

Kellystown  
Drinagh  
Co Wexford

2<sup>nd</sup> July 2015

Office of Climate, Licensing & Resource Use  
PO Box 3000  
Johnstown Castle  
Co Wexford

**RE: Certificate of Authorisation for Landfill Application H0002-01.**

Dear Sir/Madam,

In addition to my previous letter dated 26<sup>th</sup> March 2012, I would like to submit the following documents for your attention regarding the above referenced application.

1. Infrastructure at Carcur –Park, Wexford prepared by Malone O'Regan Consulting Engineers for Roadstone Provinces Ltd.
2. Letter dated 1<sup>st</sup> December 2006 from Derry O'Sullivan of Roadstone.
3. Email dated 29<sup>th</sup> May 2007 from Malone O'Regan to Ambrose Madders and cc to Adrian Doyle, ifennelly@waterford. Morce, DOSullivan@Roadstone
4. Emails dated from Monday 11<sup>th</sup> June 2007 to 12<sup>th</sup> June 07 between Alan Mooney, Ken Egan and Ger Griffin.
5. Letter dated 2<sup>nd</sup> April 2012 to each member of Wexford Borough Council.

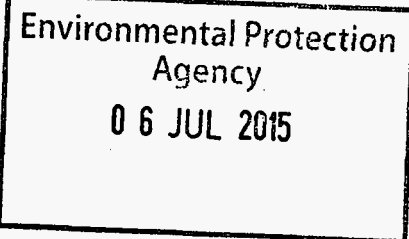
The above referenced documents would suggest to me that the road at Park/Carcur constructed in 2009 over the old landfill was knowingly constructed without a Certificate of Authorisation.

I await the results of your investigations in relation to this matter.

Yours sincerely

  
Jacinta Somers

Encls.



B1

W03007  
6 OCTOBER 2013

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# Roadstone Provinces Ltd

# Infrastructure at Carcur Park, Wexford

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**MALONE O'REGAN**  
CONSULTING ENGINEERS

## Introduction

Roadstone Provinces Ltd. wish to have their lands at Park, Wexford developed in accordance with the Action Area Plan for the townlands of Carcur and Park prepared in May 2003 by Murray O' Laoire Architects with advice from Malone O'Regan Consulting Engineers.

Malone O'Regan have subsequently been employed by Roadstone Provinces Ltd. to advise them with regard to the provision of infrastructure and drainage to facilitate development of their lands. Wexford County Council wish to provide the infrastructure to enable the Action Area Plan to come to fruition and have entered a partnership with Roadstone Provinces Ltd. with the intention that Wexford County Council be the contracting body for the purposes of providing the infrastructure. This report outlines the work undertaken to date to establish locations for the access roads in the area, the recommended location for these roads and budget costs for provision of the infrastructure.

## Proposed Road Access

The roads proposed to provide access to the Carcur-Park Area are outlined on the overall Masterplan for Carcur-Park Urban Design Framework in the Area Action Plan and these alignments are indicated on Sk 2003-10-08. The access road from Redmond Road to service the area is provided in the Masterplan to facilitate the objectives as stated in the Wexford Town and Environs Plan 2002 with the alignment of the road leaving open the potential for a new bridge over the river (objective T5 in the Development Plan). Following discussions with Wexford County Council we understand that T5 is no longer an objective of Wexford County Council and it is proposed to have this removed from the Development Plan in 2007. The alignment was provided to divide the Carcur Area into two with an area currently zoned as Residential to the West of the road and an area to the East consisting mostly

of tidal mudflats. A second road is indicated on the Masterplan to provide access to the playing fields and proposed residential area.

Based on the access roads proposed in the Masterplan, Malone O'Regan Consulting Engineers organised a geotechnical investigation in July 2003 to assist in preparing budget costs for providing these roads. Five boreholes were carried out on the access road from Redmond Road to Park with a further three on the proposed access to the playing fields. A number of these boreholes encountered domestic fill material to a depth of up to 8m. The domestic fill material appeared in boreholes over a wide area and was of such depth that providing a road along the routes proposed in the Masterplan would prove very difficult. There are essentially two options available if a road is proposed over areas of domestic fill:-

1. Excavate out all of the fill material and backfill with suitable material to the proposed road level.
2. Pile through the fill material at close centres and cast a reinforced concrete slab on top of the piles to carry the road.

Both of these solutions are very expensive in this case due to the depth of fill on site under the location of the proposed roads.

