



DRAFT
ARKLOW
LOCAL PLANNING FRAMEWORK
2025

**INFRASTRUCTURE ASSESSMENT &
IMPLEMENTATION PROGRAMME**



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1.0 INTRODUCTION

The purpose of this appendix of the Local Planning Framework (LPF) is to:

- Describe the mechanisms, bodies and funding sources that will all need to be utilised and coordinated in order to deliver the required infrastructure in timely manner;
- Identify the key infrastructure investment necessary to support the development of Arklow as provided for in the LPF;
- Detail the manner in which it is intended to implement the objectives of the LPF.

The sequential development of the settlements, alongside the phased delivery of the necessary infrastructure including open space, water supply, wastewater and surface water drainage, roads, transportation, educational facilities, recreational amenities and local services is key to the sustainable development of the settlements. It is critical that the LPF ensures, in so far as is feasible, that development within the LPF area progresses in an ordered manner to make best use of existing or planned infrastructure and which avoids 'leapfrogging' to peripheral areas that are geographically isolated from the existing settlement centres and infrastructural provision.

In order to ensure the successful delivery of the objectives of this plan, Wicklow County Council takes a positive proactive approach in active land management in order to expedite the delivery of new homes as part of the new residential neighbourhoods planned within the LPF. Wicklow County Council liaises with all relevant authorities in a collaborative process to resolve any potential blockages to deliver residential development in particular.

There are a number of stakeholders involved in the delivery of all the infrastructure projects. All projects are dependent on funding. There are also numerous other matters that need to fall in line in order for each infrastructure project to be delivered, like land acquisition, securing the appropriate planning approval, etc.

2.0 KEY STAKEHOLDERS

There are a number of stakeholders involved in the delivery of the infrastructure needed to support the development of Arklow. The delivery of much of the necessary infrastructure including water supply, wastewater treatment, public transportation and schools is managed by key Government Departments and State agencies as follows:

STATE DEPARTMENTS / AGENCIES

2.1 Water Infrastructure

Uisce Éireann / Irish Water UE

The provision of an adequate supply of water and wastewater collection / treatment facilities is critical to facilitate and sustain the development of the LPF area. The delivery, integration and implementation of water and wastewater projects and infrastructural improvements are the responsibility of Uisce Éireann.

Office of Public Works OPW

The OPW's responsibilities relate to three main areas: Estate Portfolio Management, Heritage Services and Flood Risk Management.

The OPW provides accommodation for Government Services and manages much of the State's property portfolio. It is now taking the lead on the Property Asset Management aspect of the Public Service Reform Plan. It also has responsibility for caring for 780 heritage sites, including national monuments, historical parks, gardens and buildings.

It is the Government's principal engineering agency, providing an engineering service to the Flood Risk Management and Estate Portfolio Management functions of the OPW as well as to other Government Departments. The OPW has responsibility for leading and co-ordinating the implementation of the National Flood Policy which involves the development of a planned programme of feasible works, with a greater emphasis on non-structural flood risk management measures.

2.2 Roads & Transport Infrastructure

Department of Transport

The Department of Transport supports the development of a balanced and integrated transportation system, through:

- Maintaining and developing our transport system, linking households, communities and businesses, both rural and urban, on the island of Ireland, while also ensuring Ireland's international connectivity which is key to maintaining our global economic competitiveness.
- Ensuring that our transport system is integrated, resilient and decarbonised in a manner that is environmentally, economically and socially sustainable.
- Putting safety, security and accessibility for all users at the heart of our transport system policies and services, including roads users, users of public transport, and pedestrians and cyclists, and air and sea travellers
- Anticipating change and creating regulatory frameworks which are fit for purpose, future-proofed and that ensure the highest standards.

In these regards, the Department's objectives and programmes are aligned to Project Ireland 2040 (National Planning Framework / National Development Plan), the National Economic Plan and the National Climate Action Plan.

Key programmes that may affect the area of this LPF include:

- Strategic Rail Review, DART+
- Sustainable Mobility Policy
- Pathfinder Programme, Safe Routes to Schools, National Cycle Network, Greater Dublin Area Cycle Network
- National Roads Improvements
- Investment in EV Infrastructure

National Transport Authority (NTA)

NTA is a statutory non-commercial body, which operates under the aegis of the Department of Transport. NTA is responsible for developing and implementing strategies to provide high quality, accessible, sustainable transport across Ireland. NTA has a statutory function to implement a transport strategy for the Greater Dublin Area, and also leads the development of transport strategies in Cork, Galway, Limerick, and Waterford.

NTA plans, procures and oversees Public Service Obligation (PSO) public transport, ensuring that vital bus and rail services are available to communities across the country under the Transport for Ireland brand. NTA is the licensing authority for the commercial bus sector and Small Public Service Vehicles (SPSVs).

NTA works with local authorities throughout Ireland to deliver active travel infrastructure that facilitates cycling, walking and wheelchair use.

Transport Infrastructure Ireland (TII)

TII is a state agency under the Department of Transport, working at both national and regional level, in partnership with Local Authorities regarding national roads and greenways, and with the National Transport Authority (NTA).

TII is responsible for supporting and facilitating the implementation of measures to improve the M/N11, N81, the development of the new National Cycle Network for Ireland, Greenways and providing Active Travel facilities along and across the National Roads network.

2.3 Regeneration

Department of Housing, Local Government and Heritage

The Department of Housing, Local Government and Heritage delivers a wide range of services and funding programmes that provide and improve infrastructure supporting growth and development, for example:

- Urban Regeneration & Development Fund (**URDF**)
- Delivery of the 'Housing for All' Strategy

The Urban (**URDF**) and Rural (**RRDF**) Regeneration Funds were established under the National Development Plan to support the objectives of the National Planning Framework. The Urban Regeneration and Development Fund (URDF) supports urban regeneration/compact urban growth in cities/towns with a population of over 10,000, and enables a greater proportion of residential and mixed used development to be delivered within the existing built-up footprints of our cities and towns and make them more attractive and vibrant places.

Department of Housing, Local Government and Heritage has responsibility for administering the Urban Regeneration and Development Fund (URDF) which aims to deliver more compact and sustainable development, as envisaged under Project Ireland 2040. It does this by part-funding regeneration and rejuvenation projects in Ireland's five cities and other large towns. Currently, the URDF part-funds 132 projects, comprising of almost 400 subprojects, right across the country.

2.4 Community / Social Infrastructure

Department of Education / Department of Further & Higher Education, Research, Innovation & Science

The Department of Education is the key stakeholder with responsibility for the provision of primary and secondary schools by modernising / extending existing schools and providing new schools.

The Department of Further & Higher Education, Research, Innovation & Science remit is to develop Ireland's tertiary education, training and research capabilities.

The Department of Children, Equality, Disability, Integration and Youth

This Department provides a wide range of services to the community including through the following programmes:

- Implementation of Young Ireland: The National Policy Framework for Children and Young People 2023 – 2028;
- Early Learning and Childcare (ELC) programme, National Childcare Scheme (NCS), the Early Childhood Care and Education (ECCE) programme, the National Action Plan for Childminding;
- Disability Action Plan 2024-2026
- Irish Refugee Protection Programme (IRPP)

The Department of Tourism, Culture, Arts, Gaeltacht, Sports and Media

This Department provides a wide range of services to the community particularly through the delivery of the objectives of the National Sports Policy 2018-2027 and Sports Action Plan 2024-2027. The department also operates the following grants programmes to assist in the development or refurbishment of sports facilities and the provision of sports equipment:

- Sports Capital Programme,
- Large Scale Sport Infrastructure Fund (LSSIF),
- Local Authority Swimming Pool Programme.

The Department of Rural & Community Development

This Department promotes rural and community development and supports vibrant, inclusive and sustainable communities throughout Ireland. They aim to achieve this through a range of policy initiatives, funding schemes and interventions intended to improve the economic and social development of rural and urban communities for example the RRDF, LEADER and Social Inclusion & Community Activation (SICAP) programmes:

- Since its launch in 1991, LEADER has provided rural communities across the EU with the resources to enable local partners to actively engage and direct the local development of their area, through community-led local development. The LEADER Programme aims to support the local development of Ireland's rural areas which, for the purposes of the programme, are defined as all parts of Ireland with the exception of the areas within the boundaries of the five main cities of Dublin, Cork, Limerick, Waterford and Galway.
- The Social Inclusion and Community Activation Programme (SICAP) provides funding to tackle poverty and social exclusion through local engagement and partnerships between disadvantaged individuals, community organisations and public sector agencies. Administered by Pobal, SICAP is co-funded by the Irish Government, through the Department of Rural and Community Development, and the European Social Fund Plus under the Employment, Inclusion, Skills and Training (EIST) Programme 2021-2027. SICAP addresses high and persistent levels of deprivation through targeted and innovative, locally-led approaches. It supports disadvantaged communities and individuals including unemployed people, people living in deprived areas, people with disabilities, single parent families, people on a low income, members of the Traveller and Roma community and other disadvantaged groups. The programme is managed at a local level by 33 Local Community Development Committees (LCDCs), with support from local authorities, and actions are delivered by Local Development Companies (LDCs).

- The Urban and Rural Regeneration Funds were established in support of more compact and sustainable development, through the regeneration and rejuvenation of Ireland's cities, towns and villages, and National Development Plan. This is to enable a greater proportion of residential and mixed-use development to be delivered within the existing built-up footprints of our cities and towns and to ensure that more parts of our urban areas can become attractive and vibrant places in which people choose to live and work, as well as to invest and to visit. The Rural Regeneration and Development Fund (RRDF) supports the regeneration and development of rural towns, villages and outlying areas. The purpose is to support job creation in rural areas, address de-population of rural communities and support improvements in our towns and villages with a population of less than 10,000.

COUNTY / LOCAL AGENCIES

Wicklow County Council

Wicklow County Council (WCC) as the local authority is responsible for leading the management and monitoring of the implementation of the objectives of the LPF, and all the Council's Directorates have roles in the project delivery of certain infrastructure solely or in conjunction with other bodies others sections of the Council:

- Planning, Economic and Rural Development Directorate
- Transportation & Infrastructure Delivery Directorate
- Climate, Environment, Recreation and Amenity Directorate
- Social Development (Housing & Community) Directorate
- Finance, Water and Information Systems Directorate
- Emergency Response Directorate

Development contributions for the provision of services such as roads, footpaths and amenity / open space provision, etc will be applied where appropriate to approved planning applications. The details and basis for the determination of the contributions are set out in the Wicklow Development Contribution Scheme or any subsequent schemes adopted thereafter in accordance with the provision of section 48 of the Planning and Development Act 2000 (as amended).

County Wicklow Community Partnership

County Wicklow Community Partnership CLG., trading as County Wicklow Partnership (CWP) was formed from the merger of three companies; Arklow Community Enterprise (ACE), Wicklow Working Together (WWT), and Wicklow Rural Partnership (WRP). County Wicklow Partnership became operational in 2009. The key programmes delivered by CWP include the TÚS, Rural Social Scheme (RSS), LEADER and SICAP (Social Inclusion Community Activation) programmes.

