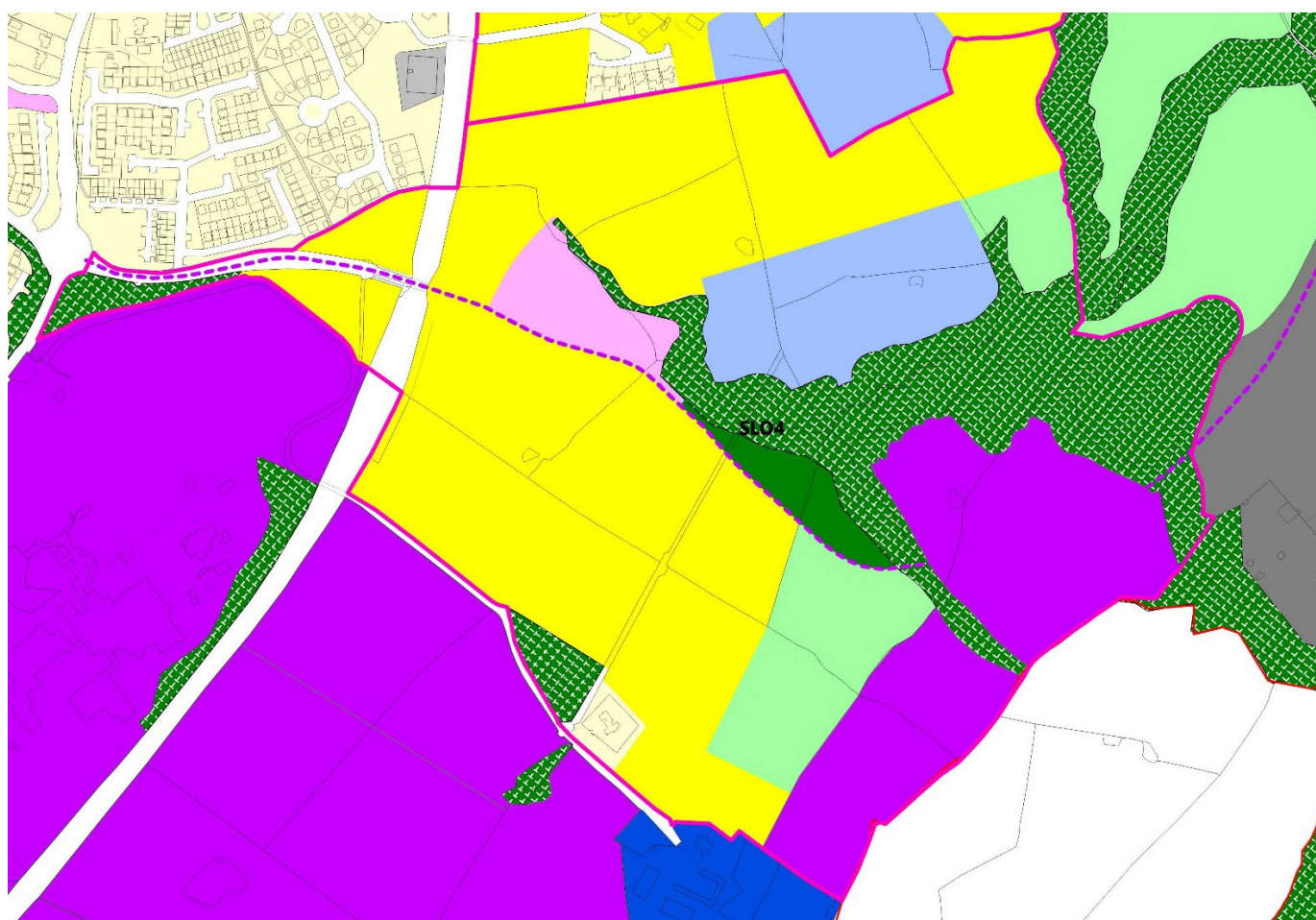
