

# Action Area Plan (AAP2) for lands at Tinahask Lower – Money Little & Money Big



Planning & Development



February 2023



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1 Introduction – Section 1





## 1.1 Introduction

This proposed Action Area Plan, sets out in broad terms, the approach being taken to achieve the objectives and aims of the Arklow and Environs Local Area Plan 2018-2024.

It also has regard to the guidance note offered by Wicklow County Council in respect of preparing an Action Area Plan.

As stipulated in the Development Plan “any plan prepared or development proposed for these lands, while respecting all relevant development control standards and plan objectives must provide for phased and integrated development.”

This Action Area Plan document allows for this to be achieved across all subject lands and does not preclude the development of any individual portion of land in an integrated and phased manner.

This Action Area Plan will establish the broad development principles for the area and subject lands. It will set out in broad terms the general distribution of land uses, circulation systems and key access points. The Action Area Plan will also indicate how future land uses will integrate with surrounding development and provide for future phasing of development.

The Action Area Plan will be used as a tool for the co-ordinated delivery of development over the coming years. It will ensure that development is integrated and designed appropriately in accordance with the proper planning and sustainable development of the area.

## 1.2 Site Location

The Action Area Plan lands are located to the south of Arklow town, Co. Wicklow. The lands are bound to the north by AAP1, to the east by the golf club and quarry site, to the south by open farmlands and to the west by a railway line. Access to this site is currently provided by an access road and railway bridge from the Knockmore roundabout on Northwood Road. The lands cover an overall area of c. 64 ha.

The subject lands are located to the south of Arklow Town. The town is serviced by good public transport facilities including the Dublin to Rosslare rail line and Bus Eireann services. In addition, the town is located on the M/N11 road link with ease of access to Dublin and Rosslare.

## 1.3 Site Context- General

The Action Area generally comprises of greenfield lands of varying topography with a residential unit to the south of the lands and a number of residential units adjoining the lands at the north and west.

Furthermore, whilst reference is made to the overall Tinahask Upper – Abbeylands AAP1 to the north in the interest of addressing the wider context, this Action Area Plan is intended to provide further detail only on lands identified within the identified AAP2.

The Action Area Plan lands are generally located in the townlands of Tinahask Upper, Money Little and Money Big, Arklow, Co. Wicklow.



Action Area Plan Aerial Context

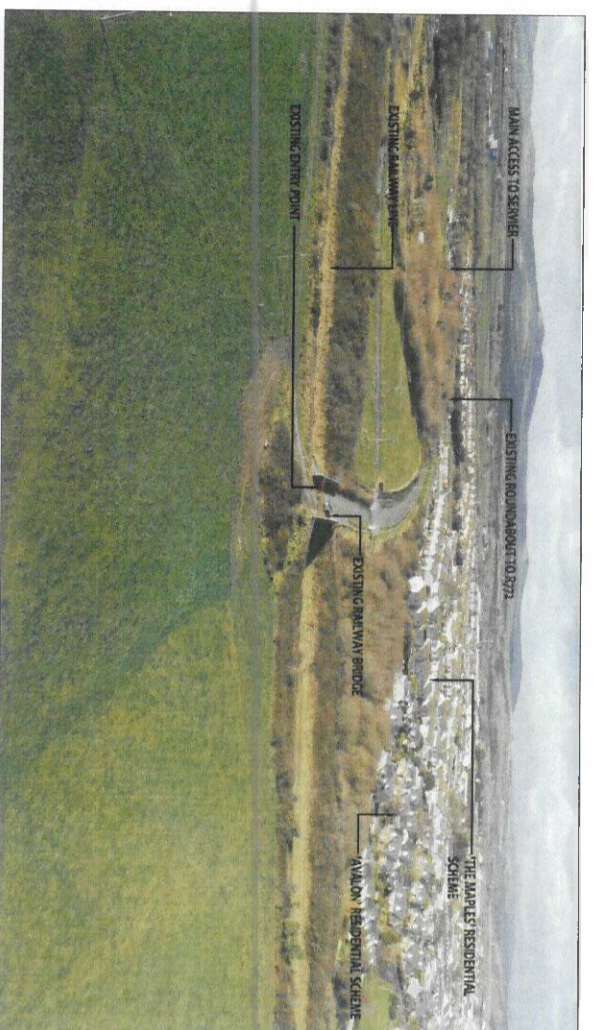


1.3 Site Context-General

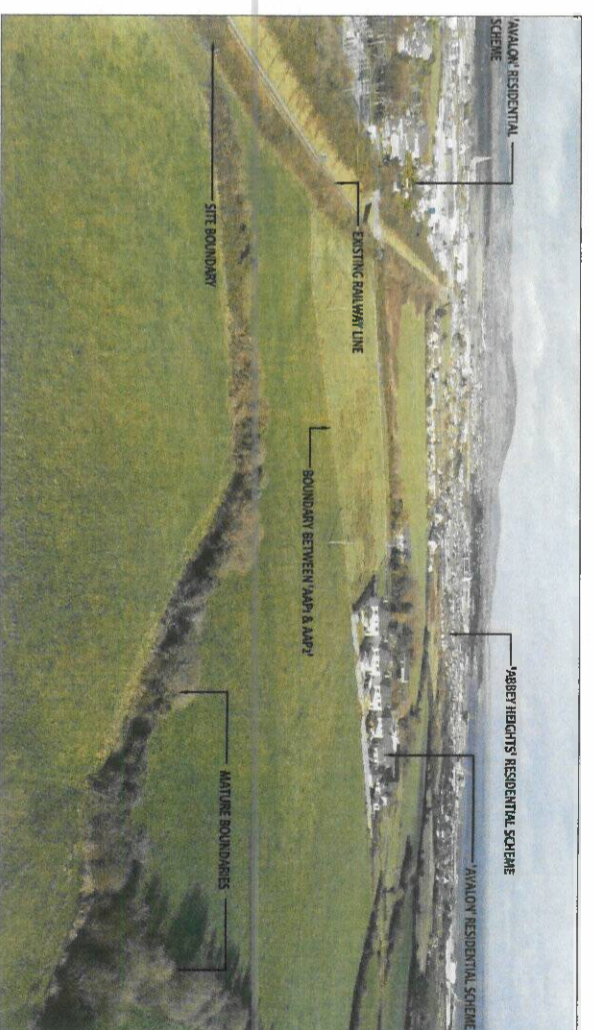


Drone Imagery Reference Map

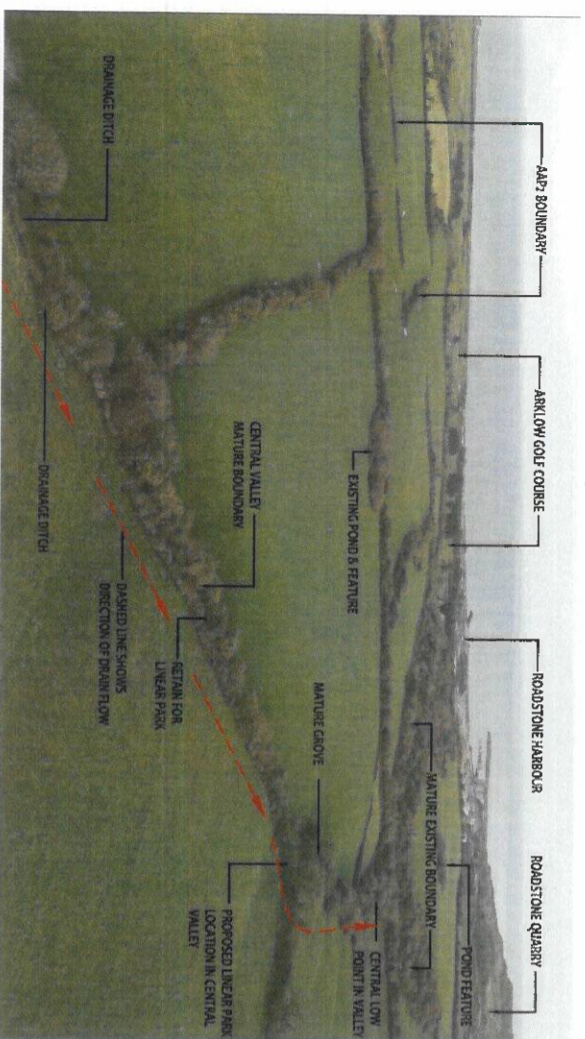




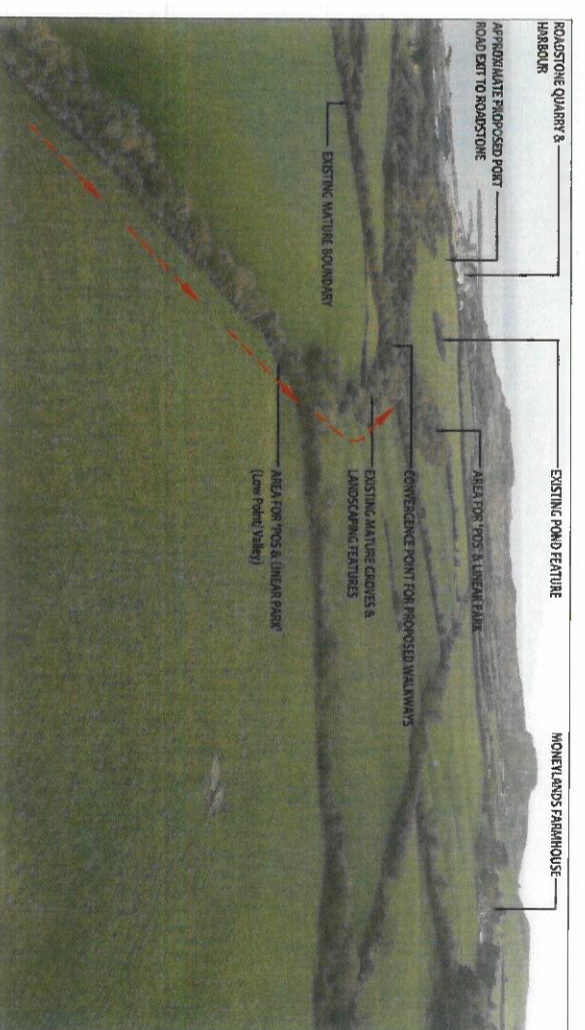
Arklow AAP2 – Drone Image Refer to Map 1: OS/ CONTOUR MAP  
Ref: PHOTO A – TO EAST