Wicklow LCDC

The Local Government Act 2014 provides that each Local Community Development Committee (LCDC) will be established as a committee of the Local Authority. The Wicklow LCDC was established in 2014. The LCDC comprises of representatives who are members of the Local Authority, other state agencies, community and voluntary sector and social partners. The balance of representation between the sectors is intended to be balanced in favour of the non-statutory sector. The LCDC is independent of the Local Authority in the discharge of its functions. LCDC have primary responsibility for co-ordinating, planning and overseeing local and community development spend. They will deliver on this primarily through implementation of the community elements of six-year Local Economic and Community Plans (LECP).

3.0 LOCAL SERVICES ASSESSMENT

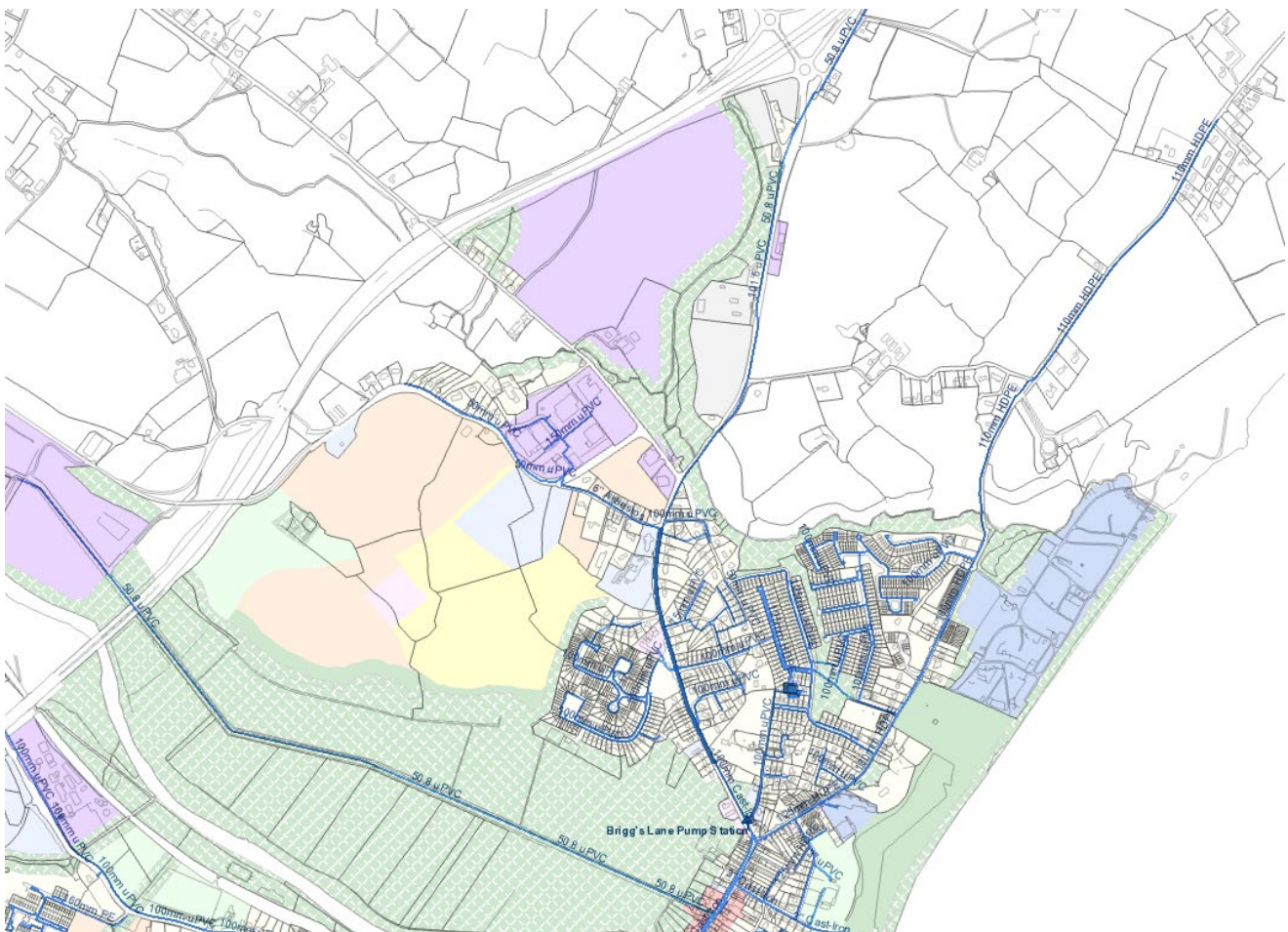
3.1 Water Supply

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 ML/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.

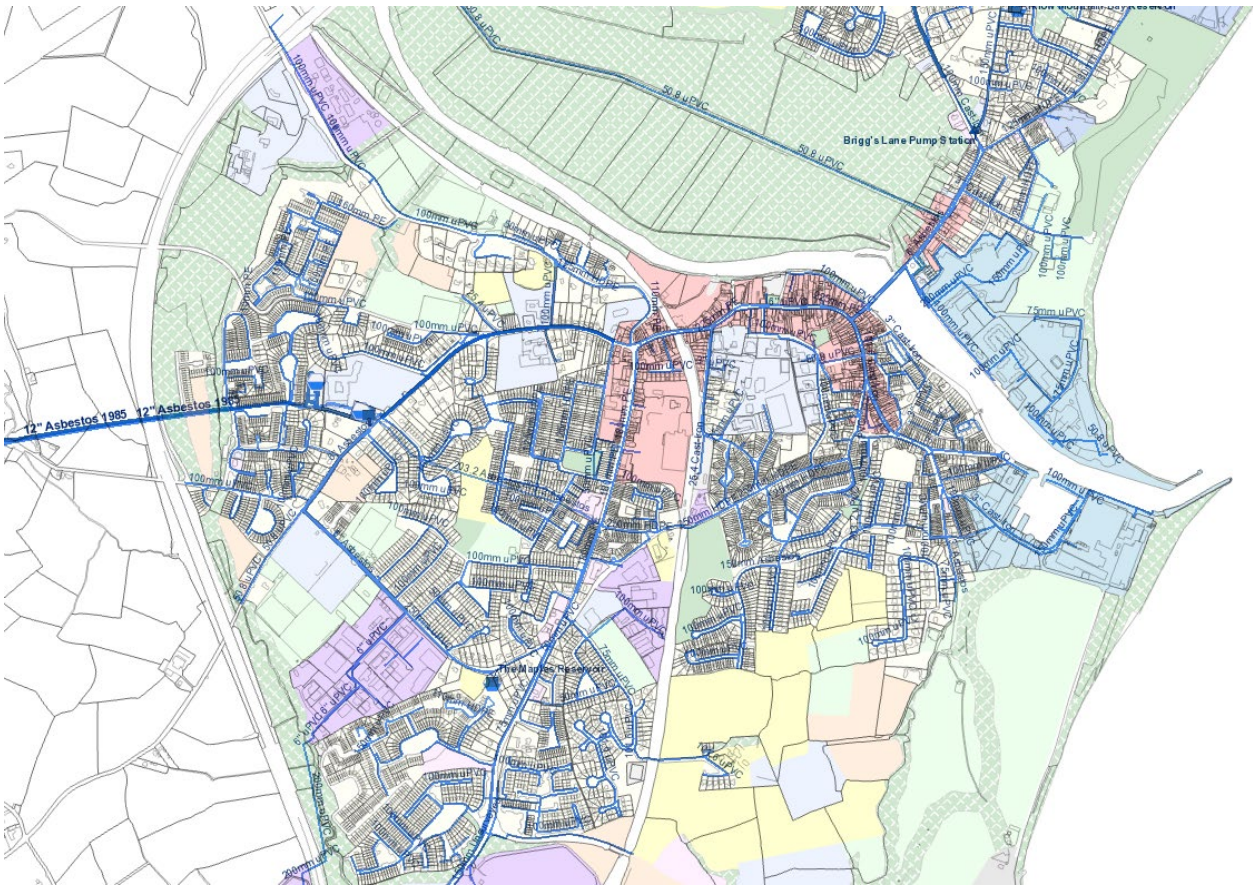
Arklow water distribution network¹

Arklow North

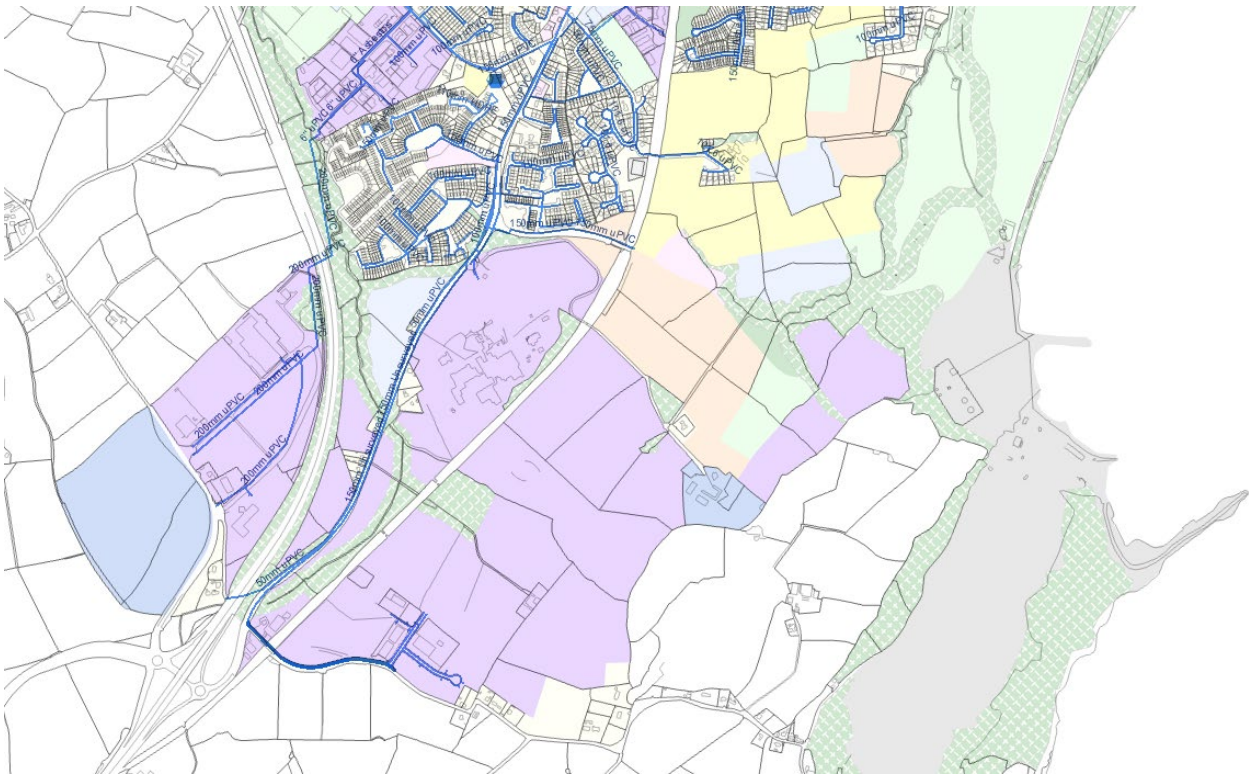


¹ These maps show the currently 'mapped' network and may not be fully accurate or up to date