Based on the costs associated with dealing with the fill ground and the lack of fill material in a number of the boreholes it was agreed between Roadstone Provinces Ltd. and Wexford County Council to seek an alternative route for the access roads to avoid if possible the area of fill ground.

A meeting was held on site in early September 2003 with Roadstone Provinces Ltd., Wexford County Council, Mr. Billy Byrne (formerly Wexford County Council) and Malone O'Regan in attendance. Mr. Byrne had previously been in charge of fill operations on the site and outlined the extent of the fill in the area. It was found that the existing access laneway used by Roadstone runs close to the area of fill on original ground and that by following this as closely as possible, a route with reasonable ground

conditions for siting the access roads was available. This laneway also bounds the existing playing fields over part of its length and by following its route, minimal disruption of the playing areas would be necessary.

Using this information we have reviewed the access proposals and have prepared a preliminary revised access road layout for the site. (See Sk. 2003-10-08 and Dwg. No. W03007/01). This route avoids most of the area of fill ground and also avoids having to disturb the playing fields on which significant development work has been carried out in the recent past. Further preliminary geotechnical investigative work was carried out along this alignment and the ground in general was found to be of a suitable nature for carrying the proposed access roads. The routes do however cross some areas of fill material and there will be significant cost involved in dealing with these areas.

These proposed routes deviate somewhat from those proposed in the Masterplan included in the Action Area Plan. We have issued the preliminary layout of the proposal to Murray O' Laoire Architects and Wexford County Council. Initial comments from both parties are positive and while some modification of the Action Area Plan will be necessary, the proposed roads appear to fit into the overall concept for the area as envisaged by Murray O' Laoire. One possible consequence of relocating the primary access road further west is that in the future a branch road may be required to access lands to the east of the road towards the mudflats. A junction similar to that provided for the access road to the playing fields/residential area could be provided if this is deemed necessary at a later date.

The Action Area Plan states the desire to have pedestrian and cycle access incorporated with the access roads. The access is provided as a 7m wide carriageway with a 1.8m wide footpath on either side of the road and a 2.3m wide two way cycle lane on one side.



## Road Specification

Although T5 is no longer an objective of Wexford County Council, the road is likely to be reasonably heavily trafficked due to the development of the area as a Local Neighbourhood hub, incorporating a mix of office, retail, community and residential uses. The road pavement specification is provided to suit the expected usage and will consist of:-

45mm of Clause 911 Wearing Course Asphalt on;

55mm of Clause 906 Basecourse Dense Bitumen Macadam on;

85mm Dense Bitumen Macadam Roadbase, with 28mm Aggregate.

## Foul Drainage

The area is low lying and the foul drainage will be collected in a sump and pumped via rising main to the Carcur Catchment Pumping Station located at Spawell Road. The route for this rising main is taken to follow the access from Redmond Road due to the need to accommodate the proposed Residential Area in Carcur.

## Budget Cost Estimate

A budget cost estimate has been prepared for provision of the infrastructure outlined above. The estimate has been broken down into 5 separate parts:-

- A – B: Entrance at Redmond Road to Junction with Access Road to Playing Fields/Residential.
- B – C: Junction with Access Road to Bridge over Railway Line
- C: Bridge over Railway Line.
- B – D: Access Road to Playing Fields/Residential.
- A – S: Entrance at Redmond Road to Pumping Station at Spawell Road.

The budget cost estimates are based on preliminary survey work carried out on site to date and on information obtained from a limited number of boreholes. A more extensive site investigation will be required on site and a more detailed topographical survey will also have to be undertaken to progress the proposals. The budget includes for dealing with an area of fill ground that may be encountered depending on the exact location of the road. A method for dealing with fill material encountered on site has yet to be concluded and an agreement on how to proceed in the event of encountering fill material should be put into place to help finalise costs in this area.

