2000231[2] From: David Jones [David@jfocarchitects.com] Sent: 13 February 2013 13:25 To: Planning - Development Plan Subject: Consultation on 12th Lock Draft Masterplan.

Attachments: 05.124.SK01_Location_Map.pdf; 20130213 Letter re Masterplan to SDCC.pdf

Dear Sir/Madam,

λe.

Please find attached document and drawing re the above.

Regards,

David

David Jones

JFOC ARCHITECTS

| Phone: | | |
|--------|--|--|

website: www.jfocarchitects.com

Email: david@jfocarchitects.com

ARCHITECTURE ● PLANNING CONSULTANTS ● BER ASSESSORS

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| | | J ARCH | ITECTS |
|---|--|-----------|--------|
| Administrative Officer, Development, Economic South Dublin County Co County Hall, Tallaght, Dublin 24. | : & Transportation Dept., uncil, | | |
| 13 th February 2013. | | 0 | |
| Att: | | Our Ref. | 05-124 |
| | | Your Ref. | |
| 1 Dear Sirs, | Re: South Dublin County Council Consultation on 12 th Lock Masterplan. | | |

al a

We have been instructed by our Clients, Henry & Timothy Crowley, **Constant States and St**

Our Clients are significant stakeholders in the area and farm the lands on both sides of the Grand Canal as outlined in red of the attached map. Their farm stretches from the south west of Lucan Sarsfield GAA pitch for a distance of 1.5km along the canal. The northern boundary of the farm adjoins the railway line and its southern boundary extends 350m south of the canal.

Our Clients generally welcome the proposal by South Dublin County Council to prepare a Masterplan for the 12th Lock area. The area has for far too long been blighted with dereliction and inappropriate non-conforming developments resulting in great disamenity. The objectives of the Masterplan are laudable but some elements of it are of concern to our Clients and these are as follows:

- (i). The proposed intensification of use by the general public of the proposed gated laneway leading from the entrance to Lucan Sarsfields GAA grounds and ultimately to our Clients' farm is unwelcome. In respect of the existing laneway, this is the vehicular access to our Clients' farm holding and is in constant use with large agricultural farm machinery and vehicles carrying livestock etc. In the interest of health and safety, pedestrian use of this route should be positively discouraged. Furthermore the Draft Masterplan indicates a line of green dots extending beyond the plan area into our Clients' property. This in indicative of a proposed 'Green Secondary Route'. Our Clients strenuously object to this proposal and request that same be deleted from the Plan.
- (ii). Similarly the proposed "green secondary route" running in a north-south direction along the western boundary of the GAA grounds is also unwelcome. The greater level of public access to this area could render our Clients' boundary vulnerable and imperil the security of the farm and livestock. Facilitating public access along our Clients' farm boundary would

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generate the need for constant security monitoring and this would be an additional and unwelcome challenge to the operation and maintenance of the farm. The east-west boundary of our Clients' property with the canal tow-path currently presents security issues and is dealt with on an on-going basis. The quarry area in particular at Collierstown is plagued with anti-social behaviour. Any intensification of use of the tow-path would generate the need for secure fencing along the farm boundary.

We would advise that our Clients would be happy to retain the quarry area at the western end of the laneway as an Eco feature. However, no public access will be permitted and the area will continue to be farmed in the same manner as in past generations.

Finally, we would advise that the "Eco Feature – Quarry" adjacent to the canal in the southeastern corner of our Clients' property comprises a raised soil embankment rather than a quarry. This area is part of our Clients' farm and should be omitted from the Masterplan,

We would appreciate confirmation of receipt of this submission.

Yours sincerely,

14

John F. O'Connor, JPOC ARCHITECTS johngifocarchitects.com

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2000565[1] From: Derek Higgins [derek.higgins@waterwaysireland.org] Sent: 14 February 2013 10:00 To: Planning - Development Plan Subject: 12th Lock Draft Masterplan

Dear Sir/Madam,

waterways Ireland notes the particulars of the Draft Masterplan for the 12th Lock, Adamstown.

There are a number of important points to discuss with regard to the current draft of the masterplan, in particular extension of the Grand Canal Green Route on the northern back of the canal westward (Objective AM4) and any additional requirements which may be imposed in respect of the NIAH listed 3 storey mill building (Objective GI10).

In light of these issues and as large portions of the masterplan relate to Waterways Ireland's property, we request a meeting with South Dublin County Council to discuss these aspects in more detail.

