

	Arklow LPF Variation No.5
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Who are you:	Private Individual
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Reference:	ARKLPF-100917
Submission Made	November 12, 2025 10:20 AM

Choose one or more categories for your submission. Please also select which settlement you wish to make a submission / observation about.

- Proposed Changes to Volume 1 of the Wicklow County Development Plan 2022-2028
- Proposed Changes to Volume 2 of the Wicklow County Development Plan 2022-2028

Maps:

Document enclosed with photos

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Town Plan Submission 1025.docx, 0.02MB

8 Upper Main St,
Arklow.
Co. Wicklow.

Variation No 5,
Administrative Officer,
Planning Department,
Wicklow County Council,
Station Rd,
Wicklow
10th November 2025

Reference; Draft Arklow Local Planning Framework

A Chara,

We viewed the draft Arklow Local Planning Framework on display at the Council offices on Thursday 23rd October 2025. While the plan runs to a large number of pages it is very aspirational with broad sweeping statements and very little detail on implementation and time frames for completion, so in the main it is reactionary rather than being proactive.. The previous town development plan which has just expired had very poor implementation and the proposed new plan is in the main a rehash of that plan with some add - ons.

We note that a lack of implementation has been blamed on the lack of waste water treatment works in the town, but how did that impede other infrastructure implementation which was not dependent on the completion of the sewerage treatment works.

Infrastructure is key to the development of any town in order to cope with increasing populations, consequently it is key that the necessary infrastructure is in place prior to that increase in population. The life and heart of any town is its center and local retail businesses and over the years Arklow Town Centre has been allowed to die resulting in many closed retail premises and derelict premises. Our neighbouring town Gorey did not allow that to happen and as a result Gorey has taken a lot of Arklow's business which in my opinion Arklow will never recover. The big issues are increased traffic, lack of parking facilities, insufficient medical facilities, increased number of schools.

In Arklow we are talking about a very old fishing town with narrow streets with plenty of bottlenecks. Trying to modernize the town and expand it using the old network of roads and streets and existing footpaths will not work to cope with the increased traffic and increased supplemental transport, such as bicycles, scooters, wheel chairs, e scooters and motorized wheelchairs for people with disabilities will not work.

It is well known that there is a housing crisis nationwide and also in Arklow, building high density mixed developments will give rise to increased car ownership, increased traffic, increased car journeys, increased cycle ownership and increased e scooter ownership and

increased numbers of pedestrians. All of these cannot be accommodated on Arklow's urban roads which were designed well over a century ago for completely different purposes. The number of cars will not decrease, but other forms of transport ownership will increase as a supplement to the motor vehicle. Modern infrastructure must be in place before the expected significant surge in the population in the town occurs. Tinkering around the edges is not a viable solution, e.g. reducing the speed limits to 30kms is also not a viable solution when e scooters are capable of achieving those speeds and in some cases greater speeds. Children walking to school sounds great in theory until we have very wet days as we are currently having leaves pandemonium around our schools with cars parked everywhere and many rules of the road are ignored and putting the general public in danger. Increasing the number of pedestrian crossing is not a viable solution because many pedestrians choose to jay walk rather than walk 100 metres in a direction to the available pedestrian crossing unless there is punishment for not using the nearest crossing.

This will only lead to more urban congestion, drivers losing concentration and being bored, increased number of drivers working while driving, increased number of minor and possibly major accidents, increased damage to cars as they are not manufactured to travel most of the time at speeds of 30km/hr or less, increased urban pollution due to engines running and revving and going nowhere fast, increased difficulties with peoples' well-being. Increased frequency of drivers stopping in the middle of the road and letting passengers out as is presently happening outside of our schools, this is illegal and is not being policed and has rapidly become the norm. This is highly dangerous.

The new congestion item on our footpaths which have rapidly become the norm are the multitude of various coloured wheelie bins. These were introduced by the council with no guidelines to customers as to when they should be put out, when they should be collected and how long the wheelie bins can remain on the footpath or the road obstructing the use of the footpath by those who are supposed to use it, photo enclosed

The plan eludes to the development of derelict sites within the town and the development of vacant or derelict properties on the streets of Arklow, sites such as The Alps, former Morgan Doyle store/Marine Hotel are particularly referenced. High rise high density developments for these sites in my opinion is not the way to go due to the other congestion problems already referenced in my text that will emanate from those developments. Converting vacant floors over retail business premises into several apartments will also not work for the same reasons with each on street apartment receiving 2 on street residential parking permits. There is not enough space and this again leads to severe congestion and infrastructure not being able to cope.

We have lived on Upper Main St for the past 45 years and have witnessed many negative changes over the years in relation to congestion, infra structure deficits, increased anti - social behavior and tax payers money not used efficiently on public realm projects. The most recent public realm works which cost in the region of €1.5 million of public money was the works carried out on the Parade Ground which gave no increased benefit to the area and surrounding area. The impact assessment for the plan stated it would improve the social fabric of the town, give increased footfall and create an improved environmental

atmosphere, none of which materialised. What was most needed on The Parade Ground was a suite of Public Toilets which would benefit every citizen in the area, instead we have Tom's Lane being used as public toilets, a dumping ground and antisocial behavior use. Coupled with that is the fact that the local Authority never sweeps this public lane and is a public scandal. With the ditches overgrown, the perimeter wall is falling down and in a dangerous condition, a light which has been permanently on for more than 2 years, a broken-down light pole which has not worked or repaired for at least 6 months and damaged infrastructure service cabinets for upwards of 5 years. The parade ground as a result has reduced parking, surfaces full of black algae around flower pots which cause obstruction, slippery paving slabs many of which have faded, and insufficient waste bins for public use. Also, on Upper Main St the footpath is 1.2 metres wide and this is to cater for pedestrians cyclists, scooters, e-scooters, wheel chairs, motorized wheel chairs, multitude of wheelie bind, prams and buggies (singles and double) skate boards etc.

Only essential traffic should be allowed through the town, traffic should be diverted from Templeraíne coming into the town and from the Knockmore roundabout coming into the town onto a new ring road which should be constructed immediately as the current non compliant roundabouts cannot cope with the current traffic volumes including public transport and heavy duty traffic. Upper Main St is an example of this as the narrowest part of the street at Chinese restaurant, Fun Palace cannot cope when 2 Public transport Expressway buses meet, the traffic comes to a standstill and congests back to the substandard roundabout at the junction of the Vale Rd, Coolgreany Road and the Wexford Rd. An opportunity was missed by the officialdom when the Arklow By Pass was being constructed and a councilor proposed a 3rd exit junction off the M11 to service Arklow Central which was rejected. A 2nd bridge across the Avoca River would be a big benefit as would use of more of the Riverwalk being accessed by traffic with new entry and exit points.

A park and ride facility would be of benefit provided the service was efficient, the park facility must be within a short distance to the town and the service be free. This service will not help people who are doing serious shopping who will need car parking facilities in the town.

Additional car parking facilities are required and a multi storey car park would in a suitable location would greatly help. A local town bus service run efficiently would also benefit the town. Additional speed bumps will only impede and frustrate people in the town. The town does not lend itself to a one-way system and will result in more congestion.

In conclusion, the infrastructure in the town needs to be in place and functioning before the housing and population expansion takes place.

Signed,

Cecil and Julie Alexander