**Appendix A:**  
**Budget Cost Estimate**

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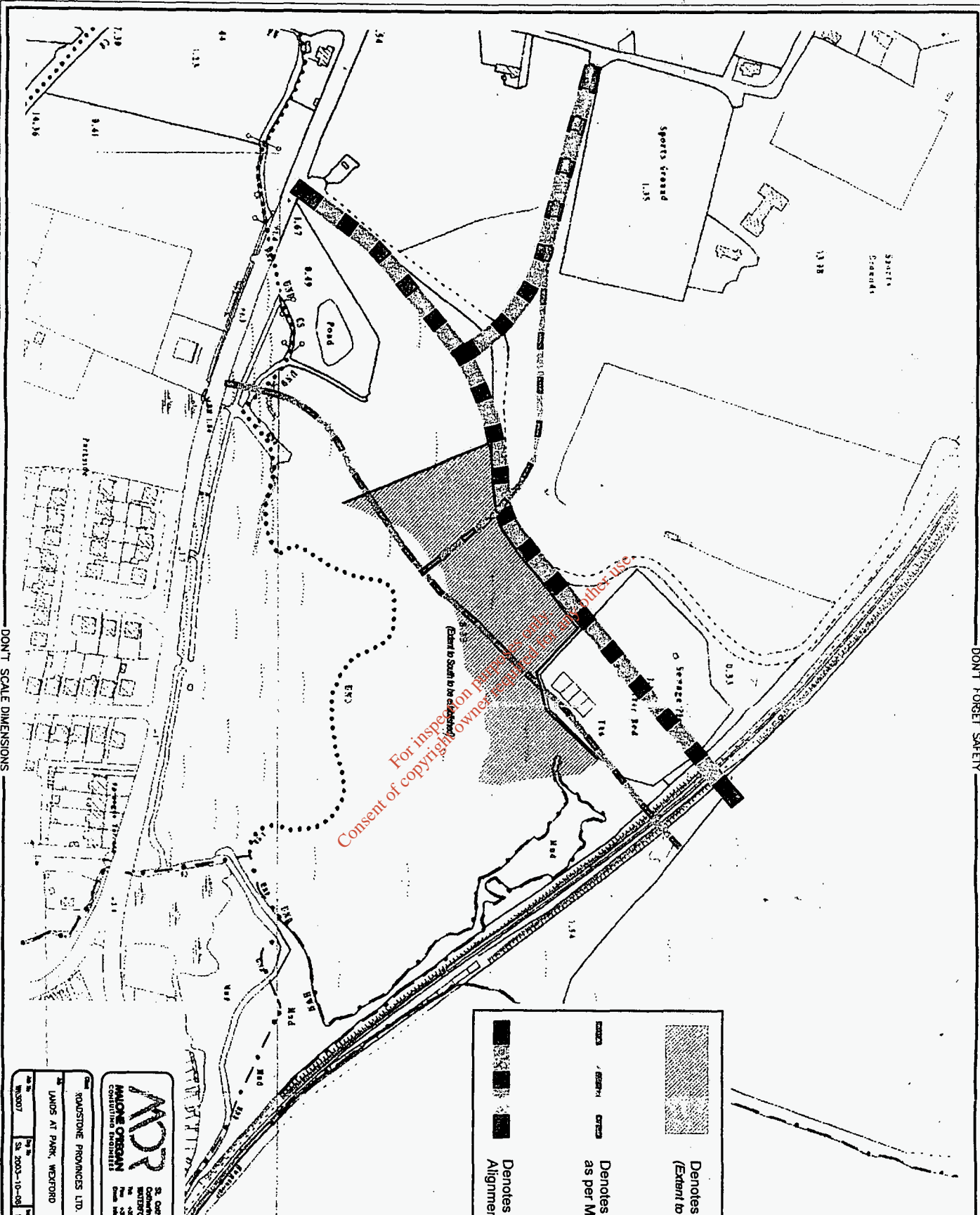


## Infrastructure at Carcur-Park, Wexford

ITEM	A – B (160m)	B – C (345m)	C	B – D (227m)	A - S	Public Parkland
Preliminaries	29,572	106,630	-	43,043	-	
Site Clearance & Fencing	7,886	28,435	-	11,748	-	
Road Drainage & Ducting	40,605	104,563	-	58,350	-	
Earthworks	11,908	217,428	-	29,542	-	
Structures	-	-	350,000	-	-	
Road Pavement	53,188	119,198	-	67,508	-	
Kerbs, Footings & Cyclepaths	42,160	91,961	-	59,814	-	
Signage, Lining & Lighting	11,830	42,652	-	17,217	-	
Treatment of Fill Ground	-	184,560	-	-	-	
Foul Drainage	8,000	17,250	-	-	78,000	
Sub Total	205,149	912,677	350,000	286,952	78,000	558,700
Contingency (12.5%)	25,644	114,085	43,750	35,869	9,750	69,838
<b>Total (€)</b>	<b>230,792</b>	<b>1,026,762</b>	<b>393,750</b>	<b>322,821</b>	<b>87,750</b>	<b>628,538</b>

**Appendix B:**  
**Drawings & Sketches**

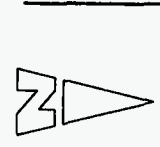
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**Denotes Area of Fill Ground  
(Extent to South to be established)**