Yours sincerely,

Derek Higgins Engineer, Operations Dublin Metropolitan Area

Waterways Ireland





2000258[1] From: Pat O'Keeffe [padraigh@eircom.net] Sent: 14 February 2013 11:01 To: Planning - Development Plan Cc: Secretary LucanSarsfields Dublin Subject: Lucan Sarsfields submission on 12th Lock Development plan Attachments: Lucan Sarsfields 12th Lock Dev Plan submission.pdf

To whom it may concern

Please find attached our submission on the 12th Lock Draft Development Plan.

Kind Regards.

Pat O'Keeffe Chairman Lucan Sarsfields



CUMANN NA SÁIRSÉALAIGH LEAMHCÁIN

Lucan Sarsfields G.A.A. Club, www.lucansarsfields.ic

Club Patrons

Submission on 12th Lock Development plan

Lucan Sarsfields GAA Club was founded in 1886 and is the largest voluntary organisation in Lucan, having grown at a phenomenal rate over recent years to the point where we now have over 2000 members and 80 teams. We are a voluntary organisation, depending on well-meaning volunteers to put in huge amounts of their time so that young people can enjoy participating in sporting activities. We are heavily community-based, drawing from all parts of the community, and we provide coaching support to the local schools.

The club grounds have been purchased and developed financed by fundraising organised and supported by the members over the years. We would hope that SDCC recognises the role that the club plays in the community and the personal sacrifices that members have made over the years that to bring it to where it is today.

We welcome SDCC's proposals to upgrade the Newcastle Road and the proposal contained in section 4.3.2 to use the existing warehousing for sport and recreational facilities.

We would have reservations about some other proposals in the plan

- We could not support the proposed restriction of development of the land This site was purchased in 2012 at considerable cost to the members. The established use of this site was a contractor's head office and storage yard Should the club's financial circumstances require it, the resale of the site would be severely compromised by a restriction on the developmental potential or usage of the site.
- 2. We note that a walkway or public right of way is proposed along the western boundary of our senior pitch (fig 3.1). We can not support this proposal due to the risk to members of the public using such a walkway during matches or training sessions and the associate tiability. Opening access to this side of our property would also create additional security issues for our club premises and pitches.
- 3 The proposal to plant a line of trees along our south boundary wall would severely reduce the ground available for teams training. With 80 teams training at present we need every square meter of available ground to facilitate them.
- 4 We are conscious that the three story mill building, on our south boundary atthough a proposed protected structure is extremely dangerous with part of its roof atready collapsed. We fear that the remaining roof sheeting is at risk of being blown off by high winds and we strongly feel that this hazard should be addressed as soon as possible.

Moriarty Group

The Courtyard Hotel







Pat O'Keeffe Chairman Lucan Sarsfields GAA Club

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| PLANNING DEPARTMENT | |
| 1 3 FEB 2013 | |
| | |
| Our Ref. 09-153 | |

Your Ref.

Mr. Paul Hogan, Senior Planner, South Dublin County Council, County Hall, Tallaght, Dublin 24.

11th February 2013.

Att:

Re: Site at 12th Lock, Newcastle Road,

Dear Paul,

I note that SDCC are preparing a Masterplan for the 12th Lock Area. My office had been engaged by Uniform Construction Limited to undertake a planning assessment of the derelict lands to the east of Lucan Sarsfield GAA grounds. We met with you on 7th July 2009 to discuss same. However, the Company went into liquidation and our involvement fell by the wayside. We did carry out an extensive photographic survey of the area and 1 am forwarding you a disc with the photos. It may be of some value in relation to the preparation of the Masterplan. We also have a topographical survey but you may not need this.

Yours sincerely,

John F. O'Connor, JFOC ARCHITECTS john a for architects.com

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2000748[1] From: colettemcloughlin@sanlinesystems.ie Sent: 14 February 2013 15:00 To: Planning - Development Plan Subject: 12th Lock Draft Masterplan

Attachments: 12th Lock Master Plan.docx

Dear Sir/Madam,

Attached please find our letter in response to the development plan at 12th Lock, Lucan, Co. Dublin.

Kind regards.

Colette McLoughlin





14th February 2013

Administrative Officer, Development, Economic & Transport Planning Dept., South Dublin County Council, County Hall, Tallaght, Dublin 24.