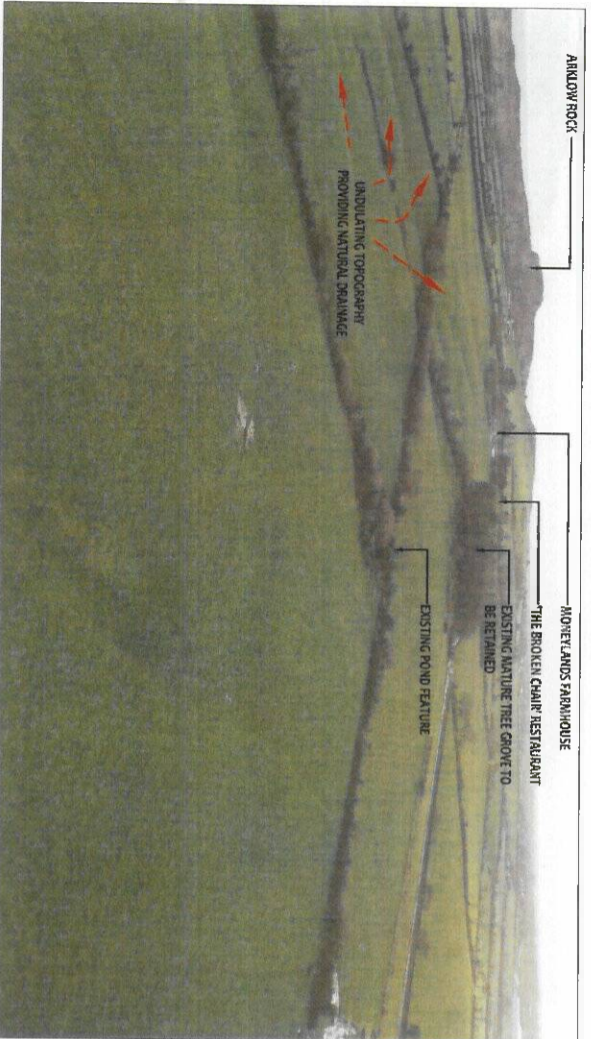
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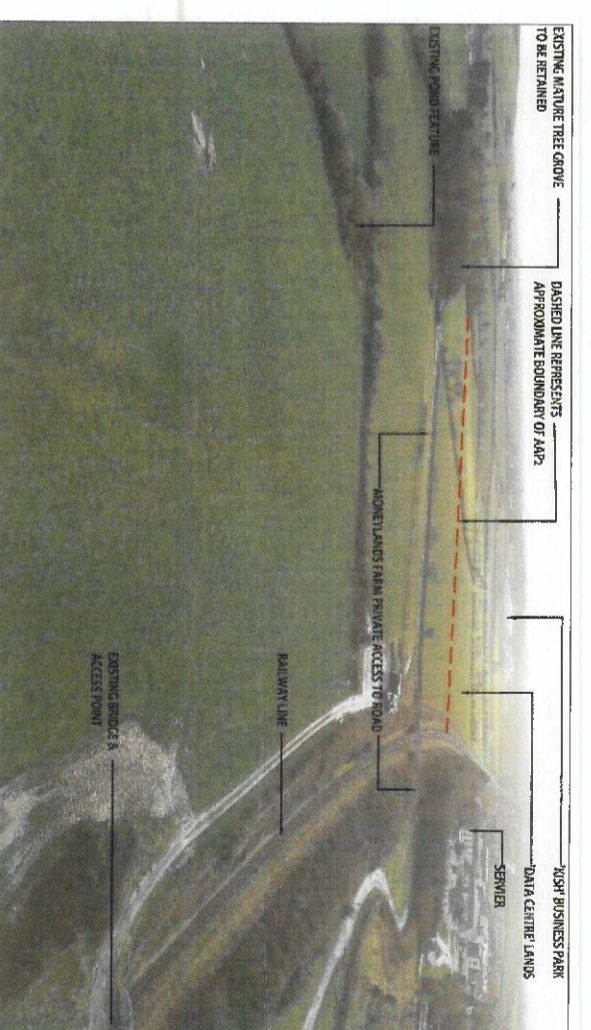
Arklow AAP2 – Drone Image Refer to Map 1: OS/ CONTOUR MAP  
Ref: PHOTO C – TO EAST



Arklow AAP2 – Drone Image Refer to Map 1: OS/ CONTOUR MAP  
Ref: PHOTO D – TO SOUTHEAST



Arklow AAP2 – Drone Image Refer to Map 1: OS/ CONTOUR MAP  
Ref: PHOTO E – TO SOUTH



Arklow AAP2 – Drone Image Refer to Map 1: OS/ CONTOUR MAP  
Ref: PHOTO F – TO SOUTHWEST



2 Statutory Context – Section 2





## 2.1 Arklow and Environs Local Area Plan 2018-2024

The Arklow and Environs Local Area Plan 2018-2024 (LAP) is the relevant planning context for the AAP lands. The entire AAP lands are zoned 'MU – Mixed Use'. The LAP stipulates that the lands shall be developed as a mixed use residential, employment, local shops and services, community, and open space zone.

The key zonings of relevance are now summarised below and are also identified on the zoning map included at the end of this section.

## 2.2 Action Area Plan Zoning

### Mixed Use Residential (R20 & R28)

#### R28 New Residential Objective –

“To protect, provide and improve residential amenities at a density up to 28 units/ha.”

#### R20 New Residential Objective –

“To protect, provide and improve residential amenities at a density up to 20 units/ha.”

#### Description –

“To facilitate for the provision of high quality new residential developments at appropriate densities with excellent layout and design, well linked to the town centre and community facilities. To provide an appropriate mix of house sizes, types, and tenures in order to meet household needs and to promote balanced communities.”

### Local Shops and Services (LSS)

#### Objective –

“To provide for small scale local neighbourhood shops and services.”

#### Description –

“To facilitate the limited development of small-scale local neighbourhood shops and retail services and other local service uses that meet only the retail or service needs of residents in the immediate catchment and are not of such a scale or type that would detract or draw trade from lands designated town centre.”

### Community & Education (CE)

#### Objective –

“To provide for civic, community and educational facilities.”

#### Description –

“To facilitate the development of necessary community, health, religious, educational, social and civic infrastructure.”

### Employment (E1)

#### Objective –

“To provide for the development of enterprise and employment.”

#### Description –

“To facilitate the further development and improvement of existing employment areas and to facilitate opportunities for the development of new high-quality employment and enterprise developments in a good quality physical environment.”

### Active Open Space (AOS)

#### Objective –

“To protect and enhance existing and provide for new active open space.”

#### Description –

“To facilitate the further development and improvement of existing active open spaces, formal exercise areas, sports grounds, playing pitches, courts and other games areas and to facilitate opportunities for the development of new high quality active recreational areas.”

### Open Space (OS1)

#### Objective –

“To protect and enhance existing and provide for recreational open space.”

#### Description –

“To facilitate the further development and improvement of existing parks and casual play areas, to facilitate opportunities for the development of new high quality amenity open areas and to restrict developments / activities (such as the use or development of such lands for formal sports grounds for organisations that are not available for a broad range of the public) that would reduce the opportunities for use by the wider public.”

### Tourism (T)

#### Objective –

“To provide for tourism related development.”

#### Description –

“To provide for the sustainable development of tourism related structure, uses and infrastructure. To provide for the development of tourism facilities including accommodation of an excellent sustainable design and aesthetic quality. Tourism related office, civic and cultural and commercial development will be facilitated.”



### 2.3 Action Area Plan Objectives

The Tinahask Action Area Plan lands have been identified as the location of major development in Arklow. AAP1, AAP2 and AAP3 have been identified as the most suitable lands in the environs of Arklow for large scale development.

There are a number of key criteria that govern the future development of the subject lands which include but is not limited to the following deliverables:

- Roads and Access
- Sustainable Residential Development
- Passive Open Space
- Active Open Space
- Local Shops and Services Zone
- Phasing

This Action Area Plan is designed to respond to the above criteria in providing for the future sustainable development of the subject lands.

### 2.4 Wicklow County Development Plan 2022-2028

The current Wicklow County Development Plan designates Arklow as a Level 3 'Self-Sustaining Growth Town.' It is considered to be a town with a moderate level of jobs and services with good transport links and capacity for continued commensurate growth to become more self-sustaining. The Plan states that towns in Level 3 are targeted for growth rates of 25-30%, with slight variations based on capacity/past trends.

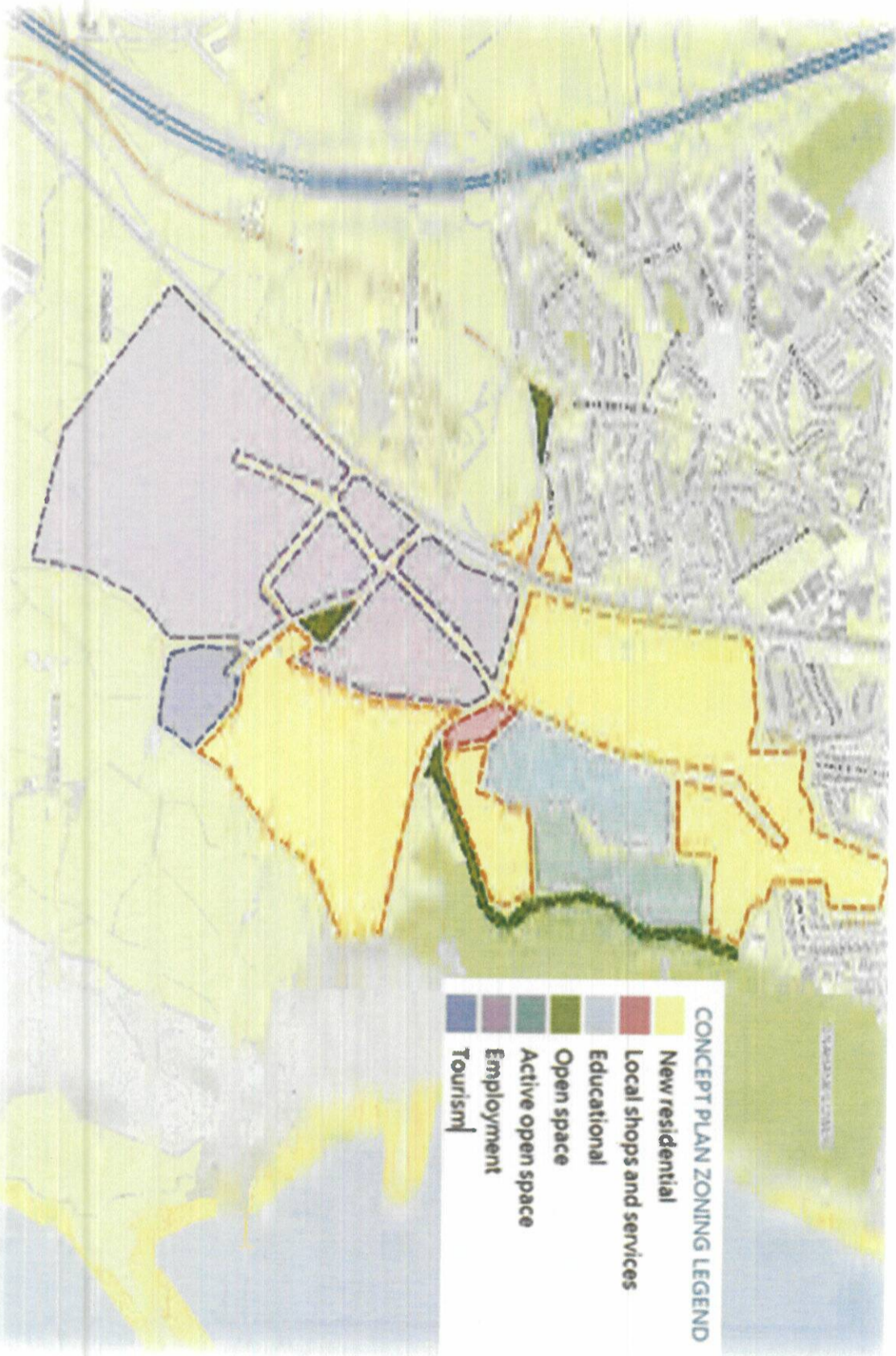
The population of Arklow is targeted to increase from 13,266 in 2016 to 15,419 by Q2 of 2028. The following table displays the housing stock targets for Arklow Town.

Table 1 – Housing Stock Growth Distribution for Arklow Town 2016-2031

2016 Housing Stock	Target Housing Stock Growth 2016-2031	% of total Housing Stock Growth 2016-2031
5,406	1,221	9%

Table 1 – Housing Stock Growth Distribution for Arklow Town 2016-2031

In order to achieve the housing growth targets set out in the Core Strategy, it is important that minimum densities are achieved and exceeded where local conditions allow, except where insurmountable impediments arise. It is an objective of the Development Plan that the existing Local Area Plan for Arklow will be reviewed.





