

PROPOSED PART 8 DEVELOPMENT



**Development of a
pontoon system and
associated services at
South Quay, Arklow**

1. Introduction:

Arklow Harbour is situated at the mouth of the Avoca River approximately 1.2 miles north of Arklow Head. It has the characteristics of a river port being elongated, which in the case of Arklow is in an East to West direction. Arklow Harbour is midway between Dublin, 38 nautical miles north, and Rosslare Port, 35 nautical miles south. The main harbour entrance is delimited by two parallel piers that run in an east-north-east direction.

There are three commercial berths provided on the North Quay and a lay-by berth on the South Quay. Just off South Quay is a wet dock of approximately 5.5 acres, which has a 14 metre wide entrance. Arklow Harbour is one of the better protected harbours on the east coast with the inner harbour offers almost complete protection from winds in any direction. Average water depths in Arklow are circa 2.5m Lowest Astronomical Tide LAT with 3m LAT available at some berths. Tides at Arklow have an average range of circa 0.8m. The mean high water spring tide is 1.4 and the mean low water spring tide is 0.6m.

The aim of the development is to improve berthing arrangements and capacity within the dock area by moving from parallel berthing against the quay wall to Mediterranean moorings where vessel are perpendicular to the quay wall. The pontoon will also improve accessibility, safety, working conditions as well as providing additional services such as lighting and service pedestals. The proposed development is located at inner side of the dock tongue.

2. Proposed Works

The proposed development consists of the following works at the Inner Harbour / Dock, South Quay, Arklow:

Development of a heavy duty pontoon approximately 90 linear metre by 2m wide incorporating heavy duty finger walkway units. The pontoon will run parallel to the existing tongue in a north west to south east direction.

The intention is that the pontoon frames will be constructed of grade S275 steel which will be hot dipped galvanised. The development includes the provision of fendering, cleats, safety equipment, lighting and service pedestals. The pontoon will be moored using 7 universal column H Piles.

Access to the pontoon will be via a galvanised access ramp which will connect to the existing pier deck and will measure approximately 8 linear metres by 1.5 metres wide. The impact on the pier deck will be minimal in nature. The connection with the pier deck will be via a hinged connection with a roller connection at the pontoon end.

The pontoon design and specifications have been prepared in accordance with BS 6349 "British Standard Code of Practice for Maritime Structures".

A security access gate shall be provided to the top of the gangway. The height of the access gate and wing structure shall be 2m above the existing pier deck. The access gate shall be provided with an automatic closer. Access through the gate will be via a PIN code security lock.

The pontoon will be equipped with safety handrails. A life buoy, a fire extinguisher and a first aid kit will be provided on the pontoon. Mooring points will be fitted to the pontoon for berthing vessels. Lighting bollards and will also be provided.

Power & Lighting

Power pedestals will be provided on the pontoon and connected to the mains via new ducting on south quay which will be connected to existing electrical service. The pontoon will be illuminated by the installation of appropriate LED lighting along the pontoon.

Water

Vessel owners / operators will be able to avail of the existing water supply on the quayside. There is no requirement for foul

Waste

Vessel owners/operators will be able to avail of the existing waste facilities in the harbour / skip service managed by Wicklow County Council.

Storm Water Drainage

Storm water will be generated on the new pontoon deck. Storm water will drain off the pontoon deck to the inner harbour.

Property Title / Ownership

The area of the proposed development is in the ownership of Wicklow County Council.

3. Environmental Issues

It is not anticipated that the proposed development will create any significant environmental impacts on the marine or terrestrial environment.

Appropriate Assessment Screening

The proposal has undergone Appropriate Assessment Screening under the Habitats Directive (92/43/EEC). Wicklow County Council has carried out a screening of the proposed development to assess, in view of best scientific knowledge, if the development, individually or in combination with other plans

or projects, would be likely to have a significant effect on a European site. Accordingly, Wicklow County Council has determined that the proposed development would not be likely to have a significant effect on a European site. The subject site does not impact on statutory environmental designations such as Special Protection Areas (SPAS), Natural Heritage Areas (NHAs) or Special Area of Conservation (SACs).

Flood Risk Assessment:

The Arklow Flood Defence Scheme includes the installation of a wall around the dock. The proposed pontoon is compatible with the works associated with the Flood Defence Scheme and neither of the projects will interfere with each other.