Re: Draft Master Plan for 12th Lock, Lucan, co. Dublin

Dear Mr. Hogan,

Thank you for your letter dated 24th January 2013 we are now submitting our observations in relation to the Draft Master Plan for 12th Lock area as requested.

Having viewed the Draft Master Plan for 12th Lock, we consider it to be a progressive move. Such a plan will enhance the layout of the area and achieve an appealing atmosphere which should entice the public in general. However, we are concerned that it may have a detrimental effect on our business arrangements. Our main concerns regard access to our premises and security issues.

First we wish to familiarize you with our business operations. Sanline Systems Limited was established in 1985 and we have been based **contracts** for a total of thirteen years, paying the required rates and charges pertaining to the area. Presently we have eight staff members who are distributed between various sites. This figure can increase depending on requirements and additional contracts and so the quantity of staff has been known to inflate to numbers in the thirty.

Our premises **Contains** offices and storage area for machinery and materials. Minor steel fabrication works are also carried out on the premises from time to time. Our main source of income involves a long term overhead line asset maintenance and up-grade projects with the DART Network for larmod Eireann. We also provide our services to Alstom Ireland, in assisting them with works along the LUAS Network. We provide both of these companies with a Rapid Response Service which caters for emergency system failures, accidents and any other urgent situations. All our works require the availability of our machinery on a twenty-four hour basis seven days per week, and so it is critical that we have constant unrestricted access to our business premises.

Finally we are concerned regarding authorized and unauthorized access to our business premises during the construction phase of this project. Due to previous experiences we are concerned regarding the increased activity in the area and possible interference to our security measures which have been installed to protect our machinery, plant and equipment.

We would welcome the opportunity to meet with you at our premises to outline in person our concerns.

Yours sincerely,

Thomas & Colette McLoughlin.

2000785[1] From: John Power [johnpowerds]@eircom.net] Sent: 18 February 2013 09:16 To: Adrienne McGee Subject: Re: Submission to 12th Lock Draft Masterplan Part 2 Importance: High Hi Adrienne, Hardcopy submission is the same as the emailed Submission Parts 1 and 2 combined so I accept your decision that there is no need to submit another email. Thanks John On 15 Feb 2013, at 10:01, Adrienne McGee wrote: > Good Morning Mr Power > > Re Draft 12th Lock Masterplan > I wish to acknowledge your hardcopy submission received at the > planning public counter, your email and attachment received on 14th February > > 2013 with regard to the above and to inform you that same has been > referred to the Senior Planner for consideration. > Yours faithfully. > T. Shanahan, Administrative Officer > > Dear Mr. Power > The IT section of South Dublin County Council have been unable to > release part 1 of your email as it is too large. Can you zip this > file and re-send? If the file is question is exactly the same as the > hardcopy submitted at this office yesterday, please let me know and > there will be no need to submit another email. > ----Original Message-----> From: John Power [mailto:johnpowerdsl@eircom.net]
> Sent: 14 February 2013 15:51 > To: Planning - Development Plan > Subject: Submission to 12th Lock Draft Masterplan Part 2 Attached is .pdf file of part 2 of our submission. > > John & Beverley Power > > > > 5 > > > > > --->> You may be interested in -> > FixYourStreet: > Get the fixyourstreet.ie Android app >> http://bit.ly/JUNk8p > > Household Charge: > Funding Local Services - http://www.householdcharge.ie > Water Usage: > Stop running water! Use 10% less now, or we could all run into trouble Page 1

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14 FEB 2013

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Submission on 12th Lock Draft Masterplan

Proposed Masterplan Boundary

Area to south/west of R120:

- Proposed boundary starting where it crosses the P120 and going in a westerly direction appears to follow the southorn edge of a drivway through the middle of a field to The Grange rehidence. This field was ploughed some years ago and this drivway does not exist any longer.
- ^a We suggest that it should instead follow the current line of zoning on the S.W. common the 12st Lock, which was epicod by the Councilions for the 2004-2010 and 2010-2016 Development Pans, after considerable consultation. The proposed change reduces the linit set aside for Amenity, with risk of industrial units coming visually closer to the canal.
- Brady Shipman Martin is their report, note that the bridge marks the transition from urban to rural," and that, "the value of the area as in gateway to the rural canal should be mantained and respected through the maintenance of the traditional character of the area. While proposel 3.4.3 to "turther set back development from the Canal behind a Green Buffer", would be welcome. However the restuation of this amonthy lands on the S.W.comer of the Lock goes against this.
- We propose that the time in the SDCC Development Plan 2010-2016 and proceeding plan should continue unchanged. The change as proposed, includes the Amerity Zoring, while being of no obvious bariefit to the tax payer.