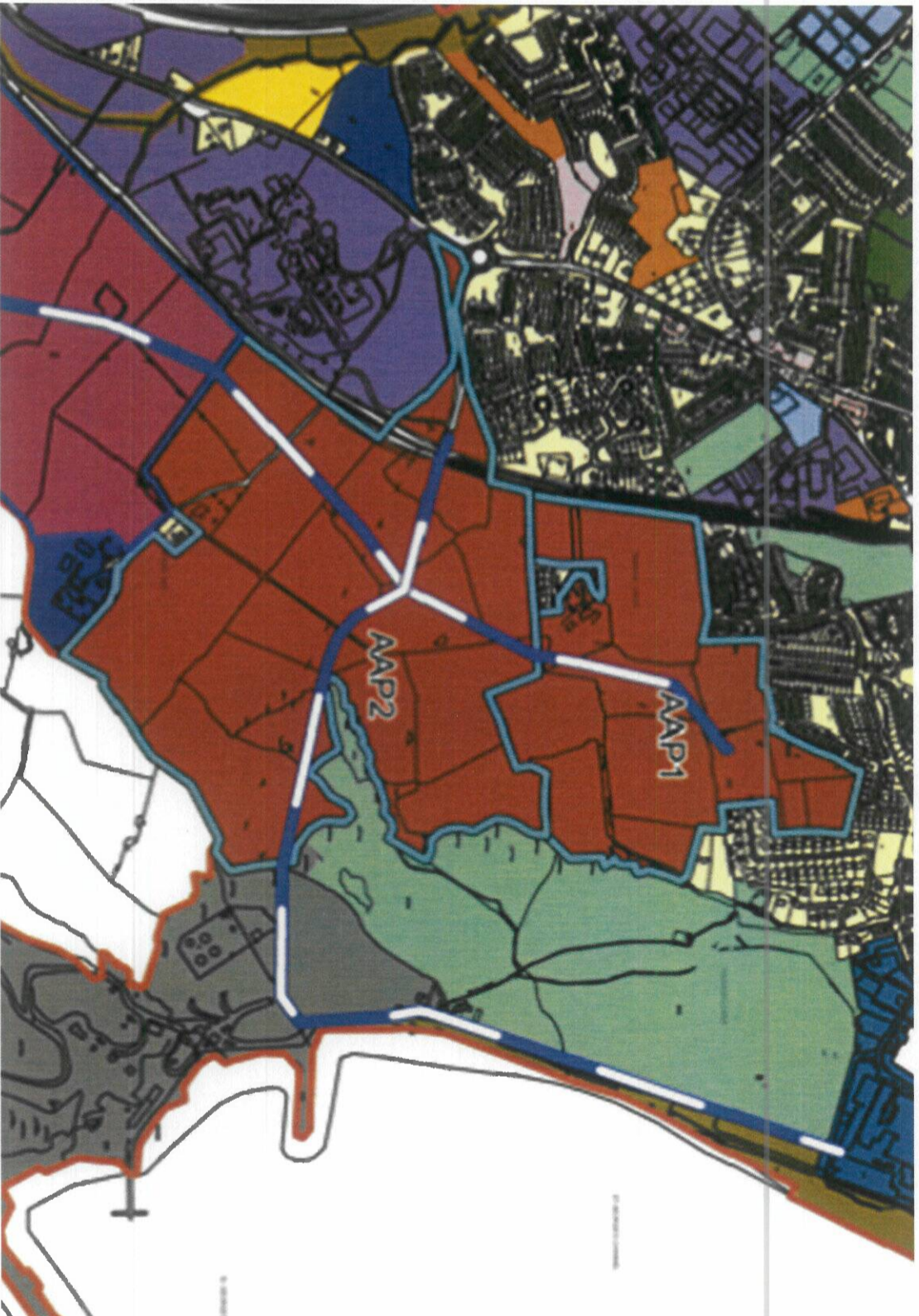


Figure 2.3.1 Concept Plan of AAP1, AAP2 and zoned lands at Money Big/Bogland. Extract from Arklow and Environs LAP 2018-2024

	Settlement boundary		CE Community & Education		PU Public Utility
	RE Existing Residential		WZ Waterfront		EX Extractive Industry
	R28 New Residential		E1 Employment		T Tourism
	R20 New Residential		E Special Employment		Action Area Plan boundary
	R10 New Residential		OS1 Open Space		Opportunity Site boundary
	R Special New Residential		OS2 Open Space		Indicative road route option
	LSS Local Shops and Services		AOS Active Open Space		Arklow Town Marsh PNHA
	TC Town Centre		MU Mixed Use		1,000m SEVESO buffer

Existing Zoning Objectives



### 3 Land Ownership & Consultation – Section 3



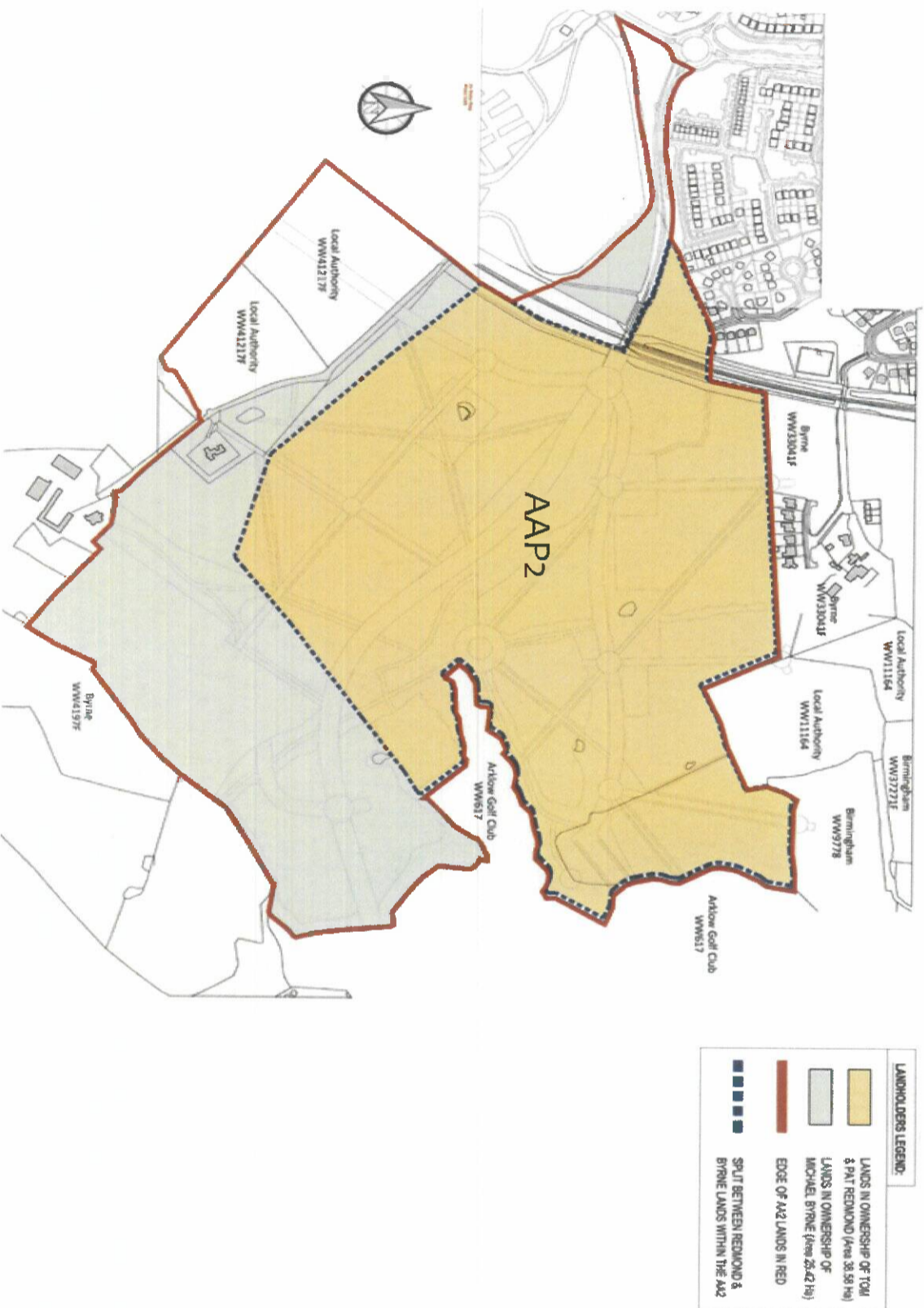


### 3.1 Land Ownership

The Action Area Plan lands of 64ha are divided into two separate private ownerships-Tom and Pat Redmond (c. 38.58 ha) and Michael Byrne (c. 25.42 ha). The remainder of the lands to the southwest are in the ownership of Wicklow County Council. The Plan has been prepared in consultation with the relevant landowners. The Action Area Plan Land Ownership map sets out the ownership arrangements, as we understand them.

The provisions of this Action Area Plan do not preclude the development of any of the land parcels identified herein. Rather, the extent of ownership and land parcels are identified for information purposes.

The site layout proposals contained in this Action Area Plan are cognisant of the need to provide an integrated, coherent, and efficient development on the overall site irrespective of land ownership.





#### 4 Implementation of AAP2 – Section 4





#### 4.1 Proposed Modifications to the LAP Concept Plan for AAP1 and AAP2

This Action Area Plan proposes modifications to the Concept Plan for AAP1 and AAP2 contained within the Arklow Town and Environs LAP 2018-2024.

This is to allow for a more appropriate, coherent form of development regarding connectivity and permeability between both Action areas and to ensure their sustainable phased development. The early delivery of the New Area distributor road in Phase 1, linking both action areas will provide an opportunity for the landowners within AA1 to develop their lands which will ease the any contravening of sequential development of Arklow Town South. The Area distributor road is essential for the development AAP1. The existing and proposed zoning comparison maps are provided in figures 4.1.1 and 4.1.2 below and on page 15.

The lands are zoned as Mixed Use (MU). Chapter 11 of the Arklow and Environs Local Area Plan 2018-2024, describes how the planning authority's preference regarding the geographical positioning, location, and size of the mixed-use zoning. A Concept Map is also included in Chapter 11. The wording indicates that the description and concept plan are indicative only and may be altered considering the preferred Port Access Road Alignment, Local Link Road alignments, service layouts, detailed design, and topography. The key Drivers for the Proposed modifications and mixed-use Master plan are detailed below.

##### Key drivers behind the proposed Modifications:

1. The site only has a limited area of topographically suitable land for residential development. Topographical constraints include severely sloped areas either side of the drainage channel that bisects the lands through a valley falling from West to East, and thick areas of mature trees and overgrowth that will need to be retained subject to ecological assessment. The Modifications proposed in this document to the Residential 'R' and Community and Education 'CE' zoned lands make the development more deliverable, i.e. It allows for the development of sufficient residential units allowing a developer sufficient financial means to deliver the infrastructure in line with the phasing plan outlined in the Arklow LAP and more specifically in section 4.2.5 later in this document. It is necessary to reconfigure and modify the mixed land uses (from that which was described in the LAP) in order to create a high-quality settlement and to provide a unique residential development proximate to and supported by education, recreational and community facilities. The proposed Concept plan has been driven by prioritising the quality and accessibility of Public Open space and has resulted in a concept plan that includes clear legibility of pedestrian desire lines and cycle ways which interlink each local Park and Linear Passive Open space and ultimately connect to the Community and Education lands and Active Open Space provision. Priority is given to the identification of existing landscape features and ecology which is to be protected and integrated into the Passive and Active Open spaces. The Urban residential blocks have been designed around these features rather than the public spaces and parks being designed to suit a fragmented approach to the residential site layouts.

The above is illustrated on the maps at Appendix A. The Appendix consists of a series of maps which details the chronology of the design process by visual means. The maps illustrate the design process and background principles followed for the site as outlined above.

It should also be noted that although when measured as a whole on an OSI or PRA map the lands measures approximately 64 hectares. In reality the developable land space is as much as 10-14 hectares less when infrastructure is taken into account i.e., the PAR the ARD, the steep undevelopable areas of the central valley, and a significant quantum of overgrowth and existing mature boundaries that we envisage will have to remain when the detailed ecological reporting is carried out. It is also a key principle and a desirable aspect of the plan to integrate these existing landscape features into the more Urban elements of the plan.

2. A larger quantum of 'CE' lands are proposed in the central area of the site providing for c. 4.6 ha. This exceeds the 4.0 hectares in the text of the LAP objectives for the AAP. The main reason is that because the CE lands are now separated from the AAP1 boundary the additional space can compensate for same. Accordingly, the maps contain a full and accurate Satellite and Drone survey, including contours, levels, and existing Wild and Indigenous overgrowth. One map overlays the existing features over the most recent OSI mapping detail available at the time of preparation.

3. The preferred Port Access Road route and alignment facilitates a more deliverable approach to the development of the subject lands. The long-term creation of two new strategic link roads – the Port Access Road and the Northern Arterial link route, critically influences the development strategy and layout proposals. The proposed Land Use Zoning Map is configured to maximise the potential access onto these link roads. Map no. 1 of Appendix A on page 23 and Section 1.3 on page 5 and 6 illustrates the above by way of Annotated drone survey images.

Please refer to page 15 figures 4.1.1. and 4.1.2 for the existing and proposed zoning map comparisons.