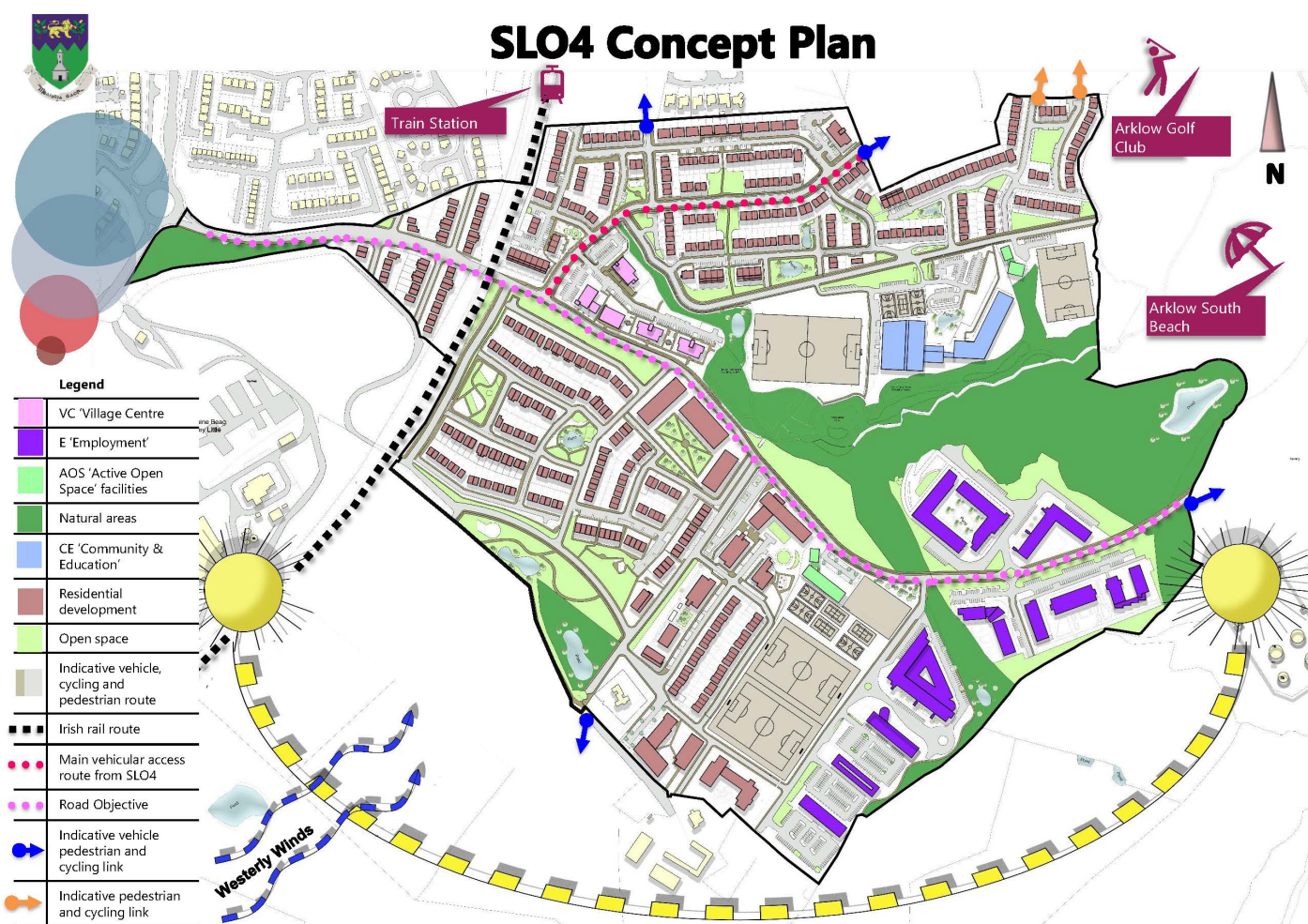