Traffic Impact:

The pontoon will be accessed via a gangway attached to the quayside on the eastern side of the Inner Harbour. Access to the gangway will not impact on traffic as the road to the south beach runs to the rear of a row of containers on the South Quay and the area to the front of the gangway is primarily used by vessel owners and harbours users. The pontoon will be positioned parallel to the dock tongue. The dock tongue is a gated area with restricted access and no through road.

Hydrodynamic Regime

The installation of the pontoon will not have any impact on the existing hydrodynamic regime in the area. The pontoon will be a floating structure, which will allow the unhindered movement of tidal water and marine sediments under and around the structure.

Foreshore

The works associated with the proposed development are landward of the Historic High Water Mark (HWM) and therefore not on state owned foreshore. Accordingly the Foreshore Act 1933, as amended, does not apply to this project

4. Construction Stage

Construction Plan

The construction stage of the development will be dictated by the availability of funding for the project. Should funding be immediately available it is anticipated that once construction commences the development would be substantially completed within 6 week period. Alternatively, the project may be undertaken in two phases with each construction phases lasting approximately 4 weeks.

All construction works in the marina environment will be carried out in accordance with CIRIA's "Coastal & Marina Environmental Site Guide" (Report No. C584).

Dust Emissions

There will be no impact on air quality as a result of the development. A minimal volume of dust will be generated when fixing the gangway connection baseplate to the pier

5. Background Information / Policy Documents

Arklow Development Plan

The Arklow Development Plan 2018 to 2024 emphasizes the importance of the Harbour by identifying it as one of the key areas. Arklow's waterfront is considered to be "a key recreational and tourism amenity, the quays and harbour are an infrastructural asset and an important source of economic activity associated with the town". The Plan notes that "pursuing an enhanced role for this area would benefit the town as a whole". It further notes that "whilst it is important that the port remains commercially competitive there may be opportunities for the enhancement of the area alongside the sustainable regeneration and re-development of the port, harbour and quay areas".

The location of the proposed development is within as area zoned as "Waterfront". Arklow's "Waterfront Zone" comprises the port, marinas, harbour, quays, north and south beaches and adjoining lands. The 'Waterfront Zone' (WZ) is made up of two distinct areas north and south of the river.

Both the north and south marinas facilitate shipping and commercial fishing related activity. The Arklow Development Plan notes that in terms of infrastructure the port, quays and marinas are important physical infrastructural assets with daily shipping activities. The waterfront area plays an important role in the infrastructural provision for the town. Facilitating the continued use and enhancement of such infrastructure is important in any development proposals for this area.

The importance of supporting the fishing industry is noted in the strategic objectives of the Waterfront Zone. Strategic Objective WZ3 provides for the following

“To support existing and proposed water related and maritime activities in the Waterfront Zone including sailing, fishing, other water sports and commercial shipping activities, including the development of jetties, marinas and other support infrastructure”

Chapter 4 of the Arklow Development Plan covers the area of Economic Development and Employment. This chapter notes that the maritime sector in Arklow benefits from a host of assets and activities capable of expansion and development including: shore-side services, shipping services, repair and maintenance, fishing, tourism and leisure, servicing of the off-shore renewable energy industry, maritime financial services etc. Wicklow County Council supports the identification and realisation of the economic opportunities within this sector.

Local Economic and Community Plan

The economic element of the Local Economic and Community Plan was developed by the Economic Strategic Policy Committee and the Enterprise Directorate of the Council. The LECP sets out 10 overarching goals for economic and community development within County Wicklow including goal 8 which aims to “Capitalise on Wicklow’s unique attributes and proximity to the Dublin market, excellent quality of life, human capital, tourism, landscape, marine, agricultural and forestry resources”

6. Development Partner

SSE Renewables announced in June 2020 that Arklow Harbour will be the base for their new Operations and Maintenance (O&M) base, serving phase two of the Arklow Bank Wind Park. Resulting from their proposals SSE Renewables are actively engaging with stakeholders and harbour user groups and are committed to investing in harbour infrastructure and equipment etc. for the benefit of fishermen and similar users based in Arklow. In this regard, SSE has committed to contributing between 35% and 40% of the estimated costs associated with the delivery of this project. The proposed infrastructure is located on council owned property and following construction will be maintained, owned and managed by Wicklow County Council.