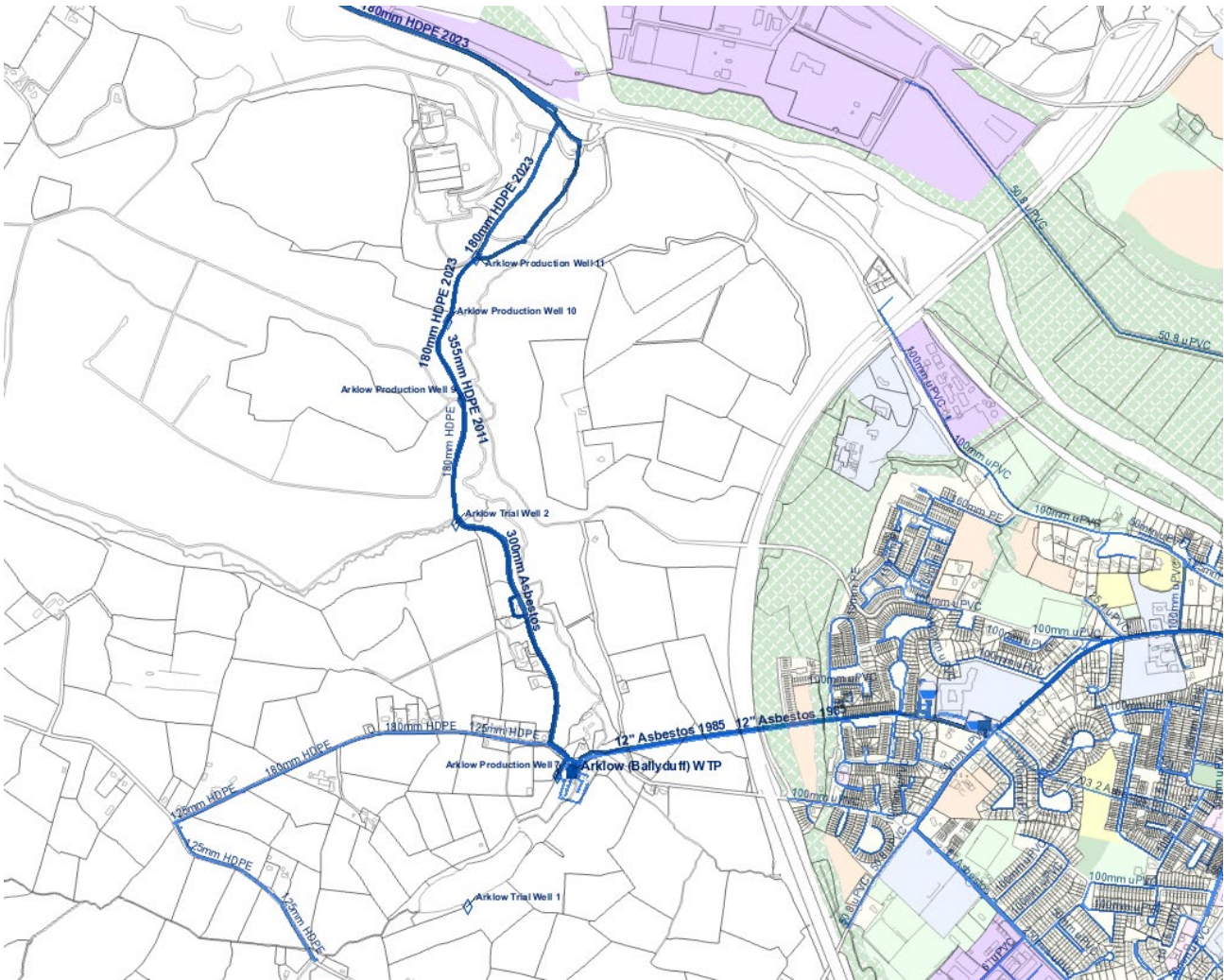
Arklow Central



Arklow South



Arklow West



3.2 Wastewater drainage & treatment

The LPF area is served by the new Arklow wastewater treatment plant (WWTP). The WWTP was completed and opened in May 2025. The project includes provision of:

- A new, state of the art, 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.

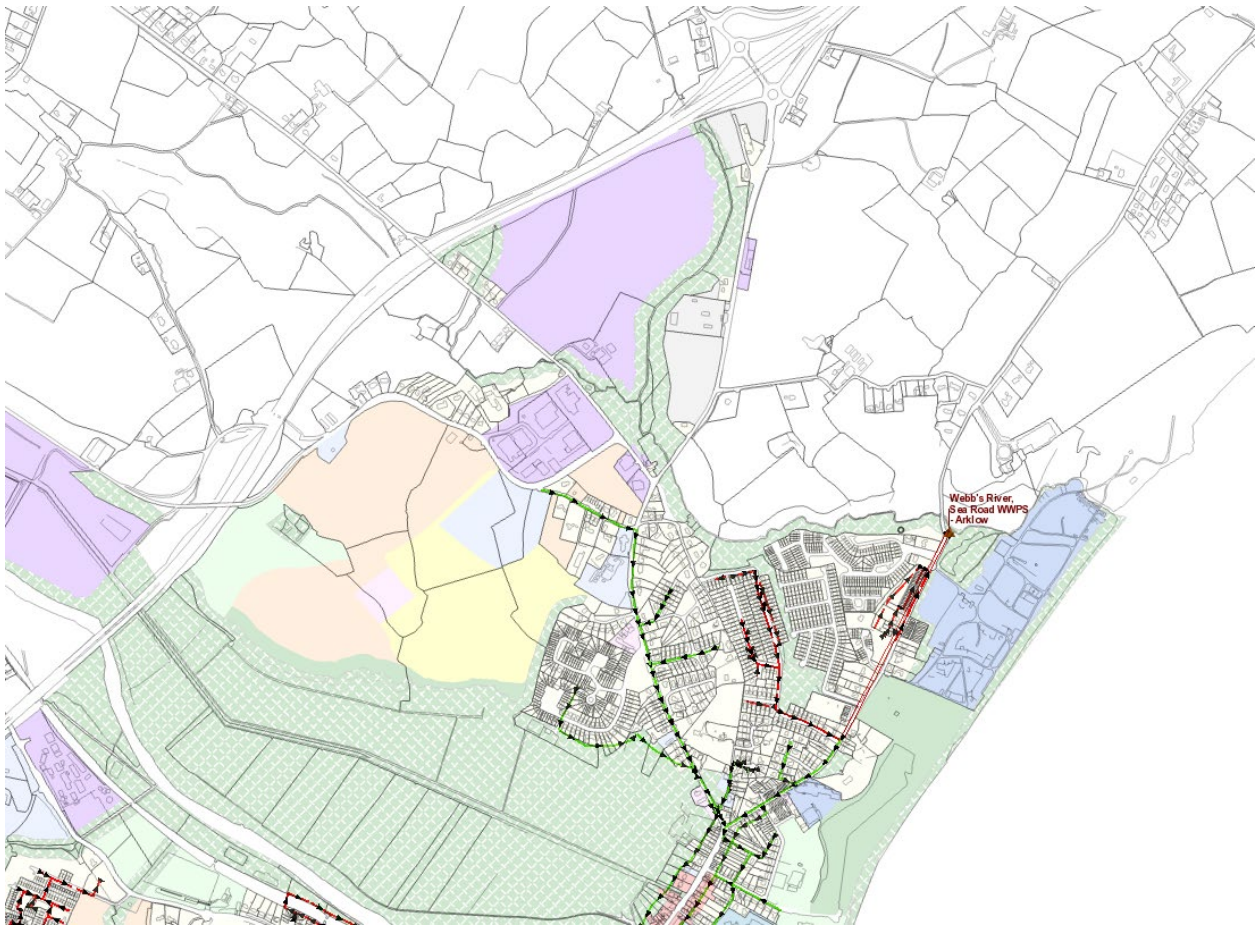
There is adequate capacity in the Arklow WWTP to accommodate the servicing of all the lands proposed for zoning in this LPF.

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 side of the town the network is now intercepted by a new main constructed south of the river Avoca, before it proceeds along South Quay, crossing the river bed over to the new WWTP facility. The network to the north of the river is intercepted adjacent to the Ferrybank roundabout before being directed along the North Quay to the WWTP.