Figure B:10.11: SLO4 Concept Plan



The following objectives for the development of this SLO generally accord with the masterplan agreed. Where there is any divergence with the new requirements set out to follow, these shall be implemented either through the updating of the masterplan or through the development management process.

SLO 4 Tinahask Upper, Money Little & Money Big Objectives

- The development of this SLO shall be contingent on the provision of new road infrastructure which required to be located on the SLO4 lands, namely (a) the improvement of the access road from the Knockmore roundabout to the railway line and the improvement of the railway overbridge, (b) a new distributor road from the railway overbridge into SLO4, and through SLO4 into SLO3 to the north and (c) the development of the western part of the future Southern Port Access Road located within the SLO4 area.

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, subject to the proviso that no more **than 250 dwellings** may be occupied in SLO4 prior to

- the improvement of the existing link road and railway bridge from the Knockmore roundabout leading into this area and
- the full provision and operation of the new distributor road through this SLO which connects directly into SLO3 to the north.

- A minimum area of **4.5ha of Active Open Space (AOS)** shall be laid out for active sports uses in a range of track, pitch and court types suitable for a variety of sports, including necessary car parking, lighting and changing facilities. In this regard:
 - The AOS north of the SPAR shall be developed and operational upon occupation of 50% of any residential development on the RN lands north of the SPAR;
 - The AOS south of the SPAR shall be developed and operational upon occupation of 50% of any residential development on the RN lands south of the SPAR.
- **Open Space** shall be provided as part of residential developments in the area in accordance with County Development Plan standards and laid out as informal parks and walks. Within these areas, at least **3 equipped children's play areas** measuring **at least 0.2ha each** shall be provided in tandem with residential development; one to the north of the SPAR and two to the south. These play spaces shall be in the form of a playground and/or MUGA (Multi Use Games Area) and should cater for a variety of age groups including teenagers.
- A minimum of 4ha shall be reserved for the provision of schools (**CE Community and Education Zone**). **No more than 250 dwellings may be occupied** in this SLO until the CE lands have been transferred to the relevant authorities or otherwise made available for the provision of a school.
- **Local shops and services (LSS zone)**, to service both the future resident and working population of the SLO area, of a scale that is 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.
 - this local shops and services zone shall be permitted, constructed and operational, prior to the occupation of the final 25% of any residential development on the RN lands north of the SPAR and prior to the commencement of any development south of the SPAR.
- 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.
- 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.

SLO 5

KILBRIDE

This SLO is located in the townland of Kilbride and measures c. 85ha (including part of Arklow Marsh). It 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 SLO area measures c. 85ha and shall be developed as a mixed use area comprising of c. 40.8ha of new residential development, a c. 1.4ha local shops and services zone (LSS), c. 5.1ha of community & education use (CE) and c.37.29 of open space areas (c. 7.49ha of AOS, c. 3.3ha of OS1 and c. 26.5ha of OS2).

An 'Action Area Plan' (masterplan) has already been agreed for these lands and consent has already been secured for the development of:

- an education campus comprising a 16-classroom primary school and 400 pupil secondary school on the lands zoned CE
- 86 no. residential units on a site of c. 5.8ha, including a new road from the Kilbride Road which will also serve the larger SLO area.