**Denotes Access Road Alignment  
as per Masterplan (22/153-44/05)**

**Denotes Revised Access Road  
Alignment (Option A)**



Notes:

**MDP**  
MIDLAND OCEANIAN  
CONSULTING ENGINEERS

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Fax: +353 51 290 889

35, Bachelors' Office Park,  
DUBLIN 14,  
Tel: +353 1 260 8888  
Fax: +353 1 260 8889

ROADSTONE PROVINCES LTD.  
LANDS AT PARK, WEXFORD

Access Road Proposal  
(Option A)

Plan No.	13.2500	Scale	1:1
Rev. No.	01	Date	13/09/13
Rev. No.	02	Date	13/09/13
Rev. No.	03	Date	13/09/13
Rev. No.	04	Date	13/09/13
Rev. No.	05	Date	13/09/13
Rev. No.	06	Date	13/09/13
Rev. No.	07	Date	13/09/13
Rev. No.	08	Date	13/09/13
Rev. No.	09	Date	13/09/13
Rev. No.	10	Date	13/09/13



roadstone

## Park Lands Development

Meeting with Malone O'Regan, Consulting Engineers - 1<sup>st</sup> December 2006

Present: Liam Fennelly, Brian Mackey, Derry O'Sullivan

1. The costings for the roundabout, road & bridge were discussed. LF said that there was no progress possible on this as the alignment and width of road still had not been decided. Wexford County Council still have to decide:
  - a. whether the design road speed will be 50kph or 85kph, the selected speed will determine road curvatures.
  - b. Width of carriageways to be 6m or 7.3m + 1.5m cycle track.
2. The position of the roundabout is still not certain. However this can be established later and need not delay auction. We can make a working assumption that is going in the middle of Redmond Road.
3. Only when the road details are decided on as per 1. above can the detailed design and costings be done. This will take 6 weeks from that decision.
4. The road length is approx. 560m long and LF gave a *working estimate* of €3 to €3.5million for the construction cost.
5. The cost will also have to include the Irish Rail requirements for the existing bridge as set out in the first 4 bullet points of their *Special Conditions*. MO'R are to cost these and include them in the total costings.
6. DO'S expressed some concern at the possibility of the old dump resulting in future claims unless its exact location is confirmed. BM agreed to request Geotech to carry out 7 or 8 borehole to confirm ground conditions on the new alignment and to dig a series of trenches to establish the exact boundaries of the old dump. This is to be done before Christmas. Geotech are to include in their work an assessment of the treatment works area as being suitable for embankment building for the new bridge.
7. BM to organise OS maps and superimpose land ownerships and location of roundabout, route of road and position on new bridge. Copies to be made available to Ken Egan, Des Purcell and Wexford County Council.

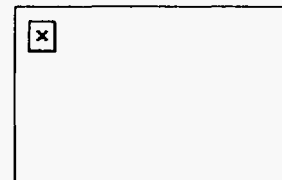
Derry O'Sullivan  
1<sup>st</sup> December 2006

**Dolores Whitty**

**From:** Malone O'Regan (Brian Mackey) [bmackey@waterford.morce.ie]  
**Sent:** 29 May 2007 22:23  
**To:** Ambrose Madders  
**Cc:** Adrian Doyle; lfennelly@waterford.morce.ie; DOSullivan@Roadstone.ie  
**Subject:** Access Road at Park/Carcur  
**Attachments:** ParkCarcurSK2007-05-29.pdf

**Email**

*7/6  
Carcur*



Job No.	W03157	Attached files:	

Ambrose,

Further to our meeting on site and subsequently with Adrian Doyle and Eamon Hoare at County Hall we attach a revised proposed alignment for the access road to the above lands. This has been established following completion of a new survey and additional trenching on site and is provided to avoid encroachment onto the GAA Pitches while minimising the volume of landfill material to be removed to facilitate construction of the road. The road has a design speed of 50kph as discussed at the meeting in County Hall.

Based on this alignment and the trial trenches excavated since our meeting we estimate that approximately 3,000m<sup>3</sup> of landfill material will need to be removed off site and replaced with suitable fill material to facilitate construction of the road. Could you please review the proposal and comment as soon as possible.



Regards,

Brian Mackey.

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Galway.