Figure 4.1.1 Existing Land Use Zoning Map-Arklow Town and Environs LAP 2018-2024

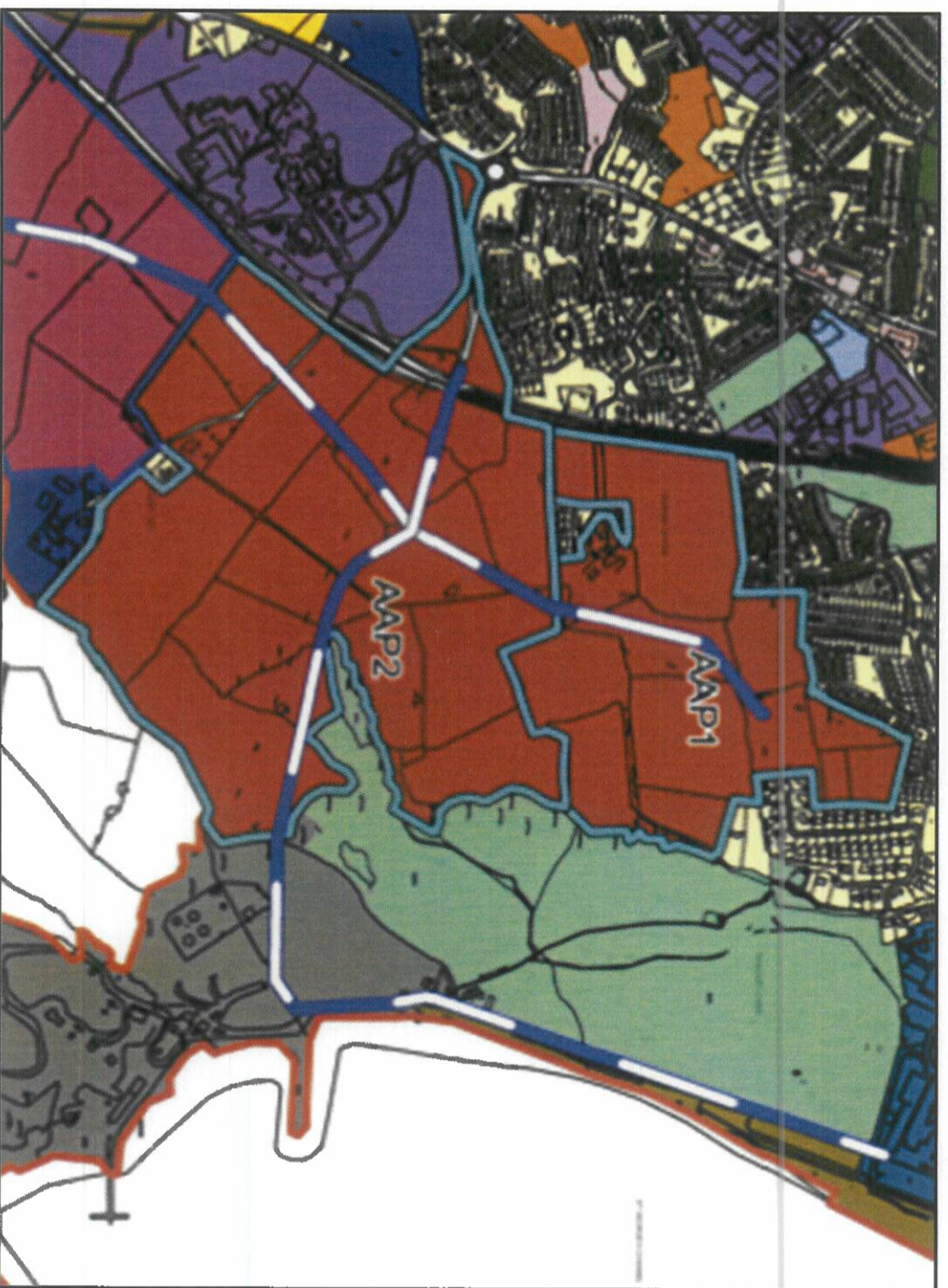
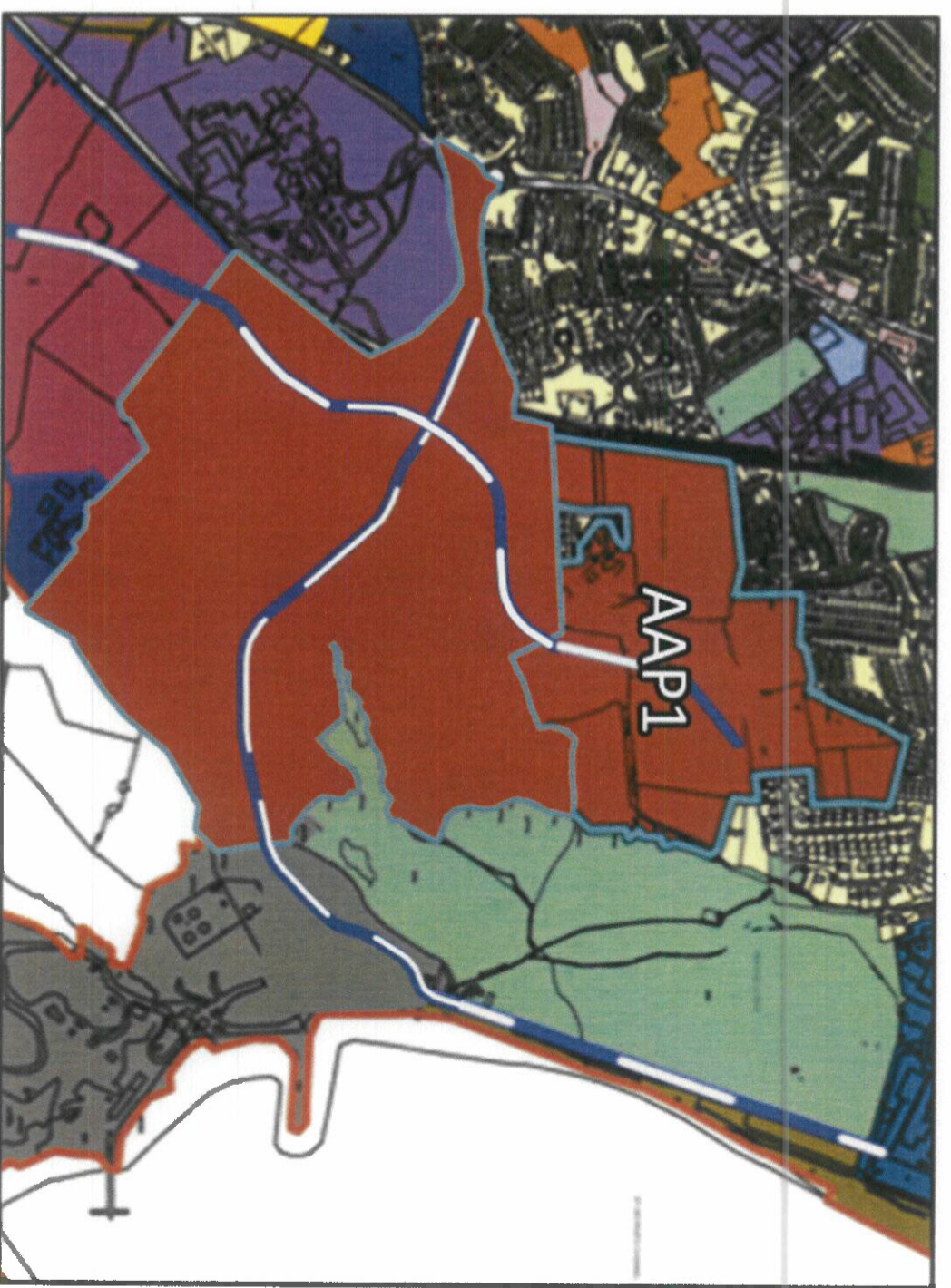


Figure 4.1.2 Proposed Land Use Zoning Map-Arklow Town and Environs LAP 2018-2024



	Settlement boundary		CE Community & Education		PU Public Utility
	RE Existing Residential		WZ Waterfront		EX Extractive Industry
	R28 New Residential		E1 Employment		T Tourism
	R20 New Residential		E Special Employment		Action Area Plan boundary
	R10 New Residential		OS1 Open Space		Opportunity Site boundary
	R Special New Residential		OS2 Open Space		Indicative road route option
	LSS Local Shops and Services		AOS Active Open Space		Arklow Town Marsh pNHA
	TC Town Centre		MU Mixed Use		1,000m SEVESO buffer



## 4.2 Implementation of Local Area Plan Objectives

The implementation of the Local Area Plan objectives will ensure that development proceeds in a sustainable manner, leading to a plan-led expansion of Arklow.

### 4.2.1 Roads and Access

#### Development Plan Objectives -

- Provision of a Port Access Road (PAR) along the indicative alignment.
- Improvement of existing link road and railway bridge from 'Knockmore' roundabout to the site as required.
- New Area Distributor Road (NADR) through both AAP lands and employment zones.

#### AAP Response

Revised indicative road layouts are shown on the enclosed 'Map 2: Route and Landscape Concept' prepared by Molloy Architecture.

Any future planning applications pertaining to the AAP2 lands will commit to the delivery of the Port Access Road, local link roads, improvements to the existing link road and railway bridge and the provision of a new distributor road.

Access roads and all internal roads will be designed in accordance with the Design Manual for Roads and Streets (DMURS).

It is intended that the subject lands will be developed to the highest standards in relation to sustainable transportation policies. Future developments are to be designed to encourage active transit and 'softer' modes of transportation. The provision of safe streets for cycling and walking will be carefully considered in any future application for development on the subject lands. This will serve to reduce the number of short trips taken by private cars from the subject lands, thereby constituting a downward modifier on trip generation from future developments. This will also contribute positively towards the quality of life, accessibility, and permeability of the AAP area for its Residents and the General Public.

We refer to Appendix B Maps for further details on the preferred Port Road Access Route, alignment, and junction provisions. Appendix B also contains a report which details the rationale behind the upgrade of the existing railway bridge and where it sits in the AAP2 phasing proposals.

Appendix B maps also show the proposed alignment of the NADR. The Route has been dictated by many factors including topography and how it will best serve to open up third party and/or landlocked land parcels within AAP1 to the North. As opposed to previous alignment proposals, the current proposal is more in line with the indicative route shown on the LAP Concept map which is illustrated on Figure 4.1.1

#### Consulting Roads Engineer's Overview on Preferred Port Road Access Route and Alignment.

The AAP2 lands are currently accessed from an access road that connects at the Knockmore Roundabout on the R772 Wexford Road.

The R772 Wexford Road connects into Arklow Town Centre, which is 1.5km to the north of the Knockmore Roundabout, and to the M11 at Junction 21 Arklow South approximately 1.7km to the south. Immediately north of the roundabout the R772 includes footpaths and cycle tracks on both sides of the road, while south of the roundabout heading out of the Town there are footpaths on both sides and no cycle tracks.

The access road leading into the site includes a 7.3m wide carriageway with a footpath and grass verge on the north side and a grass verge only on the south side. The access road currently provides access to the Maples housing estate on the north side and Moneylands Farm and agricultural lands to the south. The access road then crosses the Dublin – Wexford Railway Line via an overbridge into the wider AAP lands.

#### South Port Access Road

The South Port Access Road (Transportation & Movement Objective IT9) will connect from the R772 Knockmore Roundabout, initial via the existing access road and over the railway bridge, and then going east through the AAP2 lands, continuing east and then north through the Roadstone Arklow Rock Quarry before connecting to Arklow Port via the L6908 South Beach Road. This road will provide a link between the N11 / R772 and the Roadstone Quarry / Jetty and the South Quays and will significantly reduce heavy goods traffic through the Town Centre.

The South Port Access Road will be designed in accordance with the Design Manual for Urban Roads and Streets (DMURS) so that it is appropriate for the volume and type of traffic and passing through a residential development. It is proposed that the road will be designed as a Link Street in accordance with DMURS and will have a maximum speed limit of 50kph. The road alignment and cross section and junctions will be determined in consultation with the key stakeholders and through the preparation of a Traffic & Transport Assessment and will be confirmed at the planning application stage.

During the preparation of AAP three road alignments have been considered and following consultation with Wicklow County Council's Roads Department and Roadstone, and consideration of the constraints within the site and the surrounds, an emerging preferred road alignment has been developed. This initial road alignment, including an indicative cross section and vertical alignment, is shown on Drawings A995-ROD-HWY-SW\_AE-DR-CH-30140 to 30142 and A995-ROD-HGN-SW\_AE-DR-CH-302705 of Appendix B of the design development, and it will be the subject of a Road Safety Audit, prior to being submitted with a planning application.