Figure B:10.12: SLO5 Zoning Map

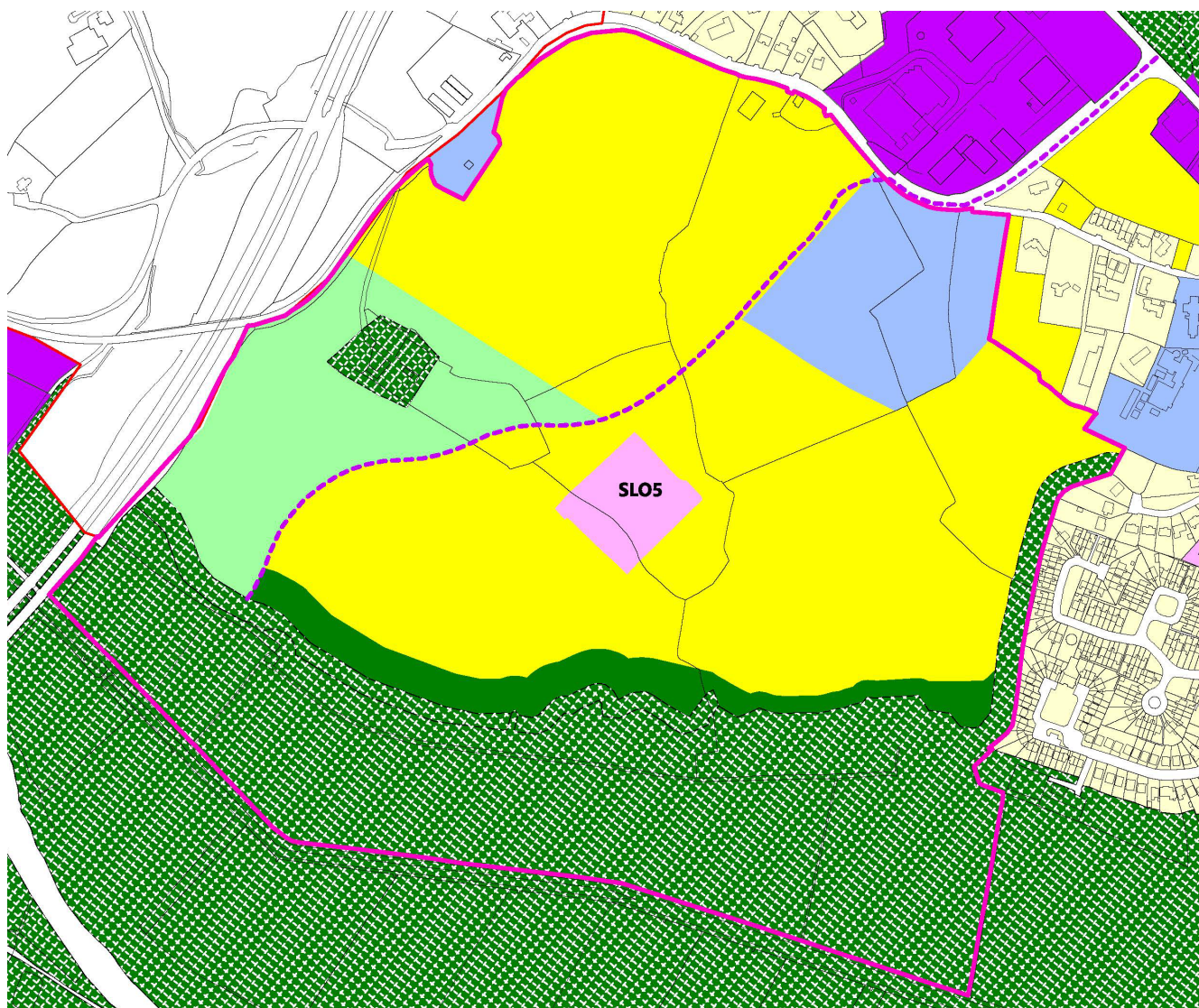


Figure B:10.13: SLO5 Concept Plan



The following objectives for the development of this SLO generally accord with the masterplan agreed. Where there is any divergence with the new requirements set out to follow, these shall be implemented either through the updating of the masterplan or through the development management process.

SLO 5 Kilbride objectives

- **Principal vehicular** access to the SLO area shall be provided from the Kilbride Road L-6179, with secondary vehicular access from the R772 if feasible. The internal roads configuration of the development shall facilitate a possible future new vehicular crossing over the Avoca River, which will be subject to future full feasibility and environmental studies. Other secondary access routes from the adjacent road network shall also be provided as may be possible.
- As part of every development proposal in SLO5, **cycling / pedestrian access routes** shall be provided that link into existing adjacent developed areas to the south and east towards Templaraine, Ferrybank and Arklow town centre. These connections shall be directly overlooked by the proposed developments along them, providing safe direct connections between all new residential developments, community and education sites and active open space areas identified in SLO5.
- 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. In order to protect the habitat an **pNHA that is Arklow Town Marsh**, all proposed developments in this area shall adhere to the following:
 - As part of the development of lands adjacent to Arklow Marsh pNHA, the OS2 zoned lands shall be

appropriately fenced off and enhanced with dense scrub and woodland planting such that it acts as a natural disturbance barrier to prevent access to the marsh by people or dogs, and a visual barrier to prevent visual disturbance to birds and other protected species and wildlife.