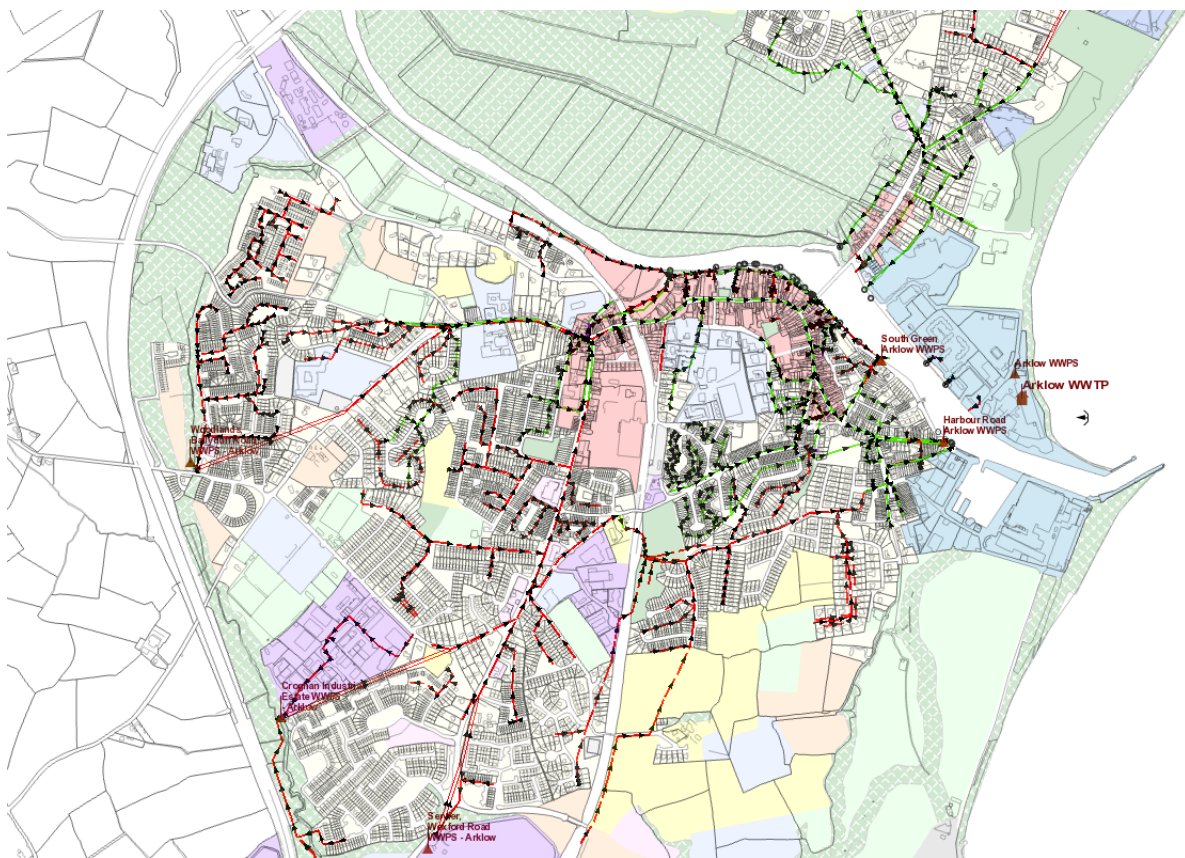
Arklow Sewer Storm Network²

Arklow North

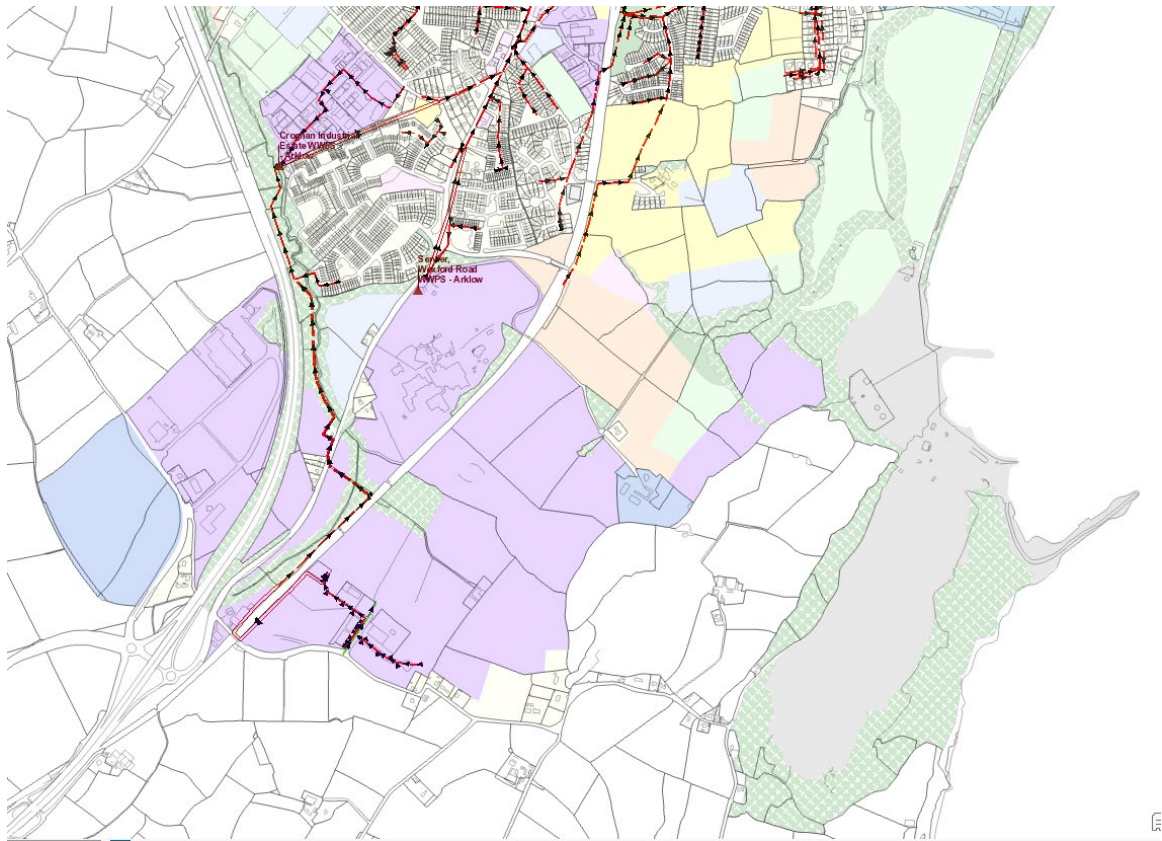


² These maps show the currently 'mapped' network and may not be fully accurate or up to date

Arklow Central



Arklow South



3.4 Flood Risk Management

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								

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.

Figure 3.4.1: CGI Images of Proposed Flood Relief Works Public Realm Improvements along the River Walk and South Quay.



3.5 Transportation & Movement

This LPF is accompanied and underpinned by a **draft Local Transport Plan (LTP see Appendix 3)**. 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 Draft 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 works, 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 disincentive 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 within 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 Draft 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 Draft 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 new Draft 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 Draft 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 distributer road from Vale Road to Lamberton and Coolgreaney Road is not required.

The high level transport objectives identified in the Draft 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 Draft 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.

3.5.1 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.

The draft LTP baseline assessment identified the following with regard to Arklow's current walking and cycling environment:

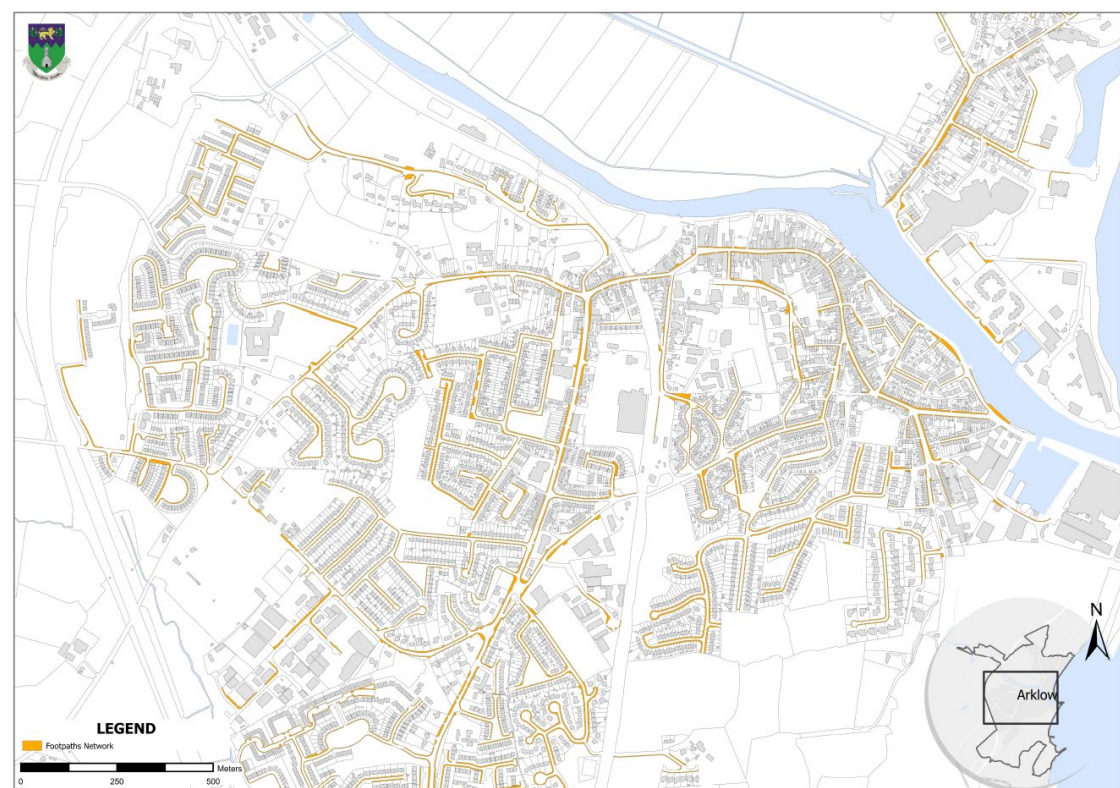
- Footpaths are substandard in places in terms of width and quality.
- There are gaps in footpath provision despite improvements in recent years.
- There are major gaps in the provision of cycling infrastructure throughout the settlement.
- Many roundabouts and junctions have wide splays and limited pedestrian and cycle safety at junctions.
- There is significant through traffic in the town centre, in particular HGV traffic on routes with limited carriageway widths.
- The waterfront area is underutilised for active travel – cycling and walking.

The Draft 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:

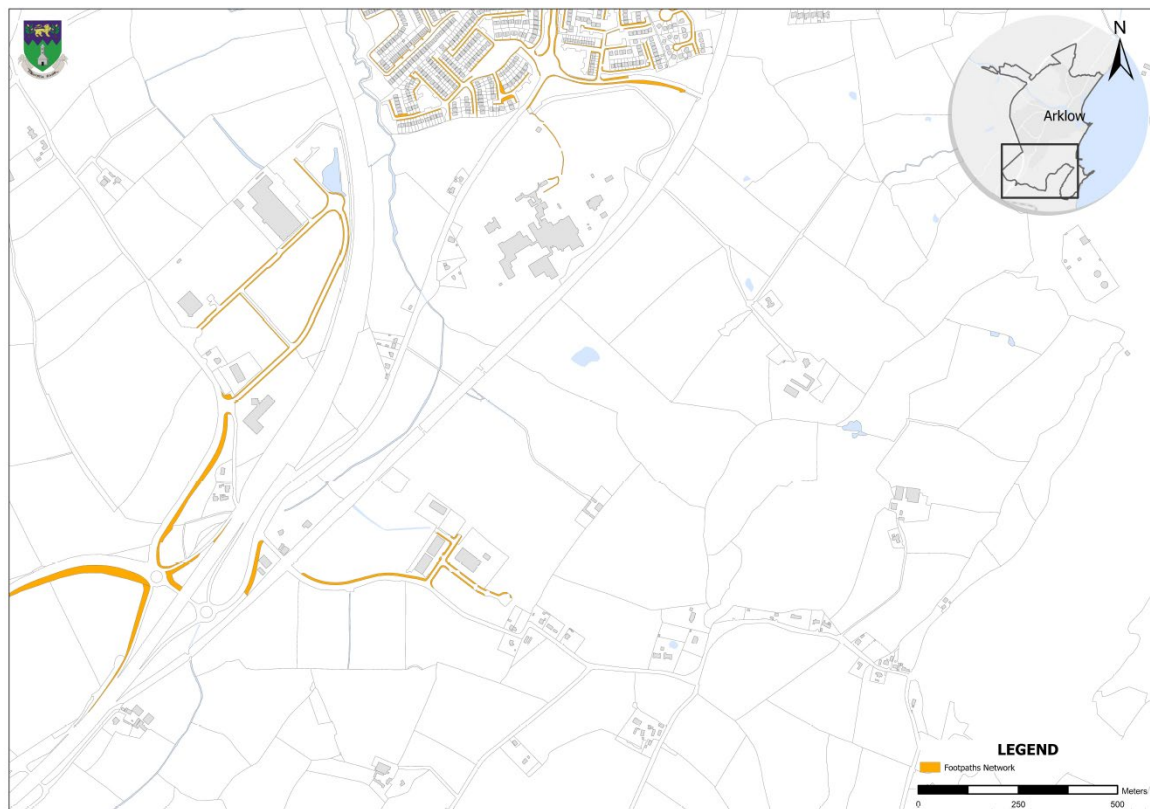
- the provision of appropriate cycle infrastructure on existing roads,
- small permeability improvements to facilitate walking and cycling within the existing built-up area,
- the development of new pedestrian and cyclist routes through greenfield and brownfield land, and areas where significant new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

On a positive note, Arklow Town Centre has a good network of existing pedestrian connections however these are currently underutilised due to lack of attractiveness, signage and personal safety.