#### Railway Bridge & Connection to Knockmore Roundabout

The Construction of the South Port Access Road will require the existing access road from the Knockmore Roundabout to be upgraded and the existing railway bridge to be widened to accommodate the proposed South Port Access Road cross section.

The existing Railway Bridge has a 7.3m wide carriageway with a 1.2m wide footpath on the north side and a 0.6m wide rubbing strip on the south side. Ultimately the bridge will need to be widened to accommodate the South Port Access Road. The design of this bridge widening will be carried out in consultation and for agreement with Irish Rail and Wicklow County Council, in advance of a planning application.

As part of an initial phase of development it is proposed that the existing cross section can be adjusted to include a 2m wide footpath on the north side and a reduced 6.5m wide carriageway. This is considered adequate for development of up to 400 units or approximately 40% of the AAP2 zoned lands and before the other adjoining land or the South Port Access Road is completed, as per the National Cycle Manual Guidelines and the figure below. This indicated that for a traffic volume of up to 2,000 AADT and a speed range of 30 – 50kph that a shared street (on-road cycling) is one of the permissible solutions.



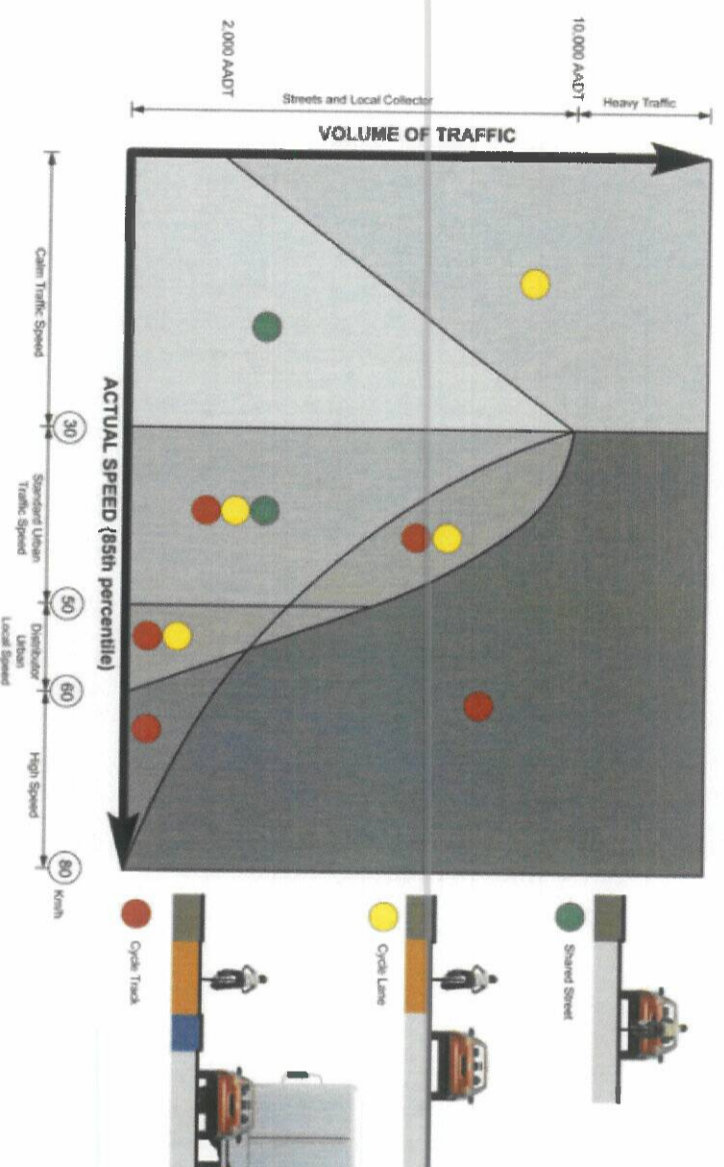


Figure: Extract from the National Cycle Manual, Guidance Graph with ½ the AAP2 lands development traffic indicated.

Should more than 400 units within the AAP2 lands or either of the AAP1 lands, Employment zoned lands to the south, or the South Port Access Road be developed, then the Railway Bridge will need to be widened to provide for segregated cycle facilities.

**Distributor Access Road**

A new area distributor access road (Transportation & Movement Objective IT7) is to be provided through the AAP2 lands, connecting to the AAP1 lands to the north and the employment zoned lands to the south. This distributor road will connect with the proposed South Port Access Road (Objective IT9) to the east of the railway bridge. An indicative alignment for this Distributor Access Road is shown in Appendix B on Drawing A99S-ROD-HWV-SW\_AE-DR-CH-30130, which is consistent with the Arklow. The junction types and road cross section will be determined through the preparation of a Traffic & Transport Assessment and will be designed in accordance with DMURS.

**Pedestrian & Cycle Connectivity**

This pedestrian and cycle network will be of high quality and permeable, and it will connect with the surrounding roads and streets and adjoining zoned lands. This network will be designed in accordance with the Design Manual for Urban Roads & Streets (DMURS) and the National Cycle Manual.

The proposed South Port Access Road will carry relatively high traffic volumes and HGVs, and this will require segregated facilities including footpaths and cycle tracks. The north-south Area distributor Road, which will connect between the AAP2 lands to the north and the employment lands to the south, will include footpaths and cycle tracks where traffic volumes warrant, however, on-road cycling may be appropriate depending on traffic speeds and volumes. A network of pedestrian and cycle links will be provided along local streets and green spaces through the site and connection to the adjoining lands to provided good permeability. There are a number of potential links through the residential areas at Abbeylands to the north that could be accessed via the adjoining AAP1 lands and provide direct connectivity to the Town Centre and the Railway Station.

**SERVICES & UTILITIES**

The following section describes in broad terms how it is proposed to service the development site. The existing utilities are shown in Appendix B included with this submission.

**Water Supply**

Arklow is served by the Arklow Water Treatment Plant in Ballyduff, which has spare capacity to cater for further development in Arklow. There is an existing watermain network in the vicinity of the site including a 150-diameter uPVC pipe in the existing access road that connects across the existing bridge into the site. Further consultations with Irish Water will be undertaken during the design development and in advance of a planning application.

**Foul Drainage**

Arklow does not currently have a waste-water treatment plan and untreated waste-water discharges into the Avoca River. Irish Water commenced construction in September 2021 of the Arklow Waste-Water Treatment Plant (WWTP) at Ferrybank and an upgraded sewer network. This WWTP that has been designed to provide an ultimate treatment capacity for a PE (population equivalent) of up to 36,000, which will provide sufficient capacity for the waste-water treatment required to serve the existing and future development demands in Arklow. The process of Consultation between Irish Water and the landowners has commenced and is being managed by the consulting engineers listed at Appendix D.

There is an existing 225 diameter foul sewer that runs parallel to the railway line and inside the subject site before traversing the adjoining AAP1 lands and continuing along public streets through Abbeylands and leading into the wider network in Arklow Town. It will be necessary to upgrade this existing foul pipe to accommodate the development of the site along with the adjoining zoned lands. Further consultations with Irish Water will be undertaken during the design development and in advance of a planning application.

**Surface Water Drainage**

The AAP2 lands are generally falling from west to east and also to a low point through the middle of the site where a stream/drainage channel continues through to the adjoining Golf Club and Roadstone Quarry before out-falling to the Irish Sea. This stream will be the receptor for any surface water attenuation and disposal network once proven it has sufficient capacity to accept the green-field surface water runoff from the site.

The Arklow LAP Strategic Flood Risk Assessment that the AAP lands are within Flood Zone Type C – where the probability of flooding from rivers and the sea is low (less than 0.1% or 1 in 100 for both river and coastal flooding). The local drainage system will be design as part the planning application stage and assessed in accordance with the Flood Risk Guidelines.

The overall site would be restricted to the existing green-field flow as outlined in the Greater Dublin Strategic Drainage Study and Sustainable Urban Drainage Systems devices employed where appropriate.

**ESB**

The site is served by two MV overhead lines that traverse the site, with one traversing approximately northeast – southwest through the middle of the site and the other along the northern boundary of the lands and through the adjoining AAP1 lands. The design of the ESB supply for the site will be carried out in consultation with the ESB.

**Gas**

There is an existing 180PE 4-bar gas main in the access road connecting from the Knockmore Roundabout and stopping just short of the existing railway overbridge. The design of the gas supply for the site will be carried out in consultation with Gas Networks Ireland.



4.2.2 Open Space

**Development Plan Objective –**

A minimum area of 5ha shall be developed as public open space, of which a minimum area of 3 ha shall be laid out for active open space and sports uses; remaining open areas shall be laid out as informal parks and walks and shall include at least 1 equipped children's play area.

**AAP Response**

There is c. 9.9 hectares of Public Open Space is provided including passive open spaces laid out as informal parks and parks incorporating the existing pond features and 3.0 hectares of active open spaces.

A landscape, pedestrian link and Route concept is detailed in 'Appendix A Map 1: Route and Landscape Concept' by Molloy Architecture and Design Studio.

The Public Open spaces are identified on the maps as:

- 'OS1' Large Public Parks, playgrounds, ball play, contain existing pond and landscape features.
- 'POS' Existing Valley ad mature trees, hedging and overgrowth to be retained.  
An existing woodland to be retained. Walking trails, picnic areas and links to OS1 and AOS lands.
- 'AOS' Areas set out for full size soccer pitches and integrated running tracks.



4.2.3 Local Shops & Services

Development Plan Objective –

A local shops and services zone, on a maximum site area of 1 ha to service both the future residential and working population of the action area plan, of a scale commensurate with the needs of the future population shall be provided. This local centre shall comprise of a small group of shops including 1 medium size food store/general grocery store (not a supermarket), and other such retail and non-retail services as shall be determined and warranted following a Retail Impact Assessment.

AAP Response

There is 1.5 hectares of lands has been designated for Local Shops & Services to the north of the proposed Southern Port Access Road at a location central to the entire AAP2 lands. These lands shall comprise of the development of a small local grocery store, local community hall and 2 no. 150sq m retail/restaurant units within a neighbourhood centre building(s). *The additional 0.5 hectares is to cater for the option of childcare facilities within the centre as indicated by the Wicklow County Childcare Committee as their preference.* The location of the childcare facilities is matter for the planning application stage and shall be discussed in more detail at preplanning stage. Evidence of the engagement with the WCCC has been submitted to the local authority outside of this submission.





4.2.4 Residential, Community & Employment

Development Plan Objective –

- A maximum of 885 no. residential units shall be provided, in a range of sizes and formats.
  - To achieve a sense of place and allow for visual diversity any residential application should provide for a number of identifiable and distinct housing estates (not exceeding 150 units), each containing materially different house designs within an overall unified theme.
- A minimum of 4 ha shall be reserved for the provision of schools. This may be located adjacent to the CE lands in AAP1 which may be the location of a single campus, subject to consultation and agreement with relevant stakeholders, including the Department of Education and Skills.
- A minimum area of 18 ha shall be devoted to employment uses.

AAP Response

- The proposed concept masterplan at Appendix A proposes a layout which is flexible and can be adapted to suit any change in planning policies for Urban residential development. The detail of design, layout, and quantum of units in each residential area shall be a matter for the planning authority to decide upon at the planning application stage.
- Due to topographical constraints within the subject lands, the land reserved for Community and Education has been relocated to the central area providing 4.6 ha of land to cater for approx. 1,000 students. During the design stage, a large emphasis was placed around the creation of a residential community that encompasses and is supported by educational, recreational and community facilities which would be equally accessible in terms of distance for vehicular, cycling, and pedestrian convenience for both future residents of the subject lands and the wider public for accessibility to the parks, pitches, shops, and the potential of Education facilities. The Wicklow County Childcare committee, the department of education have been consulted prior to the preparation of this document.
- 18 ha of lands has been devoted to employment uses.



4.2.5 Phasing

**Development Plan Objective –**

The development of the Action Area Plan shall be delivered in phases such that adequate road infrastructure and local services are provided for each phase; in particular, the road infrastructure (providing access to the AAP1 lands to the north) and local shops and services site shall be provided in Phase 1 accompanied by no more than 50% of the residential development; and the open space, employment facilities and Southern Port Access Road shall be provided no later than Phase 2 accompanied by no more than 75% of the residential units (an additional 25% on top of Phase 1).