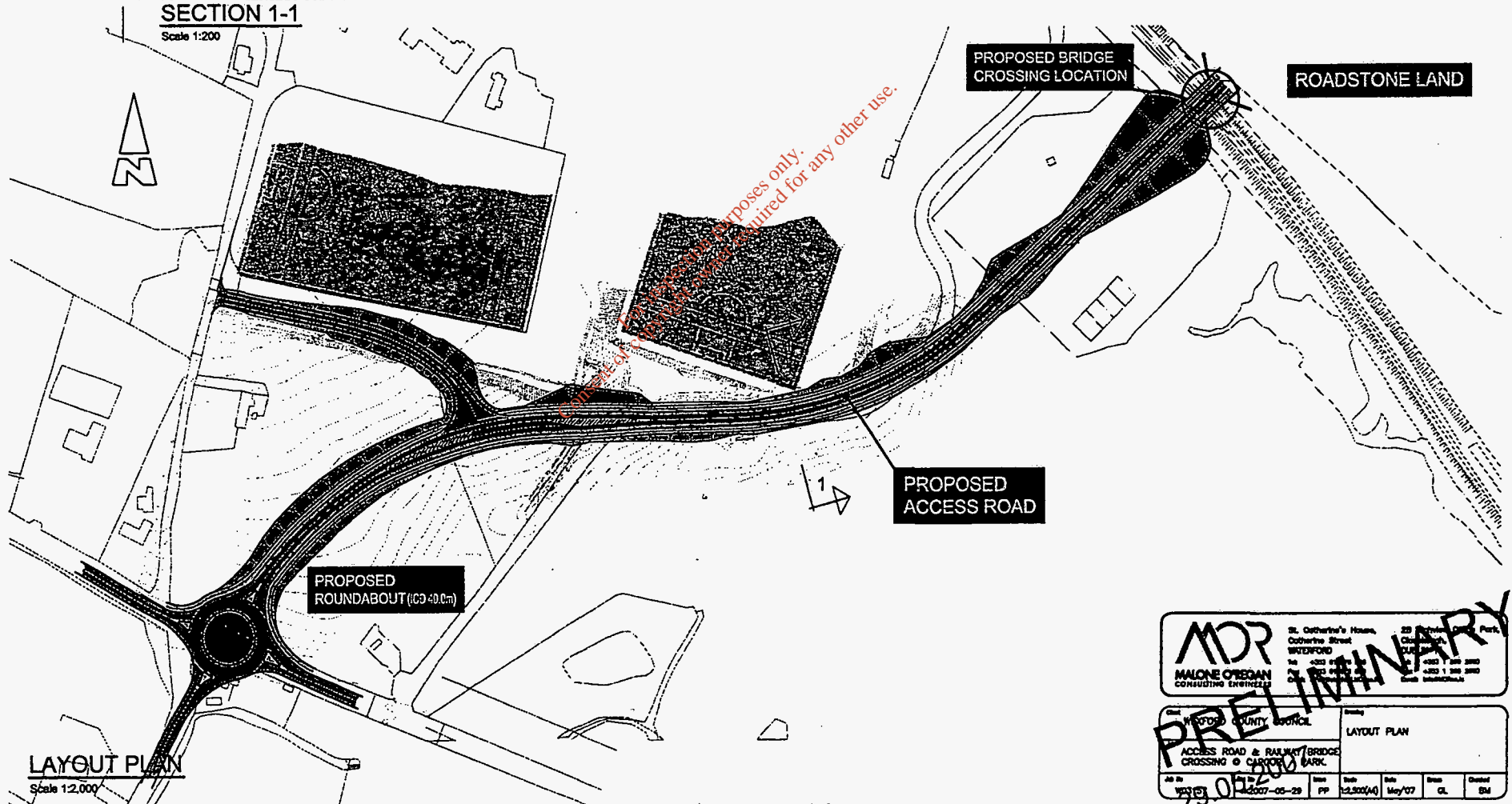
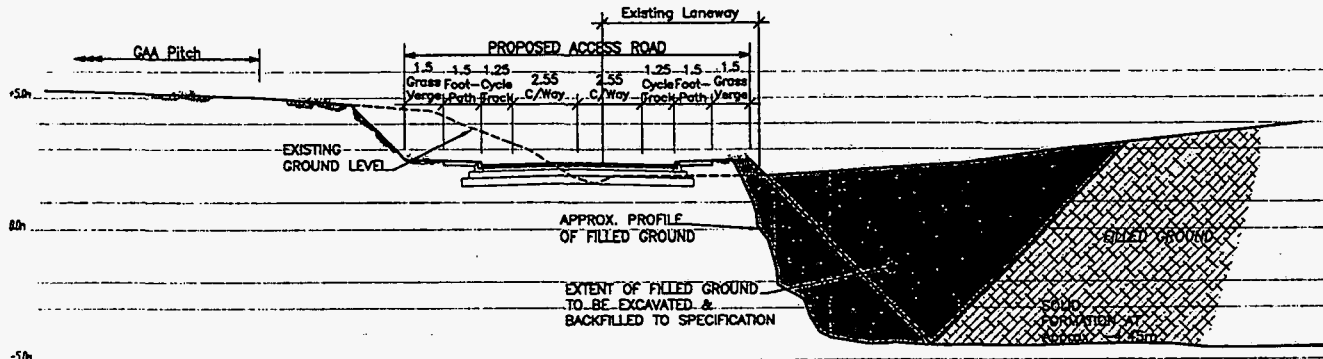
☎: +353 91 531069  
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 e-✉: [tbolgormor@eircom.net](mailto:tbolgormor@eircom.net)