Figure 3.5.1: Arklow – Footpaths networks³



³ These maps show the currently 'mapped' footpath network (Source OSi Prime 2) and may not be fully accurate or up to date.



The improvement and expansion of active travel routes would allow Arklow to further build on the '15 minute' neighbourhood concept. Figure 3.5.2 to follow shows the existing built up areas of the settlement which fall within a 15 minute walk of the town centre using isochrones. **Isochrones** show the area that is reachable from a starting point in a given amount of time, for a certain method of transport. It should be noted that there are limitations to this data; in particular, it can only calculate a travel time from an existing public road. Potential future roads cannot be factored into this analysis. Utilising current existing routes the following isochrones map shows the catchment of Arklow that falls within a 5, 10 and 15 minute walking time of Arklow town centre (Junction of Bridge Street with Main Street).

The full suite of permeability proposals outlined in the draft LTP is illustrated on Figure 3.5.3. These proposals can be summarised as follows:

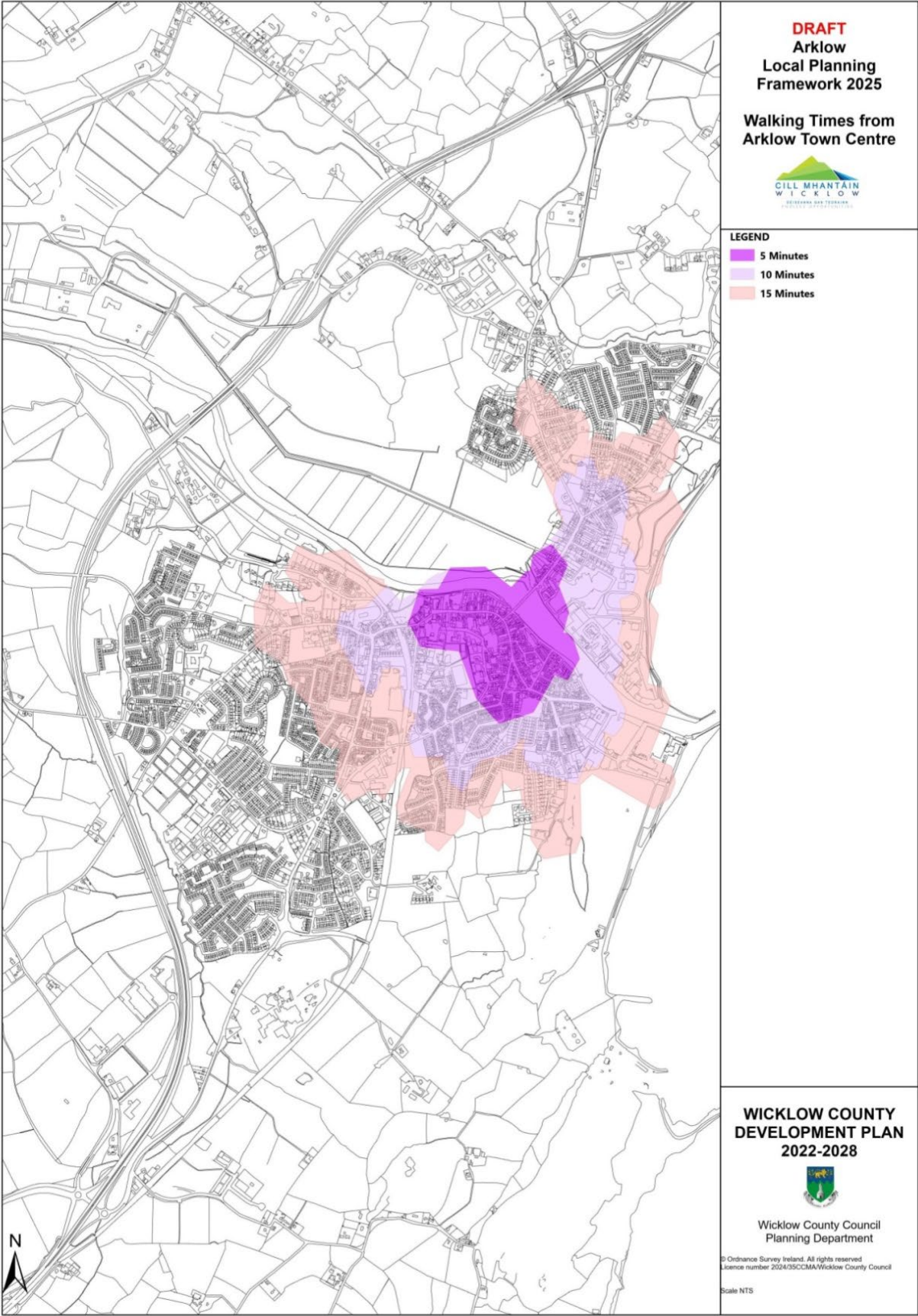
- In order overcome the overreliance on the Nineteen Arches Bridge, and enhance connectivity between Arklow Town Centre, the Bridgewater Centre and North and South Quays, the following projects are recommended:
 - i. The development of an **Active Travel Bridge** linking Main Street and the River Walk 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.
 - ii. Improved active travel infrastructure linking the Bridgewater Shopping Centre to Main St. which could be in the form of additional capacity to be added to the existing Nineteen Arches Bridge or the provision of a new active travel bridge to the east of same.

These active travel bridges are identified as **AT1 and AT2** on Figure 3.5.3 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 3.5.3 below and as listed on Table 13-1 of the draft LTP as funding allows.

- To facilitate as funding allows, the creation of a **quietway route** parallel to Emoclew Road. This is identified Figure 3.5.1 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. The Arklow North Cycle & Pedestrian Improvement Scheme (2023) has improved active travel facilities on the Dublin Road and includes the provision of 2.8km of segregated cycle track and 1.4km of footpaths extending from Junction 20 on the M11 to the bridge north of Beech Road; however there are currently no dedicated cycling facilities from Beech Road to the town centre. The Arklow South Cycle and Pedestrian Improvement Scheme was completed in 2024 and 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. However there is now a gap in the provision of cycle infrastructure through along the remainder of the Wexford Road, Arklow Town Centre, the Nineteen Arches Bridge and along Ferrybank as far as Beech Road.

Figure 3.5.2: Current 15 minute walk of the town centre



This map illustrates the proposed permeability links for the Arklow and Environs area. The map shows a network of roads and greenways, with various links highlighted in different colors and styles to indicate their status and type. The legend on the right side of the map provides a key for these symbols.

Permeability Recommendations

- Improvements to Existing Permeability Links (Solid purple line)
- New Permeability Links (Solid yellow line)
- Quietway (Dashed orange line)

Other Connections

- Secondary Route - Kilbride / the Marsh Active Travel Links (Dashed blue line)
- Arklow to Shillelagh Greenway (Dashed green line)
- Avoca Riverwalk (Dashed blue line with circles)
- Arklow to Laragh Greenway (Dashed yellow line)
- GDACNP Feeder Routes (Dotted grey line)
- M11 Motorway (Red line)
- ABTA Study Area (Grey shaded area)

The map also includes a scale bar (0 to 2.5 Km) and a north arrow. A disclaimer at the bottom left states: "All features shown are purely indicative and do not reflect dedicated plans for future permeability links for Arklow and Environs. More extensive analysis would be required to determine the viability of any and all features displayed."

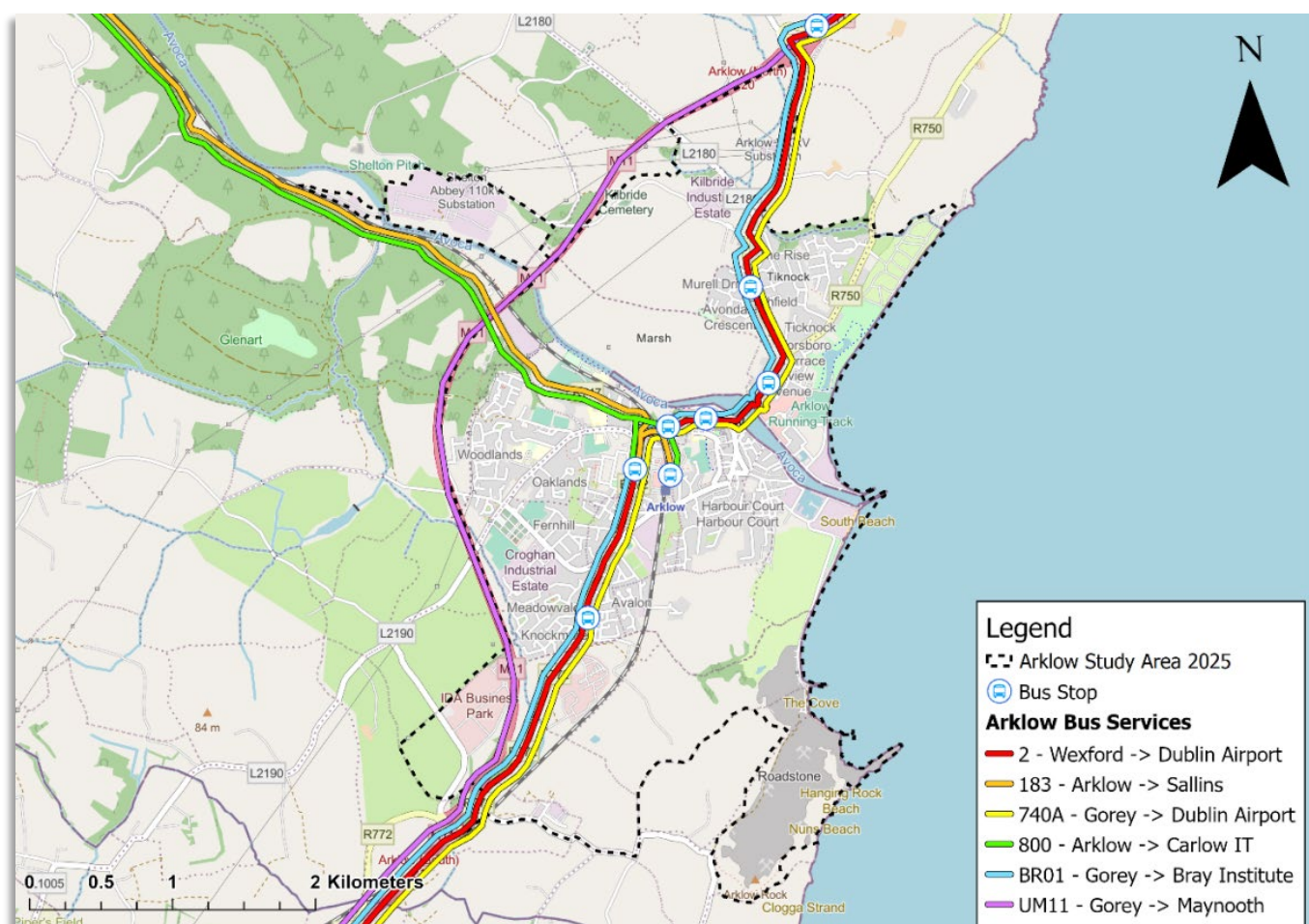
3.5.2 Public Transport

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 is currently no local/town bus service in the settlement of Arklow. There is currently a reasonable bus service linking the town to Wexford, Gorey and Dublin (including UCD, City Centre and Dublin Airport). In light of the projected population growth in Arklow in the coming years, the Draft LTP presents a potential town bus service, including indicative routes (see figure 3.5.6 below).