Any development proposals shall have regard to the setting and curtilage of structures and sites of heritage value, and habitats of biodiversity value and appropriate buffer zones/mitigating measures shall be provided as required.

**AAP Response**

As per the Arklow LAP, the phasing of development is related to the provision of adequate infrastructure and unit numbers rather than being time specific. It is envisaged that the subject lands would be developed in two phases: Phase 1 – all lands north of the proposed Port Access Road and Phase 2 – all lands south of proposed Port Access Road. It is expected that the entire development of the subject lands would have a 10–15-year duration dependent on Market demand, Planning Policy, and wider economic conditions. The development of the two phases will be in line with the required utility and service provisions and relevant AAP2 objectives.

The delivery of development within AAP2 lands shall have regard to the provisions of this plan with regard to Roads, Access, Pedestrian & Cycle Movements and Services & Utilities.

	Area	Roads & Access	Approx. Residential units in Phase	Services
<b>Phase 1 North</b>	All lands north of proposed South Port Access Road	Construction of the New Area Distributor Road	50% of the total AAP2 lands zoned Residential (R)	Local Shops & Services, Active Open Space, Linear Park and POS, CE Lands to the North of PAR
<b>Phase 2 South</b>	All lands south of proposed South Port Access Road	Construction of Port Road, link Road to data centre lands access to employment lands, Railway Bridge Upgrade,	75% of the total AAP2 lands zoned Residential (R)	Remainder of Linear Park and AOS, Increased childcare capacity South of the PAR

**Table 2 – Phasing of AAP Lands**

Land Use	AAP2 Minimum Areas Arklow LAP	AAP2 Proposed Areas
Residential 'R'	N/A	32 hectares
Employment 'E1'	18 hectares	18 hectares
Community and Education 'CE'	4 hectares	4.6 hectares
Local Shops and Services 'LSS' (Includes 0.5HA Childcare)	1 hectare	1.5 hectares
Active Open Space 'AOS'	3 hectares	3.0 hectares
Passive Open Space 'POS' and Open Space 'OS1'	5.0 hectares	9.0 hectares

**Table 3 Land Use Zoning Proposed Phasing Areas**



#### 4.3 Urban Design Key Principles

##### Introduction

The following statement describes the Key Urban Design Principles used by the Design Team during the Design of the Land Use Zoning Proposals and underlying Neighbourhood Framework Concept. The Principle Guiding Documents used were the *Design Manual for Urban Streets (DMURS)*: latest version 2019- and the *Urban Design Manual* issued by the DEHLG as recently amended in December 2020.

Appendix A consisting of 4 maps, illustrates the Progression from Sketch to the Final Land Use Zoning Proposals and gives the reader some idea of how the existing and future Natural and built environments influenced each land use zoning location.

##### 1.0 Character.

Arklow Town is not a Town that was initially planned in the sense of Subsequently built British-planned market towns. The Town organically grew from the Port as its central place of business and local employment. Arklow is a Viking Town originally founded in the 9<sup>th</sup> Century and thereafter became a medieval town, and the remains of the old town walls are still visible in the centre today. Like all towns which grew from a fishing harbour, Port, or a River the town centre and Main Street struggles to have a central identity as it historically grew away from the Water which was its focal point. In British planned towns from the 16<sup>th</sup> and 17<sup>th</sup> Centuries the Main Street and often a Market Square formed the centre and focal point of all economic activity. The planned wide Main streets which catered for lively markets and horse and cart transport has translated well into the Food, drink, and retail uses of modern day. It is extremely difficult for local planners to influence the transformation of towns which previously relied on the Water as its main source for employment and income into a place where Retail, Food, drink, and local public spaces can be at their heart and centre. Such transformation and regeneration require far more than good planning and zoning objectives on the local authority's part. The key drivers of the improvement of the centre of these Urban centres must come from privately driven investment and development. The most deliverable source of this investment are well-planned satellite neighbourhood centres whereby residents have good local infrastructure and facilities appropriate to its population but also have permeability and ease of access to the Town's Main Street and centre.

The Development of Residential lands in a Geographically balanced, Sustainable, and appropriate manner will result in significant enough population increases to result in Private sector investment in Commercial and Town centre properties and businesses and ultimately leading to a more vibrant town centre.

The Neighbourhood framework and its guiding principles outlined in this section are ultimately driven by three main headings 1- The creation of a Local Neighbourhood and sense of Place, 2- The Community with the Public realm uses and Parks at its Heart, 3- Connectivity to Arklow Town centre to influence and improve the Town Centres Economic activity.

##### 2.0 Connectivity and permeability.

The subject site is surrounded by several different existing uses identified in the previous sections of this document. The Proposed Delivery of the Inner relief Road and three local links to the North will fast track the connections to lands that are underutilised or landlocked meaning lack of adequate access to the AAP1 which adjoins the AAP2 to the North. Map no. 2 of Appendix A details the Initial Route and Landscape concept.

The Map identifies The Public and Port Access Road objectives as set out in the current LAP, and the links required locally for resident's ease of access to Central Public utilities, Public Buildings, Community lands, and Local shops and services.

A significant Valley with sporadic patches of mature overgrowth and Trees was identified early as the ideal location for Linear Parks, Passive open spaces, and the integration of new hard and soft landscaping with Existing mature features which it is proposed to retain. Several ponds and Mar holes were also identified and are at locations which can also be used within public parks. It is envisaged the Southern Residential Unit occupants would access the public open spaces under the

Port Road. This will give safe and clear access for cyclists, walkers, and Runners. New Road, Cycle and Footpath desirability lines shall be straight and direct. Pedestrian desire lines shall be simple, and all residents will have ease of access to the Central Park areas. Local parks will be connected closely to the POS and AOS areas. Map 2 to Appendix A formed the basis from which the draft layouts and residential land use zoning proposals were ultimately arrived at.

The preferred Port Road route and alignment was selected from 3 original proposals. Adjacent landowners and most significantly the Roadstone lands were the main driver for the ultimate termination point of the Port Access Road where it exits the AAP2 lands. Its central dissection of the lands is a very welcome result of the topography also being suitable at the location.

##### 3.0 Landscape.

The proposed development and layout have been heavily influenced by existing natural features and also the existing adjacent land uses. The existing topography becomes gradually more severely sloped towards the central valley of the site. Drone images and mapping throughout this document illustrate the existing landscape and its influence on the proposed Land use zoning objectives. The Valley is the culmination of severe slopes on either side and from its highest point from the North-western Railway line boundary to its lowest point in a central mature overgrowth location, and on towards the Golf Club to the East. The Valley is characterised by a relatively shallow drainage ditch which does not appear to have any significant flow during wet times. The Drain only serves the small catchment area of the majority of the AAP2 site. There are many undulations of the land to the North and south and within 40-80 metres of the valley which makes it difficult and extremely expensive to construct residential units thereon. Therefore, the lands are more suited to larger commercial or Community buildings where the sites can be cut and filled on larger scales for larger substructures, and more flexible building methods can be used for same.

The location of the Valley and the parts of the AAP2 that are severely sloped dictate that the location of the 'CE' lands, the 'LSS' lands and the Passive Open Spaces are far more suitable for the Valley area. The majority of the severely sloped lands located between 40-80 metres North and South of the Valley shall be utilised for Public Passive and Active Open spaces, with walking, cycling and running tracks which traverse the site parallel with the contours. The Valley conveniently follows areas of very mature and currently inaccessible native overgrowth and Mature trees that will be the subject of ecological study pre-application stage.

There are several small ponds or Mar holes with mature trees and overgrowth which are to be retained as part of local parks. There are also several existing hedgerows that are peppered with mature trees with earthen embankments that are also to be retained as part of the overall landscape and route concept.



## **5 Conclusion – Section 5**

This Action Area Plan provides the objectives for the Action Area identified in the Arklow and Environs LAP and how these objectives are to be achieved with some additional detail as to how the wider lands can be developed. It does not contradict or preclude development occurring in the manner envisaged by the Local Area Plan or Development Plan and allows for the orderly development of the lands in a phased and integrated manner.

There are minor adjustments proposed to the zoning objectives governing the site which shall provide an attractive settlement providing high quality residential development proximate to and supported by educational, recreational and community facilities.

Any future development proposals for the AAP lands will implement the key development objectives and phasing proposals contained herein.



Appendix A – Urban Design, Community, Public Realm, Place





# AAP2 - Map 1 OSI/Contours



LEGEND:	
	EXISTING CONTOURS
	EXISTING POND FEATURE
	EXISTING MATURE BOUNDARIES/ TREES & OVERGROWTH TO BE RETAINED

NOTE: FOR EASE OF REFERENCE THE EXISTING MATURE LANDSCAPE FEATURES WHICH ARE PROPOSED TO BE RETAINED ARE INDICATIVELY SHOWN ON THIS MAP. REFER TO MAP No. 2: ROUTE & LANDSCAPE CONCEPT FOR MORE DETAIL.  
/ NOT TO ACCURATE SCALE



**molloyarchitecture**  
& DESIGN STUDIO

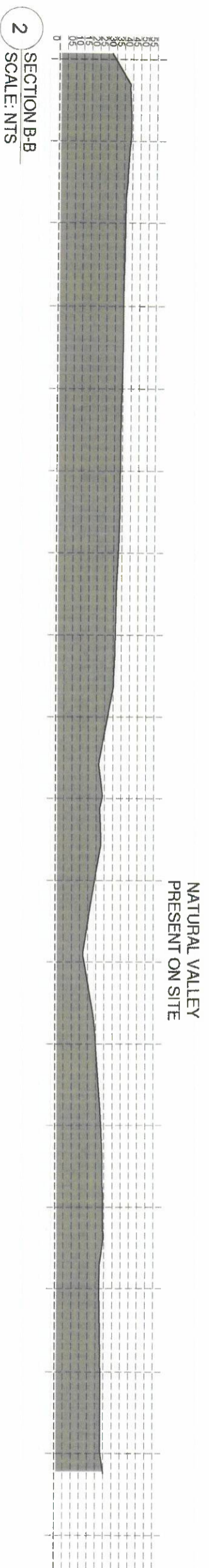
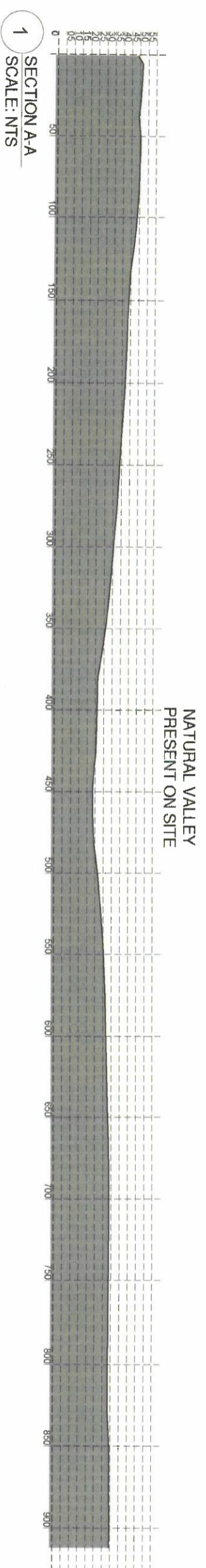