- ii. Development within or adjacent to Arklow Marsh pNHA should be informed by a detailed **Ecological Impact Assessment and EIA Screening or EIAR as appropriate**. The Ecological Impact Assessment should be informed by detailed desktop study and detailed ecological surveys of the development lands and Arklow Marsh pNHA and provide for the ecological enhancement of the developed lands and the ecological corridors.
 - iii. Due to the high and extreme vulnerability rating for a significant portion of the development lands all developments should be accompanied by a **hydrological impact assessment** to assess the potential impacts to groundwater both in terms of groundwater quality and quantity and groundwater flow pathways to protect the hydrological regime of the marsh.
 - iv. Developments should ensure that the hydrological regime supporting the wetland habitat of Arklow Town Marsh is maintained and that water quality is maintained or improved.
 - v. Any surface water discharges should have appropriate SuDS design and/or or nature-based treatment prior to any discharge of surface waters to the marsh. In particular specific controls to prevent pollution from hydrocarbons and other contaminants from roads and car parking areas should be included. These systems shall be maintained properly in accordance with relevant standards to ensure their continue efficacy.
 - vi. The hydrological Impact assessment accompanying such developments shall include an assessment of the in-combination assessment of any hydrological impacts in terms of quantity and quality of water with other pressures on the water quantity and quality supporting the marsh e.g. an in-combination assessment with the impact of the Arklow Flood Protection Scheme is required.
- Development of this SLO shall ensure the retention and protection of the known badger sett in the woodland around the old farm buildings (zoned OS2). In particular the woodland habitat shall be enhanced to protect the badger sett and badger commuting routes shall be retained and enhanced as part of the development of the adjoining lands. As part of any development proposals on these OS2 lands an assessment of the buildings and ruins and mature trees on for potential bat roosts will be required.
 - An area of **5ha zoned CE: Community & Education** shall be reserved to facilitate the planned development of a new school campus (primary and post primary).
 - **Local shops and services (LSS zone)**, to service both the future resident and working population of the SLO area, of a scale that is 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.
 - this local shops and services zone shall be permitted, constructed and operational, upon occupation of 50% of any residential development on the RN lands.
 - A minimum area of **7.49ha of Active Open Space (AOS)** shall be laid out for active sports uses in a range of track, pitch and court types suitable for a variety of sports, including necessary car parking, lighting and changing facilities. In this regard, the AOS shall be developed and ready for public use upon occupation of 50% of any residential development on the RN lands.
 - **Parks and recreational areas (OS1)** shall be provided as part of residential developments in the area in accordance with County Development Plan standards. In this regard:
 - A total of **0.6ha of equipped play spaces** shall be provided as part of the development of this SLO comprising of 3 equipped children's play areas measuring at least 0.2ha provided in tandem with residential development, one to the west of the main internal access road, one to the east and one in the linear park to the south. These play spaces shall be in the form of a playground and/or MUGA (Multi Use Games Area) and should cater for a variety of age groups including teenagers.
 - The OS1 lands along the northern boundary of the Arklow Marsh pNHA shall be delivered as a linear park with walking and cycle route connecting the existing residential development to the east with the AOS lands to the