Upgrades will be required Arklow Train Station in particular the inclusion of wheelchair accessibility to Platform 2 (northbound) and the provision of an accessible footbridge over the railway line which would significantly reduce the walking/cycling time to the train station from residential areas to the west of the train line.

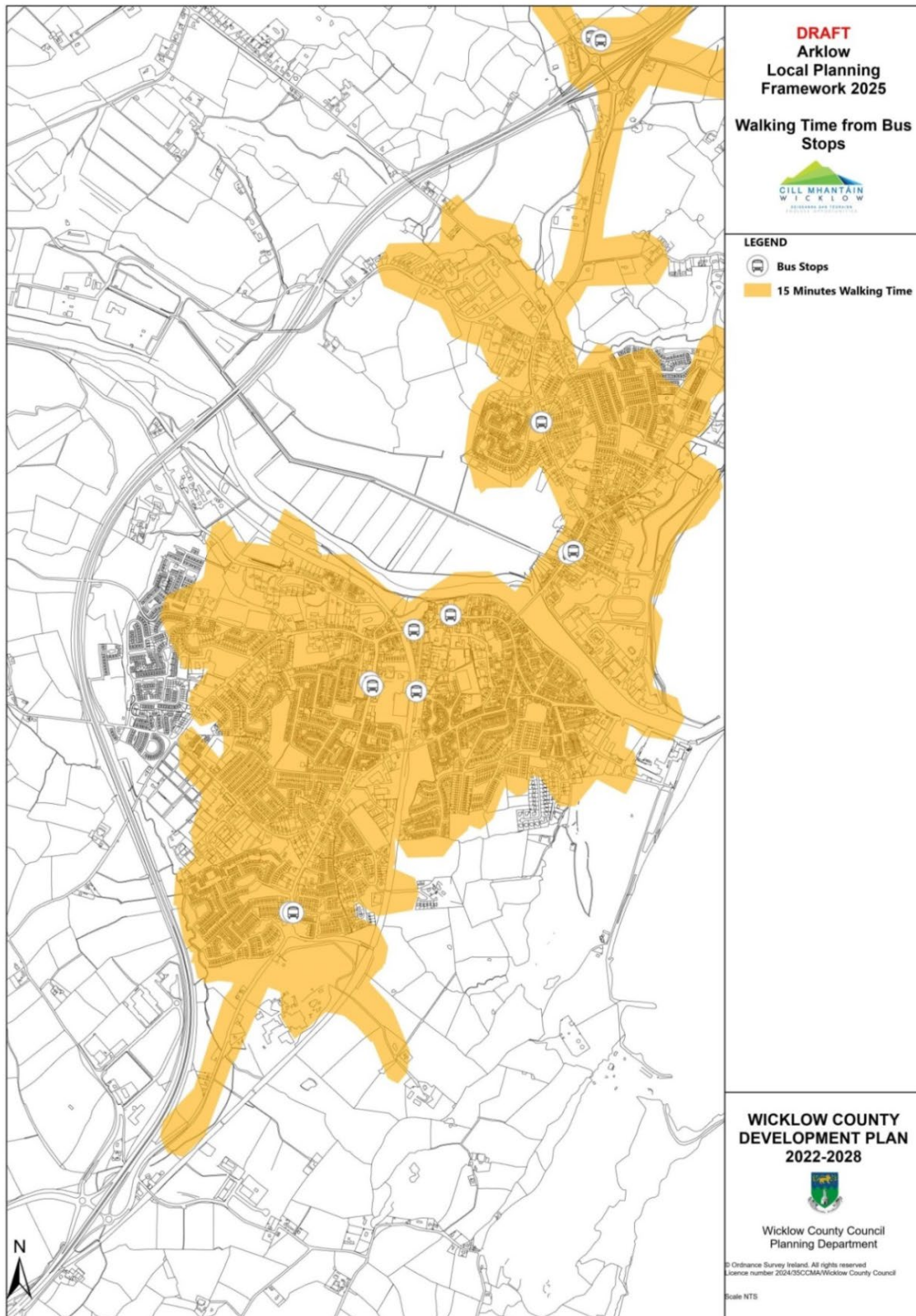
The uptake of public transport is likely reflective of the limited public transport services in the town, in particular rail. Investment is needed and the final report of the 'All Ireland Strategic Rail Review' published in July 2024 recommends one train per two hours on regional routes including the planned Greystones-Rosslare Europort route which will connect with planned upgraded DART services at Greystones and Wicklow. This would essentially double the frequency of the train services currently serving Arklow train station.

Figure 3.5.4: Existing Bus Services in Arklow



The following maps show the catchment of Public Transport services using walking isochrones⁴.

Figure 3.5.5: 15 minute walk of an existing bus service

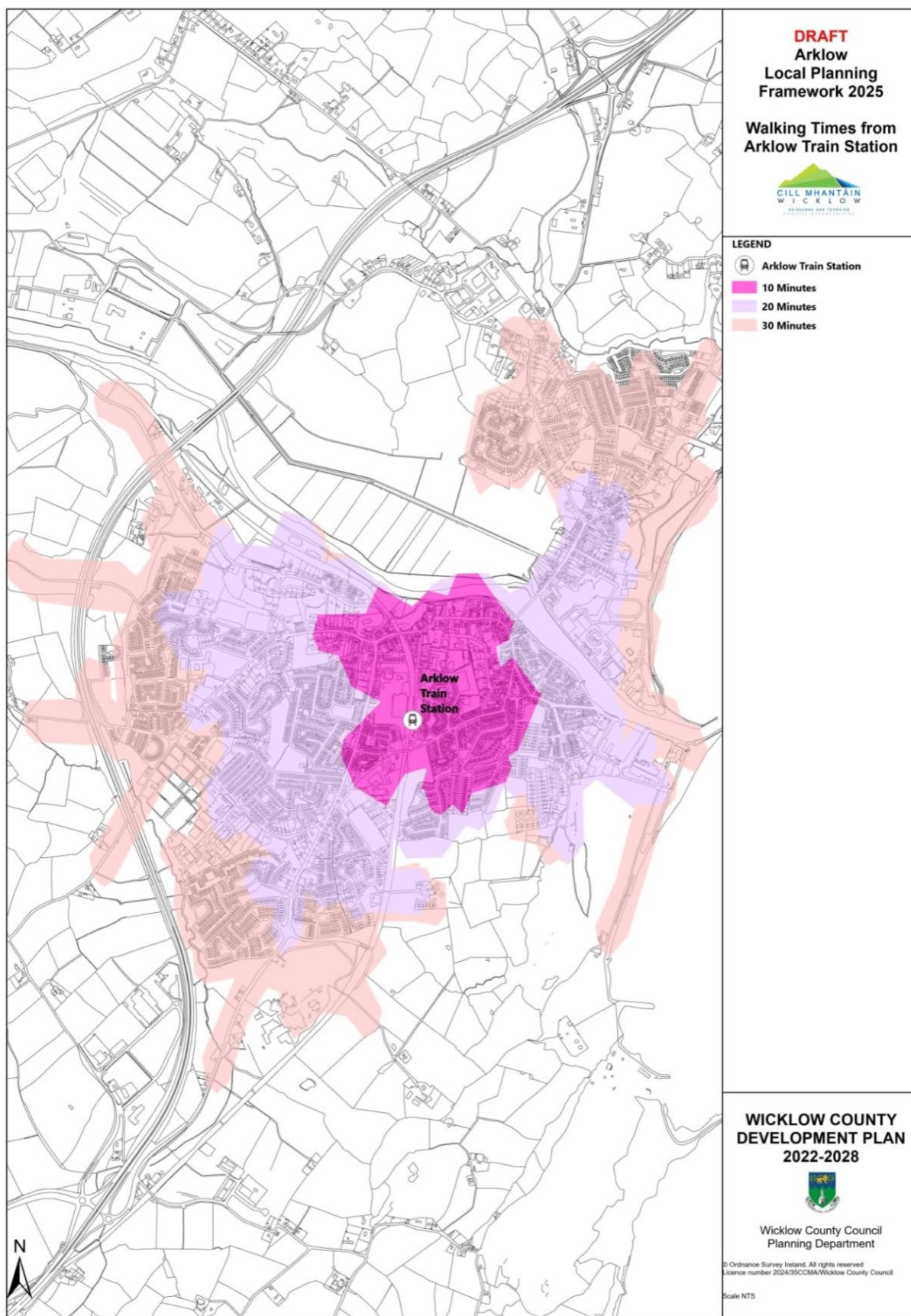


⁴ There are limitations to this data, in particular, it can only calculate a travel time from an existing public road. Potential future roads cannot be factored into this analysis however from this analysis

Figure 3.5.6: Proposed Town Bus Service Routes (Source: Draft LTP)



Figure 3.5.7: 10, 20 & 30 minute walking catchment from Arklow Train Station



3.5.3 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 Draft 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 plan 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.

3.5.4 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 plan 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 draft 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.

Figure 3.5.8: Transport Strategy Map (Source: Draft LTP)



4.0 ACTIVE LAND MANAGEMENT

The achievement of sustainable compact growth and regeneration will be supported through the implementation of active land management measures which promote the development of infill and brownfield lands, and strategically located greenfield sites that support the principles of consolidated growth.

The Residential Zoned Land Tax (RZLT) is a key active land management tool for the delivery of houses on serviced sites in all of the towns and villages in County Wicklow. All undeveloped / vacant / idle mixed use and undeveloped residential zoned lands are annually assessed to consider whether they are in scope to be liable for the tax. Lands that are in scope are liable to pay a tax annually.