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DON'T SCALE DIMENSIONS

**MDP**  
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CONSULTING ENGINEERS

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2007-05-29

**PRELIMINARY**

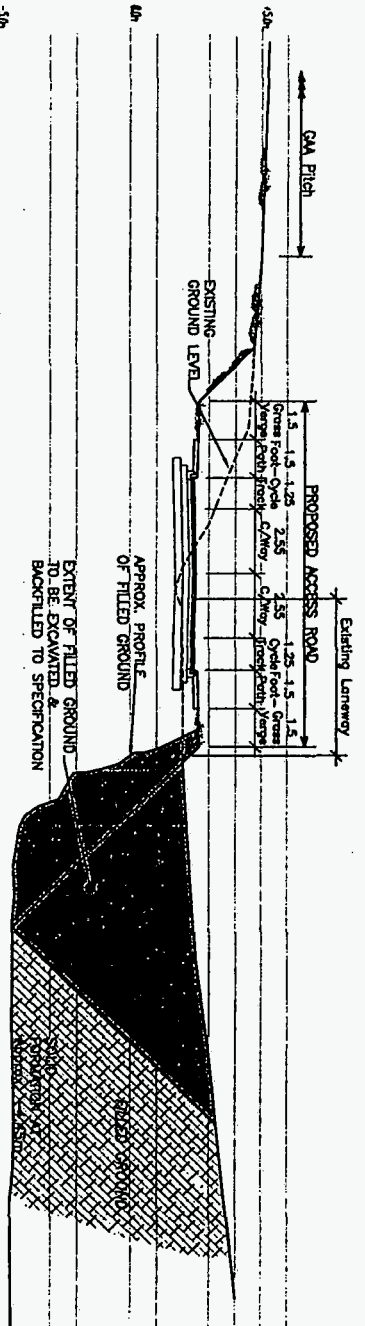
WATERFORD COUNTY COUNCIL

ACCESS ROAD & RAILWAY BRIDGE CROSSING @ CARROON PARK

Scale	Date	Drawn	Checked
1:2,500(A)	May/07	GL	DM



DON'T FORGET SAFETY



**SECTION 1-1**

Scale 1/2"=1'