# AAP2 - Site Sections



**molloy**architecture  
& DESIGN STUDIO

**RIAI**

Architectural  
Technologist  
2022



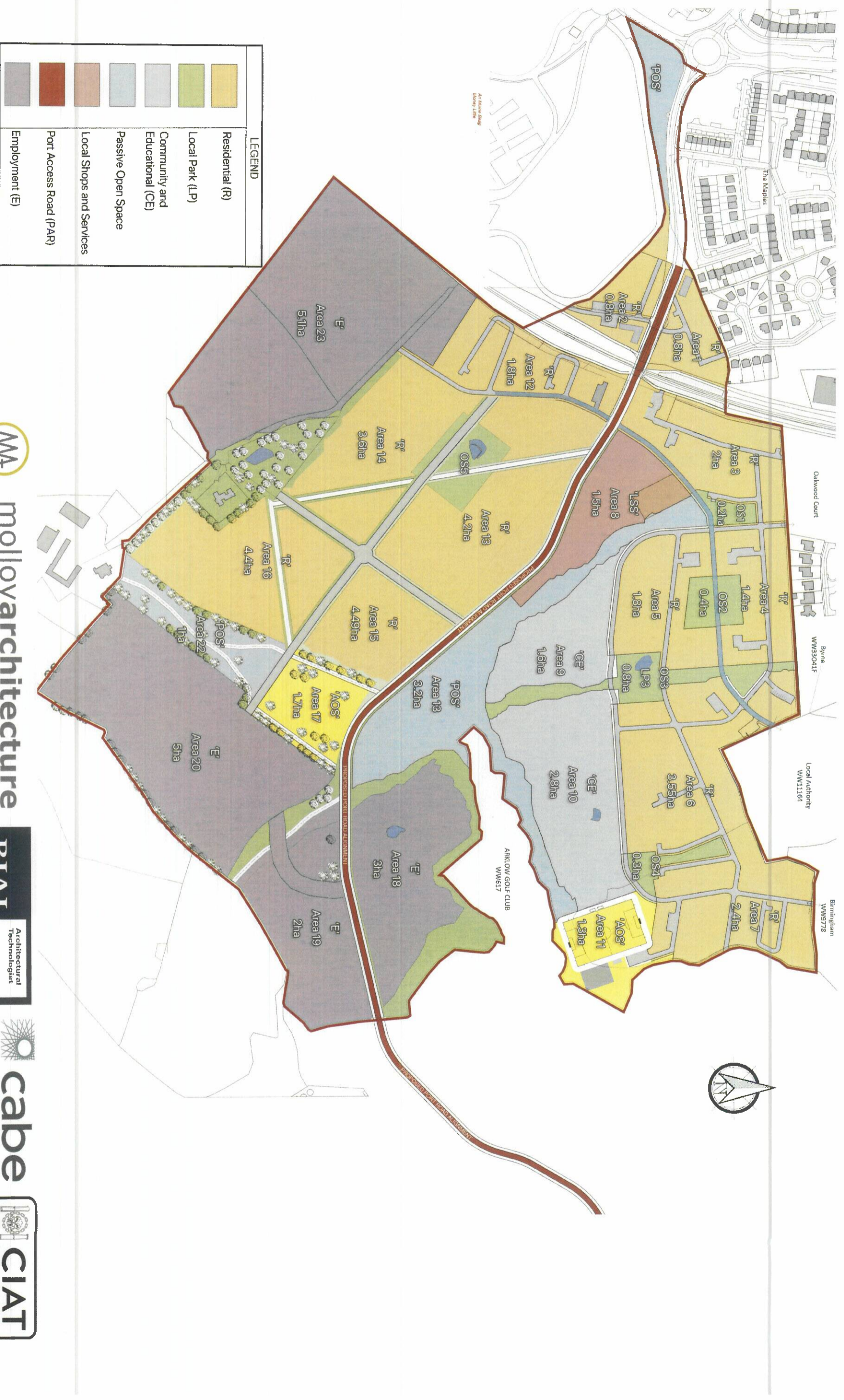
**cabe**  
chartered  
building engineer

**CIAT**

CHARTERED PRACTICE



AAP2 - Map 3 Land Use/Zoning Objectives



**molloyarchitecture**  
 & DESIGN STUDIO

**RIAI**

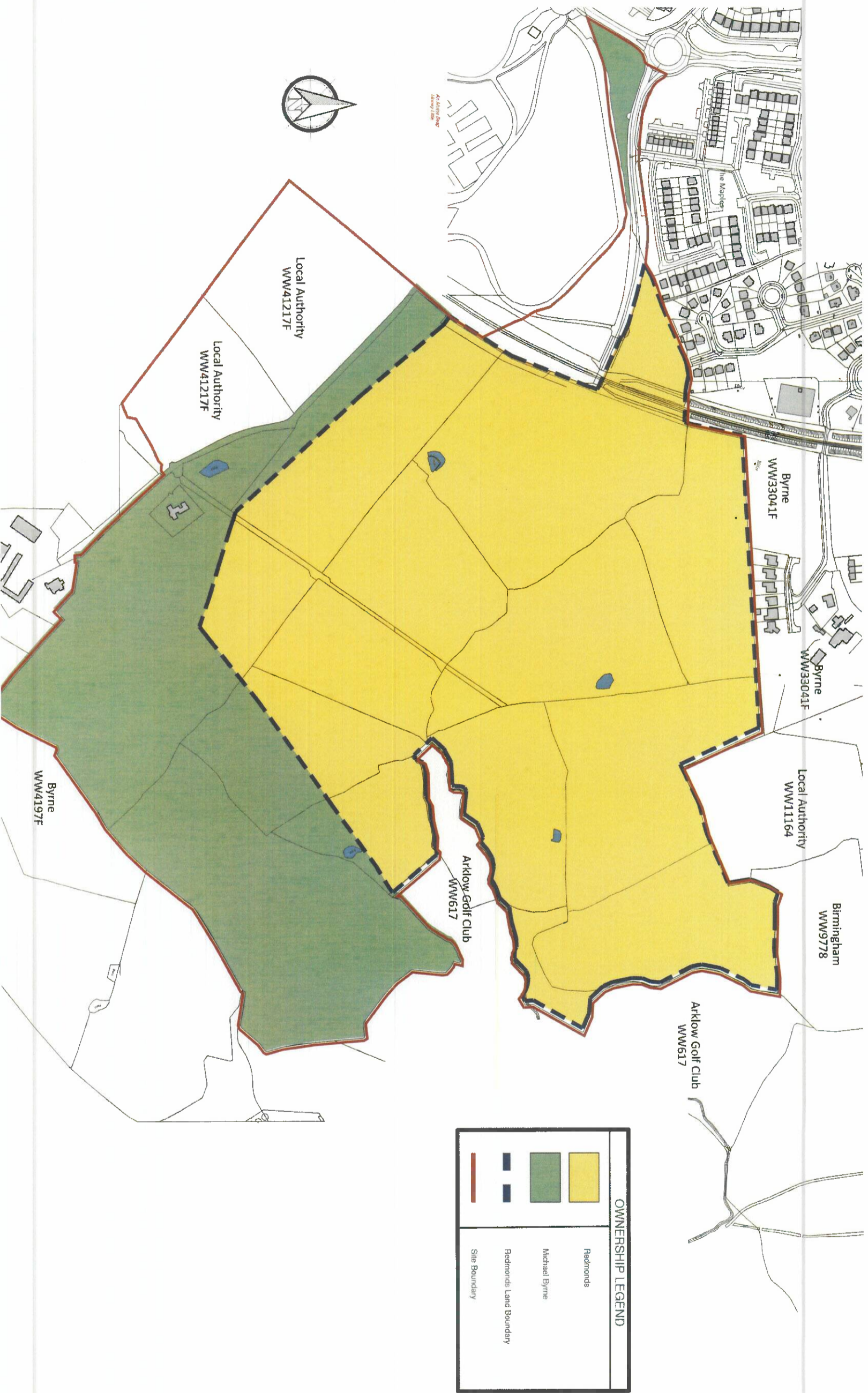
Architectural  
 Technologist  
 2022

**cabe**  
 chartered  
 building engineer

**CIAT**  
 CHARTERED PRACTICE



# AAP2 - Map 4 Landholders Map





Appendix B – Roads Infrastructure Delivery











EXISTING RAILWAY OVERBRIDGE  
— TO BE WIDENED FOR THE  
PORT ACCESS ROAD

SECONDARY STREET  
LINK TO AAP1

DISTRIBUTOR ROAD TO  
SPECIAL EMPLOYMENT ZONED  
LANDS - OBJECTIVE 117

DISTRIBUTOR ROAD TO  
AAP1 - OBJECTIVE 117

AAP2 BOUNDARY

AAP1 LANDS

SOUTHERN PORT ACCESS  
ROAD - OBJECTIVE 119

ARKLOW  
GOLF CLUB

ARKLOW ROCK -  
ROADSTONE QUARRY

L6908 SOUTH BEACH ROAD



No.	Revision	Date	By	Checked	Appr'd
P01	ISSUED FOR DISCUSSION	30/06/2022	JMK, JB, SMG	JB	SMG
P02	SIDE ROAD LAYOUTS AMENDED	29/07/2022	JMK, JB, SMG	JB	SMG

**PROD**  
KOUSSHAN & O'DONOVAN  
Consulting Engineers  
Civil - Structural - Transportation - Environmental

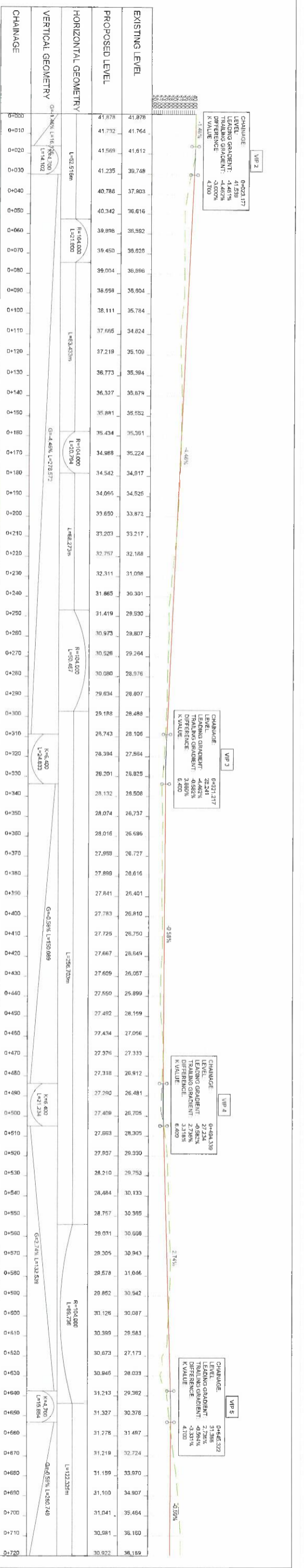
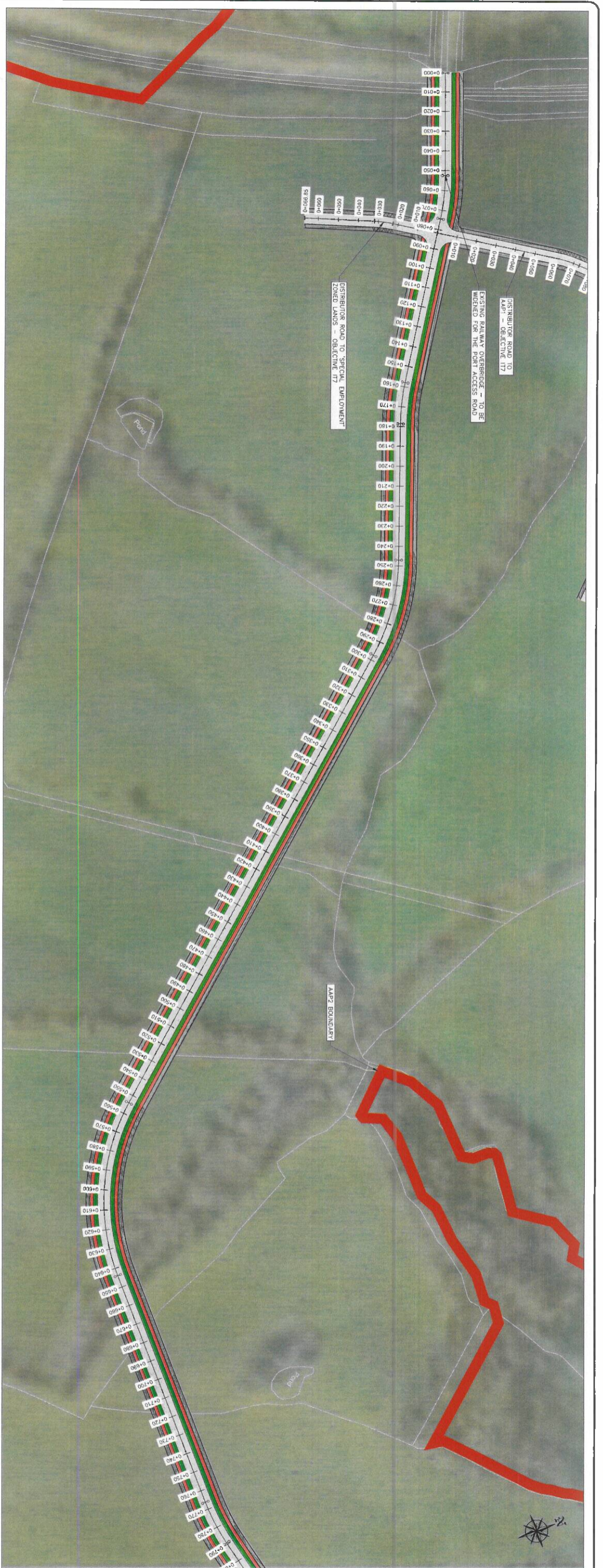
Drawn: JMK  
Designed: JMK, JB  
Checked: JB  
Approved: SMG