5.0 FUNDING SOURCES

The LPF identifies a range of strategic and local infrastructure necessary to facilitate development in the plan area. The delivery of all infrastructure is funding dependant. The key funding sources for the delivery of infrastructure are:

<u>State</u>	National Development Plan (NDP) Urban Regeneration Development Funding (URDF) Rural Regeneration Development Funding (RRDF) Smarter Travel (DoT/NTA) Transport Infrastructure Ireland (TII) National Transport Authority (NTA) Uisce Eireann (UE) OPW LEADER/SICAP (DoRCD) Department of Education other Government departments etc.
<u>Wicklow County Council</u>	WCC Development contribution schemes, WCC Capital Works Programme, etc.
<u>Developer</u>	The developer of the land / infrastructure provides the funding to deliver the infrastructure or provides the infrastructure themselves.

6.0 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 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 unless absolutely necessary;
- A strong emphasis should be placed on encouraging infill opportunities and better use of underutilised lands;
- Areas to be developed should be contiguous to existing developed areas; and
- The development of Specific Local Objectives (SLOs) should be phased in accordance with the stated objectives of the SLO where phasing has been specified.

With regard to residential development, where a need for new greenfield development is identified, 'edge of centre' locations will be considered the priority location for such new greenfield residential development and will generally be zoned as 'New Residential - Priority 1' (zoned RN1) while more 'out of centre' housing sites (zoned 'New Residential - Priority 2' RN2) will only be considered where Objective ARK18 is satisfied and on

the basis of integrated housing / community facilities / open space schemes that can be well connected to the existing built up area.

ARK 18

Notwithstanding the zoning/designation of land for new 'greenfield' residential development (RN), permission only be considered for RN2 Priority 2 lands where the following conditions are satisfied:

- At least 75% of Priority 1 new residential lands (RN1) lands have been activated (i.e. consent obtained and development initiated);
- It can be shown that the housing / population generated by the proposed development would not result in the prevailing Core Strategy targets at the time of the application being significantly breached.

7.0 INFRASTRUCTURE DELIVERY & IMPLEMENTATION SCHEDULE

Wicklow County Council is committed to taking a pro-active approach to progress the delivery of the objectives of the LPF. The LPF, as part of the Wicklow County Development Plan, will have effect for the period of the County Development Plan, which is due for review in 2028.

The LPF objectives are specific, measurable, achievable and realistic. However, a number are set within a longer timeframe, thus they may not be fully implemented over the lifetime of the LPF period. It is important to note that the implementation of a plan / framework may be constrained by a number of elements, namely, the economic climate, political support, allocated local authority funding, and the availability of funding from other sources. Therefore, no funding of projects is guaranteed in advance nor is the implementation of all objectives contained within the LPF.

It is intended that the various agencies, including voluntary groups, professional institutions, public and private bodies including Wicklow County Council, and other organisations in Arklow will be encouraged to participate whenever possible, in the implementation of the policies and objectives of this LPF to move the settlement forward.

The Planning Section of the Council is the lead section responsible for monitoring and implementing the objectives of the LPF, mainly through its development management function. However, it is important to note that this LPF co-ordinates the work and objectives of other directorates, including Arklow Municipal District.

The tables set out to follow identify the Council directorates / departments and / or state agencies that will be responsible for or have a role in the delivery of each objectives of the LPF. In addition, the infrastructure requirement of 'SLO' areas (area of significant development) are detailed.

The initial lifetime of the Local Planning Framework is six years, but in due course this LPF will be integrated into the next County Development Plan which will have a lifespan of 10 years from 2028-2038, with a review in 2032. The delivery schedule is divided in to the following four phases as well as an on-going stage with delivery throughout the LPF lifetime and beyond:

<u>Immediate term</u>	Year 1 and Year 2
<u>Short term</u>	Year 3 and Year 4
<u>Medium term</u>	Year 5 and Year 6
<u>Long term</u>	6 years plus
<u>On - going</u>	Throughout the LPF / CDP lifetime and beyond

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

Arklow Local Planning Framework			Implementation Programme												
No.	Objective	Timeframe	Wicklow County Council									State Agencies			
			Development Management	Municipal District team	Economic Development Unit	Tourism Unit	Town Regeneration Office	Heritage & Biodiversity Units	Transportation & Infrastructure Delivery Directorate	Climate, Environment, Recreation & Amenity Directorate	Social Development Directorate	Transport Infrastructure Ireland	National Transport Authority	Uisce Eireann	OPW
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.	Ongoing	√	√	√		√		√	√			√		
ARK 2	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.	Ongoing	√	√	√	√	√	√	√	√			√		
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 and; - the appropriate control of alterations to existing buildings and the development of new structures; in particular building and	Ongoing	√	√			√	√							

No.	Objective	Timeframe	WICKLOW COUNTY COUNCIL									STATE AGENCIES			
			Development Management	Municipal District team	Economic Development Unit	Tourism Unit	Town Regeneration Office	Heritage & Biodiversity Units	Transportation & Infrastructure Delivery Directorate	Climate, Environment, Recreation & Amenity Directorate	Social Development Directorate	Transport Infrastructure Ireland	National Transport Authority	Uisce Eireann	OPW
	roof lines and heights which diverge from the established form will require to be justified.														
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.	Ongoing	√												
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). 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.	Ongoing	√												
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.	Ongoing	√												
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.	Ongoing	√												
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 shall include a detailed survey of the existing site conditions, proposals for demolition and remediation of previous site activities and a management plan for the disposal of such materials.	Ongoing	√	√	√	√	√	√	√	√	√				
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.	Ongoing	√												
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.	Ongoing	√	√	√	√	√		√	√					
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.	Ongoing	√												
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.	Ongoing	√												
ARK 13	Further retail development in the Waterfront Zone shall be restricted	Ongoing	√												

No.	Objective	Timeframe	WICKLOW COUNTY COUNCIL									STATE AGENCIES			
			Development Management	Municipal District team	Economic Development Unit	Tourism Unit	Town Regeneration Office	Heritage & Biodiversity Units	Transportation & Infrastructure Delivery Directorate	Climate, Environment, Recreation & Amenity Directorate	Social Development Directorate	Transport Infrastructure Ireland	National Transport Authority	Uisce Eireann	OPW
	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.	Ongoing	√						√	√					
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.	Ongoing	√			√				√					
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.	Ongoing	√					√		√					
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.	Ongoing	√												
ARK18	Notwithstanding the zoning/designation of land for new 'greenfield' residential development (RN), permission will only be considered for RN2 Priority 2 lands where the following conditions are satisfied: - At least 75% of Priority 1 new residential lands (RN1) lands have been activated (i.e. consent obtained and development initiated); - It can be shown that the housing / population generated by the proposed development would not result in the prevailing Core Strategy targets at the time of the application being significantly breached.	Ongoing	√												
ARK 19	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.	Ongoing	√												
ARK 20	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	Ongoing	√						√		√				

No.	Objective	Timeframe	WICKLOW COUNTY COUNCIL									STATE AGENCIES			
			Development Management	Municipal District team	Economic Development Unit	Tourism Unit	Town Regeneration Office	Heritage & Biodiversity Units	Transportation & Infrastructure Delivery Directorate	Climate, Environment, Recreation & Amenity Directorate	Social Development Directorate	Transport Infrastructure Ireland	National Transport Authority	Uisce Eireann	OPW
	relevant national and regional policies and guidelines.														
ARK 21	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.	Ongoing	√							√	√				
ARK 22	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.	Ongoing	√												
ARK 23	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.	Ongoing	√		√										
ARK 24	To facilitate and support Arklow town centre as the priority for new employment, particularly ‘people’-based employment development.	Ongoing	√		√						√				
ARK 25	To protect employment zoned land from inappropriate development that would undermine future economic activity or the sustainable development of such areas.	Ongoing	√		√										
ARK 26	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.	Ongoing	√		√										
ARK 27	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.	Ongoing	√		√	√				√					
ARK 28	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.	Ongoing	√		√										
ARK 29	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. Ensure such facilities are appropriately located and designed,	Ongoing	√		√				√	√					

No.	Objective	Timeframe	WICKLOW COUNTY COUNCIL									STATE AGENCIES			
			Development Management	Municipal District team	Economic Development Unit	Tourism Unit	Town Regeneration Office	Heritage & Biodiversity Units	Transportation & Infrastructure Delivery Directorate	Climate, Environment, Recreation & Amenity Directorate	Social Development Directorate	Transport Infrastructure Ireland	National Transport Authority	Uisce Eireann	OPW
	informed by appropriate environmental/ecological assessment processes and do not result in significant adverse noise or landscape/visual impacts.														
ARK 30	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.	Ongoing	√		√	√		√		√					
ARK 31	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 vis the most direct route possible shorted commute times by foot and cycle.	Ongoing	√						√						
ARK 32	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.	Ongoing	√							√					
ARK 33	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.	Ongoing	√	√	√	√									
ARK 34	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.	Ongoing	√	√	√	√			√						
ARK 35	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,;	Ongoing	√	√		√			√	√					

No.	Objective	Timeframe	WICKLOW COUNTY COUNCIL									STATE AGENCIES			
			Development Management	Municipal District team	Economic Development Unit	Tourism Unit	Town Regeneration Office	Heritage & Biodiversity Units	Transportation & Infrastructure Delivery Directorate	Climate, Environment, Recreation & Amenity Directorate	Social Development Directorate	Transport Infrastructure Ireland	National Transport Authority	Uisce Eireann	OPW
	- 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, rowing and other water sports, and shore fishing subject to ensuring no adverse environmental or visual impacts.														
ARK 36	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.	Ongoing	√	√					√	√			√		
ARK 37	To facilitate and support the proposed Arklow to Shillelagh Greenway as an expansion to the existing Avoca River Walk.	Ongoing	√			√			√	√		√			
ARK 38	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;	Ongoing	√		√	√									
ARK 39	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.	Ongoing	√	√	√	√				√					
ARK 40	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.	Ongoing	√			√									
ARK 41	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.	Ongoing	√												
ARK 42	To encourage eco-tourism projects 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.	Ongoing	√			√		√		√					
ARK 43	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	Ongoing	√												

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	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.														
ARK 44	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.	Ongoing	√												
ARK 45	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.	Ongoing	√												
ARK 46	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.	Ongoing	√												
ARK 47	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.	Ongoing	√												
ARK 48	To facilitate and encourage the redevelopment of the public park	Medium Term	√	√						√					

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	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 biodiversity.														
ARK 49	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.	Medium Term	√	√						√					
ARK 50	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 and 5.	Ongoing	√							√					
ARK 51	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.	Ongoing	√	√			√	√							
ARK 52	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 stone walls and milestones. The demolition of vernacular buildings will be discouraged.	Ongoing	√					√							
ARK 53	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.	Ongoing	√				√	√							
ARK 54	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.	Ongoing	√	√				√		√					
ARK 55	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.	Ongoing	√					√		√					
ARK 56	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, stone walls, geological and geo-morphological systems, features which act as stepping stones, such as marshes and woodlands, other landscape features and associated wildlife where	Ongoing	√					√		√					