**PROPOSED ROUNDABOUT (C3) (40'-0")**

**PROPOSED ACCESS ROAD**

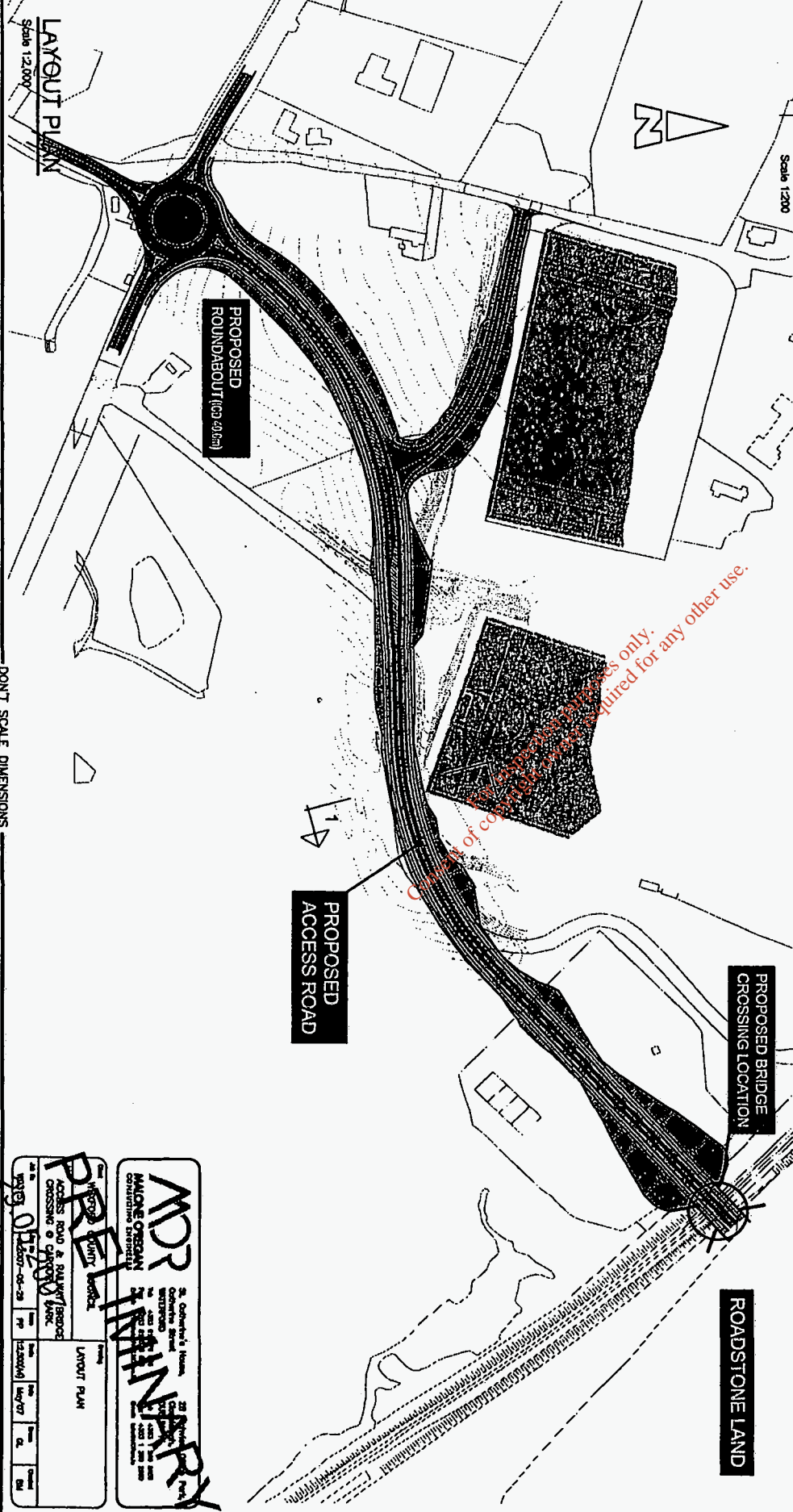
**PROPOSED BRIDGE CROSSING LOCATION**

**ROADSTONE LAND**

*Cost of construction required for any other use.*

**LAYOUT PLAN**

Scale 1/2"=1'



DON'T SCALE DIMENSIONS

**MDR**  
**PRELIMINARY**  
 MALONE O'BRIEN CONSULTING ENGINEERS  
 2000 Highway 100, Suite 100  
 Westborough, MA 01581  
 Tel: 508-853-1100  
 Fax: 508-853-1101  
 www.moe.com

**PROJECT**  
 ACCESS ROAD & BRIDGE CROSSING @ CHAFFIN LAKE

**DATE**  
 01/20/10

**UNOUR PLAN**

NO.	DATE	BY	CHK.	APP.
1	01/20/10	MDR	MDR	MDR

Ger Griffin

From: Ger Griffin  
Sent: 12 June 2007 09:41  
To: 'Alan Mooney'  
Subject: RE: CRH - Park Carcur - Infrastructural Works[Scanned]

Alan,

We will give the max contrib of 2 million and the developer will carry out the works including the removal of the fill.

Ger,

-----Original Message-----

From: Alan Mooney [mailto:Alan@ensoroconnor.ie]  
Sent: 12 June 2007 09:32  
To: Ger Griffin  
Subject: FW: CRH - Park Carcur - Infrastructural Works[Scanned]

Hi Ger,

See e-mail below from Ken Egan Legal for Roadstone, you can see that CRH have rejected the proposal that WCC would pay 1,750,000.00 as its contribution to the works with a further contribution of 250k in the event that crh carries out the landfill works.

CRH wants a straight contribution from WCC of 2 million plus vat and they will carry out the landfill works.

Can you telephone me to discuss or e-mail me as I need your instructions,

Regards,

Alan.