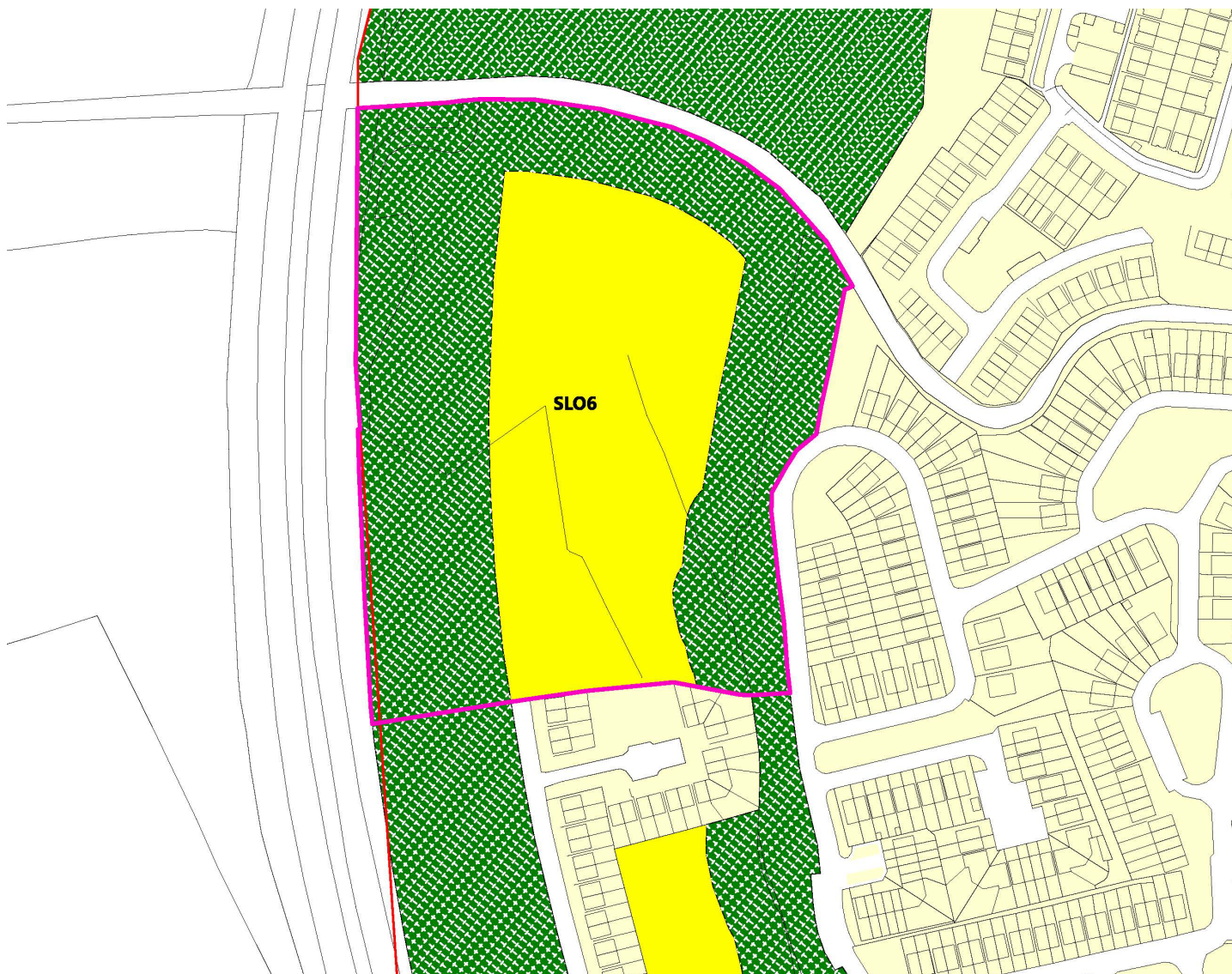
west. Age friendly seating areas and an equipped play space shall also be provided along the route. Safe and direct walking and cycle routes shall be provided throughout the entire SLO area which connect back down to this linear park ensuring that this SLO area is well connected by active travel routes to these AOS lands to the west and to the town centre to the east and/or south.

- Residential development along the northern edge of this route shall directly address this linear park route. Proposal shall demonstrate how they provide maximum passive surveillance. Development along this edge shall be **at least 3 storeys in height** with windows and balconies addressing this route.
- 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.;
- Development of this SLO shall ensure that views of the Howard Mausoleum from Ferrybank, and local road L-6179 Ticknock – Kilbride are maintained where feasible.

SLO 6 Ballyraine

These lands measuring c. 6 ha are located in the townland of Ballyraine to the west of Arklow town centre and are zoned for new residential (RN – c. 2.5ha) and open space use (OS2 – c. 3.5ha).

Figure B:10.14A: SLO6 Zoning Map



This area may be developed for a mix of uses including residential, community and open space uses, in accordance with the following requirements:

SLO 6 Ballyraine objectives

- Approximately 2ha of this site, along the boundary with the M11 (zoned OS2), shall be reserved free of development (other than the lands required for the car parking required by part (e) to follow) and shall be dedicated to nature restoration in a manner to be agreed with the Planning Authority;
- Approximately 0.7ha of this site along the boundary of Lamberton Lane (zoned OS2) and corresponding to a 35m set back from the lane shall be reserved free of development and shall be dedicated to nature restoration in a manner to be agreed with the Planning Authority;

- Any development shall safeguard and retain existing watercourses, wetlands, and ponds, incorporating them into the site design with the appropriate setbacks (in accordance with objective ARK63 and County Development Plan Objective CPO 17.26);
- Any development shall ensure the retention and protection of all existing mature trees on site in accordance with County Development Plan Objectives CPO 17.20, 17.21, 17.22 and 17.23), in particular those identified on the **Figure B:10.14B** below, which shall be identified and evaluated by a qualified arborist in any application for development and justification provided where any removal is proposed;
- A permeable surface car park adjoining Lamberton Lane of 20 No. spaces shall be delivered as part of any development on the OS2 zone along the M11 described in part (a) above. Said car park shall be accessed only from the south with pedestrian and cycling links to Lamberton Lane only (no vehicular access from Lamberton Lane will be considered).

Figure B:10.14B:





W I C K L O W

ENDLESS OPPORTUNITIES