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			Development Management	Municipal District team	Economic Development Unit	Tourism Unit	Town Regeneration Office	Heritage & Biodiversity Units	Transportation & Infrastructure Delivery Directorate	Climate, Environment, Recreation & Amenity Directorate	Social Development Directorate	Transport Infrastructure Ireland	National Transport Authority	Uisce Eireann	OPW
	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.														
ARK57	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 the Arklow pNHA, 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.	Ongoing	√					√		√					
ARK 58	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.	Ongoing	√					√		√					
ARK 59	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.	Ongoing	√					√		√					
ARK 60	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.	Ongoing	√					√		√					
ARK 61	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.	Ongoing	√					√		√					
ARK 62	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	Ongoing	√					√		√					

No.	Objective	Timeframe	WICKLOW COUNTY COUNCIL									STATE AGENCIES			
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	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 63	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.	Ongoing	√					√		√					
ARK 64	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.	Ongoing	√	√		√			√	√		√	√		
ARK 65	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 ElAR 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.	Ongoing	√					√		√					
ARK 66	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.	Ongoing	√												
ARK 67	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.	Ongoing	√							√					
ARK 68	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 (refer to Section 11.3 of the draft LTP). - To continue to promote and encourage the “Safer Routes to	Ongoing	√						√			√	√		

ARKLOW LOCAL PLANNING FRAMEWORK			IMPLEMENTATION PROGRAMME												
			WICKLOW COUNTY COUNCIL									STATE AGENCIES			
No.	Objective	Timeframe	Development Management	Municipal District team	Economic Development Unit	Tourism Unit	Town Regeneration Office	Heritage & Biodiversity Units	Transportation & Infrastructure Delivery Directorate	Climate, Environment, Recreation & Amenity Directorate	Social Development Directorate	Transport Infrastructure Ireland	National Transport Authority	Uisce Eireann	OPW
	School” and the Green Schools Programme within Arklow and to liaise with all relevant Departments/agencies involved in the operation of the programme.														
ARK 69	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 draft LTP (Figure 11-2) and feeders routes in particular the following : a. 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. b. Wexford Road: Continuation of footpath provision and segregated cycle infrastructure from Northwood / Knockmore roundabout to the Coolgreaney Road / Upper Main Street junction. c. Delivery of the Vale Road Pedestrian Improvement Scheme in the short term. d. Local junction improvements to DMURS standards (see Ch. 15 of draft LTP). e. Improve existing pedestrian crossings and provision of new crossings at desire lines. f. Improve existing footpath provision, including resurfacing and widen where necessary. g. Major junction improvements to DMURS standards (see Ch. 15 draft LTP). h. Provide gateway and transition zone treatments on the approach to the built-up area of Arklow. i. Provide gateway treatment on Sea Road and Vale Road to signal the approach into a low-speed town centre. j. Creation of a Quietway on Fernhill between Wexford Road and Coolgreaney Road, parallel to Emoclew Road. k. To identify a network of other quietways where appropriate, in consultation with relative stakeholders. l. In the long term to assess feasibility of dedicated cycling facilities on Coolgreaney Road to build on the Vale Road Pedestrian Improvement Scheme. m. 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.	a. Medium Term b. Medium Term c. Short Term d. Ongoing e. Ongoing f. Ongoing g. Ongoing h. Long Term i. Long Term j. Long Term k. Long Term l. Long Term m. Ongoing	√	√					√			√	√		
ARK 70	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 as identified on Figure 13-4 of the draft LTP/Figure 8.1 of the LPF, and identify other suitable permeability routes/ improvements within the settlement.	Ongoing	√	√			√		√				√		
ARK 71	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.	Ongoing	√						√						
ARK 72	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; a. 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).	b. Long Term	√						√				√		

Arklow Local Planning Framework			Implementation Programme												
No.	Objective	Timeframe	Wicklow County Council									State Agencies			
			Development Management	Municipal District team	Economic Development Unit	Tourism Unit	Town Regeneration Office	Heritage & Biodiversity Units	Transportation & Infrastructure Delivery Directorate	Climate, Environment, Recreation & Amenity Directorate	Social Development Directorate	Transport Infrastructure Ireland	National Transport Authority	Uisce Eireann	OPW
	b. 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 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 73	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 Marys 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.	Short - Medium Term	√	√			√		√				√		
ARK 74	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.	Ongoing	√	√			√		√				√		
ARK 75	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.	Ongoing	√	√			√		√				√		
ARK 76	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.	Ongoing	√	√					√				√		
ARK 77	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: a. The provision of a new link/bridge over the railway line between Arklow Train Station and Tesco; b. A new pedestrian/cycle link between Yellow Lane and Arklow Train Station; c. Improvements to existing pedestrian links between the Main Street and the Train Station in particular Ditch Lane and Tom's Lane.	a. Long Term b. Long Term c. Medium Term	√	√					√				√		

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ARK 78	To cooperate with NTA, Iarnród Eireann 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: a) 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. b) 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. c) 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.	Ongoing	√	√					√			√	√		
ARK 79	To support and promote the delivery of Templaraine Park and Ride at Junction 20 of the M11.	Short – Medium Term	√						√			√	√		
ARK 80	To support the development of Mobility Points⁵ at appropriate highly visible and publicly accessible locations to encourage sustainable mobility and multimodal trips as the following locations: a. Castle Park Car Park; b. St Mary’s Car Park; c. Inbhear Mór Square, Dublin Road.	Ongoing	√						√				√		
ARK 81	To protect the strategic function of the N11/M11 in accordance with the Spatial Planning and National Roads Guidelines (DoHLGH 2012) and in compliance with TII Publications.	Ongoing	√						√			√			
ARK 82	Support and promote the development of the following new regional/distributor roads and road improvements⁶: a. 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 and (c) ensuring safer conditions are provided for active travel improvements in Arklow Town Centre, the Nineteen Arches Bridge and along South Quay. 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. b. 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	Medium Term	√	√					√			√	√		

⁵ 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.

⁶ The detail associated with new transport infrastructure projects referred to in this LPF and accompanying draft 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.

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	employment zoned lands to the south. c. To require as part of a possible Western Distributor 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. d. 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 83	To support the continued development and implementation of the Arklow Flood Relief Scheme.	Short Term	√						√	√					√
ARK 84	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.	Ongoing	√						√	√					√
ARK 85	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 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 <i>'The Planning System and Flood Risk Management'</i> 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.	Ongoing	√							√					√
ARK 86	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.	Ongoing	√		√					√					
ARK 87	To support Eirgrid with the implementation of their Powering up Wicklow programme and facilitate the expansion and upgrading of electricity supply infrastructure serving the LPF and wider area.	Ongoing	√		√				√						
ARK 88	To require that the development of Public Utility lands on the eastern side of the Dublin to facilitate the expansion of the existing electricity substation Road comprise of high quality design and boundary treatments , include planting and landscaping proposals	Ongoing	√												

Arklow Local Planning Framework			Implementation Programme												
No.	Objective	Timeframe	Wicklow County Council									State Agencies			
			Development Management	Municipal District team	Economic Development Unit	Tourism Unit	Town Regeneration Office	Heritage & Biodiversity Units	Transportation & Infrastructure Delivery Directorate	Climate, Environment, Recreation & Amenity Directorate	Social Development Directorate	Transport Infrastructure Ireland	National Transport Authority	Uisce Éireann	OPW
	to mitigate their visual impact having regard to their prominent location along the northern gateway entrance to Arklow Town.														
ARK 89	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.	Ongoing	√						√	√				√	
ARK 90	- 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.	Ongoing	√						√	√					

Infrastructure assessment and requirements for key development areas (identified as SLOs)

	Current servicing status				Additional infrastructure needs to support full development of site
Site ID	Water Supply	Wastewater Infrastructure	Surface Water Infrastructure	Roads & Transportation	
SLO1: Northern Waterfront Zone	1	1	1	1	Fully serviced
SLO2: Southern Waterfront Zone	1	2	1	1	Improved wastewater collection network required – Developer + Uisce Eireann
SLO3: Abbeylands and Tinahask Upper	2	2	2	2	Access Roads – Developer + WCC Surface Water - Surface Water Management Plan required – Developer + WCC Site water & wastewater network – Developer + Uisce Eireann Sports / Amenity Park – Developer Community facilities – Developer + WCC
SLO4: Tinahask Upper – Money Little and Money Big	2	2	2	2	Access Roads – Developer + WCC Surface Water - Surface Water Management Plan required – Developer + WCC Site water & wastewater network – Developer + Uisce Eireann Sports / Amenity Park – Developer Community facilities – Developer + WCC
SLO5: Kilbride	2	2	2	2	Access Roads – Developer + WCC Surface Water - Surface Water Management Plan required – Developer + WCC Site water & wastewater network – Developer + Uisce Eireann Sports / Amenity Park – Developer Community facilities (childcare) – Developer Education campus – Developer + DoEducation

1 = serviced, 2 = serviceable, 3 = unserved

Table 19-1 Implementation Table, showing measures to be implemented in the short, medium and long term. Some of these measures should be carried through from short to long term implementation phases.

Measure	Proposal	Short term (up to 2028)	Medium term (up to 2031)	Long term (up to 2042)
Active Travel				
AT1	Arklow Active Travel Network			
AT2	River Crossings			
Cycling				
CY1	Greenways			
CY2	Arklow Central Spine			
CY3	Arklow Link Roads			
CY4	Quietways			
CY5	Avoca River Walk and Arklow to Shillelagh Greenway			
Walking and the Public Realm				
WK1	Strategic Walking Network			
WK2	Arklow Town Centre			
WK3	Local & Neighbourhood Centres			
WK4	North and South Quays			
WK5	Universal Design & Accessibility			
WK6	Safety & Inclusion in Public Spaces			
WK7	Wayfinding			
WK8	Street Clutter Audit			
Permeability				
PY1	Permeability			
PY2	Arklow's Laneway Strategy			
Public Transport				
PT1	Regional Bus Network and Local Link Services			
PT2	Arklow Bus Service			
PT3	Arklow Rail Service			
PT5	Arklow Train Station Accessibility			

Measure	Proposal	Short term (up to 2028)	Medium term (up to 2031)	Long term (up to 2042)
Road and Traffic Management				
RN1	Principles of Road Development			
RN2	National Roads Requirements			
RN3	Southern Port Access Road			
RN4	Western Distributor Road			
RN5	Junctions and Roundabouts			
RN6	Managing HGV Movement			
Parking Management				
PK1	Park and Ride			
PK2	Sustainable & Compact Settlements Guidelines			
PK3	Arklow Car Parking Management Strategy			
PK4	On-Street Car Parking Approach			
PK5	On-Street Mobility Points			
PK6	Delivery and Servicing			
PK7	Off-Street Car Parking			
PK8	Park and Stride			
SM1	Bicycle Parking Strategy			
SM2	Bicycle Share Schemes & Micromobility			
SM3	Car Clubs			
SM4	Active Schools & Green Schools			
SM5	Safe Routes to School			
SM6	Mobility Management Plans (MMPs)			
SM7	Playful Streets			
SM8	Sustainable Urban Drainage Systems			