Alan Mooney,  
Solicitor,  
Ensor O' Connor,  
Westgate,

amooney@ensoroconnor.ie

-----Original Message-----

From: Kenneth Egan [mailto:Kenneth.Egan@arthurcox.com]  
Sent: Monday, June 11, 2007 5:57 PM  
To: Alan Mooney  
Cc: DOSullivan@Roadstone.ie  
Subject: CRH - Park Carcur - Infrastructural Works[Scanned]

Alan

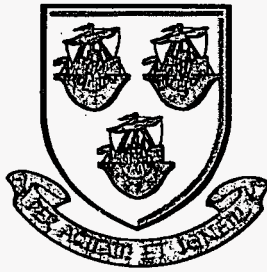
Further to our call this afternoon I have had the opportunity of discussing with my client the proposal regarding the treatment of any landfill beneath the route of the proposed road.

My instructions are (and this was minuted by Derry O'Sullivan in his mail to us and Adrian Doyle on 1 June) that it was agreed that Wexford could negotiate at a later stage a reduction in the "Contribution" in

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# COMHAIRLE BHUIRG LOCH GARMAN

Wexford Borough Council,  
Municipal Buildings,  
Wexford.



Town Clerk : **Pat Collins**

2 April 2012

## To Each Member of Wexford Borough Council

**RE: Carcur – Park Action Plan**

### Action Area Plan

The Action Plan was jointly commissioned by Wexford County Council (W.C.C.) and Cement Roadstone Holding (C.R.H.) in 2003.

The Plan was adopted as an amendment to the Wexford Town & Environs Development Plan by W.C.C. and Wexford Borough Council (W.B.C.) in *July 2003*

### Infrastructural Development

On foot of the Plan an agreement, entitled 'The Development Agreement' was drawn up between C.R.H. and W.C.C. This agreement provided for the infrastructural developments required to provide services and road network including a railway bridge and a roundabout.

The Development Agreement was sealed by W.C.C. in July 2007. Since the completion of the Agreement, C.R.H. sold their landholding to Wm. Neville & Sons. In accordance with the Agreement, the terms and conditions of the Development Agreement transferred to the new owners.

In 2008 the Wexford Borough Boundary was extended to include the Carcur/Park area. W.B.C. then became the Planning and Roads Authority for the area.

### Part VIII

In accordance with the Planning Regulations the proposed development works were advertised in July 2006. Following a Report to the County Council in July 2006, no submissions were received and the Council agreed to proceed in accordance with the plan in December 2006.

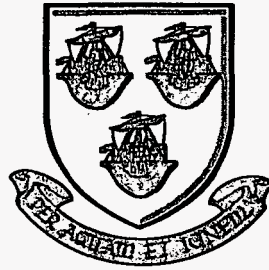
Wm. Neville & Sons have built part of the Roads and Services network in accordance with the Development Agreement and the Part VIII Planning Permission.

**WEXFORD BOROUGH COUNCIL ~ WORKING FOR WEXFORD**

Telephone Nos. 053-42611 & 053-42987 • Fax No. 053-45947 • E-mail: [postmaster@wexfordboroughcouncil.ie](mailto:postmaster@wexfordboroughcouncil.ie)

# COMHAIRLE BHUIRG LOCH GARMAN

Wexford Borough Council,  
Municipal Buildings,  
Wexford.



Town Clerk : **Pat Collins**

Two further phases remain of the development work:

1. The construction of the Railway Bridge
2. The Roundabout and Road Improvement Works on the old Enniscorthy Road.

When the Roundabout is completed it will facilitate access to:

- a) The proposed Town Park
- b) The Sports Clubs, Wexford Wanderers, Volunteers, Faythe Harriers, St. Mary's and Sarsfields
- c) The development lands over the Railway.

The Roundabout will also facilitate the new Section of the Inner Relief Road (see separate report).

## **Town Park**

The proposal for a Town Park on the Old Dump Site requires a Certificate of Registration from the Environmental Protection Agency (E.P.A.) Following detailed survey and analysis by Consultants, Fehily Timoney & Associates, the application for the Certificate of Registration was lodged in February 2011. Further information was requested by the E.P.A. in September 2011. The information sought was submitted to the E.P.A. on 30<sup>th</sup> January 2012.

No further progress can be made until the Certificate of Registration is obtained. The ideal situation would be to commence the building of the Park in 2013, with a view to opening in 2015.

**Adrian Doyle,**  
**Director of Services**  
**Manager Wexford Borough Council**

e-✉: [adrian.doyle@wexfordcoco.ie](mailto:adrian.doyle@wexfordcoco.ie)

☎: 053 9196460

**WEXFORD BOROUGH COUNCIL ~ WORKING FOR WEXFORD**

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