Quality Code - Description  
SQ - Work In Progress

Arana House Arana  
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Dublin 18, Ireland  
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f +353 (0) 1 294 0820  
www.prod.ie

Project		Drawing	
Project Name	ARKLOW 98 AC SITE	Drawing Title	POTENTIAL ALIGNMENT OPTION 4 OVERALL PLAN
Project No.	A98S	Project Location	SW, AE
Project Date	JUNE 2022	Project Type	DR - CH - 30140
Project Scale	1:4000 (A3)	Project Rev	P02





ALIGNMENT - SITE LINK RD OPTION PROFILE  
A1 SCALE: 1:1000 HORIZONTAL, 1:1000 VERTICAL

<b>PROJ. INFO</b> No. 1: SAVED FOR DECISION No. 2: SITE ROAD IMPROVEMENTS REQUIRED		<b>DESIGNER</b> JMK/JB		<b>DATE</b> 28/07/2022		<b>BY</b> JMK/JB	
<b>CLIENT</b> ARKLOW 99 AC SITE		<b>PROJECT</b> POTENTIAL ALIGNMENT OPTION 4 SHEET 1		<b>SCALE</b> A1: 1:1000 (H), 1:1000 (V)		<b>DATE</b> 28/07/2022	
<b>PROJECT</b> ARKLOW 99 AC SITE		<b>DATE</b> 28/07/2022		<b>SCALE</b> A1: 1:1000 (H), 1:1000 (V)		<b>DATE</b> 28/07/2022	

**VERTICAL GEOMETRY**

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 TRAILING GRADE: -1.462%  
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 K VALUE: 4.000

CHANGING POINT: 0+271.217  
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 TRAILING GRADE: -0.822%  
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CHANGING POINT: 0+484.339  
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CHANGING POINT: 0+447.372  
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**VERTICAL GEOMETRY**

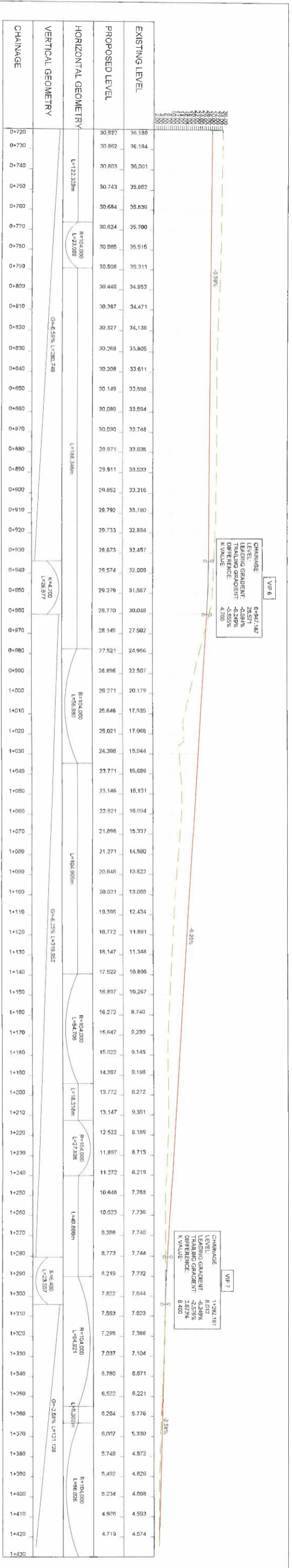
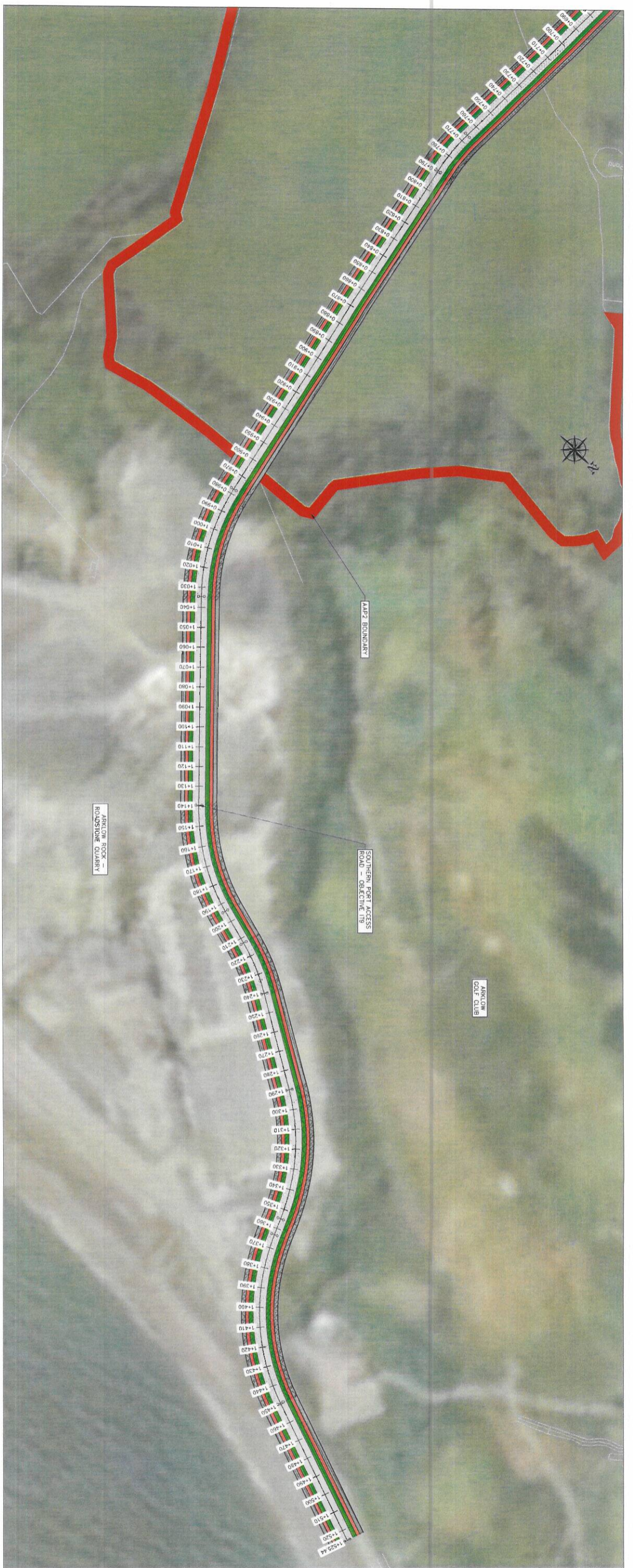
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ALIGNMENT - SITE LINK RD OPTION PROFILE  
 A1 SCALE: 1:1000 HORIZONTAL, 1:1000 VERTICAL

No.	Revision	Date	By	Checked	Approved
1	ISSUED FOR DISCUSSION	30/06/2022	JMK	JB	SMG
2	SITE ROAD AMOUNTS AMENDED	26/07/2022	JMK	JB	SMG

**PROJ**  
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 F +353 (0) 1 294 0820  
 www.proj.ie

**Project** - ARKLOW 99 AC SITE  
**Drawn** - JMK  
**Checked** - JB  
**Approved** - SMG

**Project** - ARKLOW 99 AC SITE  
**Volume** - SW, AE  
**Location** - DR - CH - 30142  
**Scale** 1:11,1000 (A1) 1:2000 (A3)  
**Date** - JUNE 2022  
**Job No** - 21.150  
**Rev** - P02

**Preliminary Design**

**POTENTIAL ALIGNMENT OPTION 4**  
 SHEET 2



Appendix C – Miscellaneous





## **APPENDIX C – PROFESSIONAL TEAM.**

The following are the Team of Professionals who contributed to the Development of the AAP document

### **1.0 Planning and Development Consultants.**

Summary of Roles- Analysis of Relevant Development Plan, Local Area Plan, Plan objectives, The National Planning framework, Population Analysis.  
Main Author of The AAP2 Submission.

#### **Consultant**

Suzanne McClure of Brick McClure Planning and Development Consultants.

### **2.0 Architecture, Planning, Urban Design.**

Summary of roles- Project Team Leader, Analysis of Existing Built Environment and Landscape. Topographical and photographic survey analysis. Consultation with Stakeholders. Analysis of Planning Consultants Advice regarding implementation of Statutory Guidelines and CEDP and LAP objectives. Urban Design, Landscape and Route Concept Preparation. Land Use Zoning Mapping Preparation. Density Analysis and subsequent Proposals  
Roads Hierarchy Concept in consultation with Road Design Consulting Engineer.  
Phasing and Wider Development Implementation Proposals.  
Co-Author of the AAP2 Submission.

#### **Consultant**

Michael Molloy, Molloy Architecture and Design Studio.

### **3.0 Consulting Roads Engineers**

Summary of Roles- Port Road Route Analysis and Local relief Road Route and Link Analysis including analysis of optional Routes. Consultation with the local authority and Adjacent landowners Consulting Engineers and representatives. Preliminary Junctions analysis. Routes Cost analysis. Recommendation of preferred Road Alignments. DMURS compliance. Phasing and Implementation Analysis. Existing Road and Railway overbridge Design and Capacity Analysis.

#### **Consultant**

John Bell- Roughan and O' Donovan Civil Engineering Consultants.

### **4.0 Land Surveying**

Summary of Roles-GPS Topography Preliminary Survey, Drone Surveying, Utility Surveying. Existing Landscape Feature Surveying. Boundary and Folio Checks.

#### **Consultant**

Damien Culleton, Culleton Surveyors.

### **5.0 Archaeology**

Summary of Roles- Desk top analysis of AAP2 lands and Surrounding environs for evidence of Recorded Monuments, Or Existing Archaeological Features that may need to be considered at this stage.

#### **Consultant**

Yvonne Whitty, Archaeologist.

### **6.0 Water Supply, Irish Water, Surface Water disposal.**

Summary of Roles-Liaise with Irish water in relation to water supply and Wastewater Disposal. Desk-top Analysis. On Surface water attenuation, disposal, and potential outfalls.

#### **Consultant**

Kevin Stephens, Aidano Consulting, Civil and Structural Engineer.



**APPENDIX C – LANDOWNERS CONSENT**

Mr. Fergal Kehoe SEP,  
Planning and Development Section,  
Wicklow Co. Co.,  
County Buildings,  
Wicklow,  
11<sup>th</sup> March 2022.

**Re: Action Area Plan 2 Submission for lands at Tinahask Lower-Money Little and Money Big,  
Arklow, Co. Wicklow.**

Dear Fergal,

With reference to the above and the Submission Booklet dated 11<sup>th</sup> March 2022 prepared by Tom and Pat Redmond's Design team I wish to confirm the following:

- I am the only other private landowner within the AAP2, and to the best of my knowledge the third landowner is the local authority.
- The Redmond's contacted me shortly after purchasing a portion of the AAP2 area with a view to openly discuss and engage with me as the only other private landowner within the AAP area. They met with me with their professionals to agree a coherent way forward that would be consistent with my future plans. Discussions were meaningful and I agreed to allow The Redmond's and their team to prepare a draft AAP2 submission on my behalf also. It was agreed that I would be actively engaged all through the process as a significant stakeholder and that my agreement was beneficial to all involved.
- Subsequently the Redmond's and their team set about the process of preparing the draft in accordance with both of our needs and of course The objectives as set out in the Arklow Town and Environs LAP for the AAP2.
- I have read the submission dated the 11<sup>th</sup> of March 2022 and I hereby confirm that I am in agreement with the principles and land use zoning layout Contained within same.
- I am satisfied that the Redmond's and their team have included me fully in the process as a joint developer of the lands up to this point and I trust they will again Do so as the process evolves.

If you require any further confirmations, then please do not hesitate to contact me on 086 8741751.

Yours Sincerely,

  
Michael Byrne  
Moneylands Farm,  
Arklow,  
Co. Wicklow."

**Michael Byrne-Landowners Confirmation of  
Consent**