Proposed 12th Lock Hub

R120 Road Improvement Part VIII as approved by the Council:

- * Letter to Lack of Fload Safety Audit eant to Councillors before Council vote on Part Vill (see appendix () * Newspaper report to Safety concerns expressed by NRA Chief Executive (Soo appendix ii)
- Is claimed to be the cheapest option rather than the salest. The salety concerns regarding the conflict between R120 vehicular traffic and other users has not been adequately addresses, even though the 12 Lock Bridge is to be the proposed hub. The Strategy as envisaged in 3.0, is welcomed, but the safery issue at the R120 bridge, still raises serious safety concerns.
- * SDCC's Consultants (RPS) produced Route Option 7a et a public display. Another Route Option was available about that time (see appendix III) It is a road improvement achieve smilar to the one built by Dubin City Council where the Killion Road crosses the Grand Canal. This in our view would be a much better option as the the protected 12th Lock Canal Bridge remains intact and pedestnans/cyclists can use the protected bridge and vehicles use the new bridge...
- * Nose Action Submission (see appendix M)

Proposed Corridors - Unauthorised use of Canal Bank on S/W side of Bridge.

- Meeting with Derak Higgins, Area Engineer, Waterways Ireland (W/) at which the following was discussed: (see appendix V)
 - Use of canal bank by motor bikers and horses.
 - Higher canal water loves/seepage
 - Canal used as flood relief route
 - Canal water quality
 - * Responsibility for mantenance of back drain/drainage of Ginteen River catchment wast of R120.
 - * Recreational misuse of canal
- 2. Letter from Hugh Fanning, WI states that:
 - "Wi has no current plans to open up the south bank of the Canal at this location. This bank was never the recognized watching bank. Wi always maintains one waiting bank along its waterways. The waiting bank on this stratch is on the north bank, (see appendix VI).
- Letter from Colm McLoughlin with Al in respect of planning application (ref. S01A/0560) for new entrance to R120 for John Crosble which states:
 - The caref read from the north entrance is closed by a Board of Works gate which is to allow mantenance by the Board of Works and is not in use by the Crosbias at all, (see approximity VI)

Surface Water Drainage

- 1. The draft Masterplan is misleading/deficient in the following respects:
 - * Fig 2.4 OPW Food Risk Data and Fig 2.5 Topography & Watercountate maps have not been updated to show the diverted course of the Grifeen River and its two tributaries. Both maps show a waterway running through one of Takada's buildings. Also shown is SDCC's pump station in the middle of a 100 year Ruval flooding area.
 - Both Fig 2.4 and Fig 2.5 maps indicate a waterway with its isource north of Grange House and forwarg in open channel to meet the Grifteen River. An Ordinance Survey Map (1972) shows a spring adjacent to Grange House and may will be the source of this tributary. Recent agent photography does not show this as an open

THE REPORT OF A DAMAGE

chernol. At a Hesidorit Association's deputation mosting this matter was missed and further meeting with Environment Engineer has not taken place as yet despite numerous requests for it to take place. (see appindix Vit)

 Both Fig 2.4 and Fig 2.5 maps are inackiquate in that they do not show the charage route of the Gritiaan Fivor calchmont which is wost of the H120 and south of the care).

Please note that the Griffeen River course and that of its tributaries appears to be updated correctly on the OSI mapping displayed on "connect me" viewer part of SDCC's web site. 2. Griffeen River catchment which is west of the R120 and south of the canal.

- This is a significant area which should be sensitively designed. It will not be helped by the issues as addressed in 1 shove.
- Photographs submitted regarding in planning application (SOORA/0850) show clearly the polynylal crainage problems. The frequency and severity of dranege problems in this area continued, certainly up until recently that continued on increasing scale and reducing return period up until recently, (see appendix 00).

John & Beverley Power

Appendix I

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JOHN & BEVERLEY POWER



HEADED ITEM NO. 12 MEETING OF COUNTY COUNCIL Monday 10TH December 2012 ADAMSTOWN LOAD (K120) IMPROVEMENT SCHEME

To Whom it may Concern,

We have been given to understand that a number of Councillors have already decided to vote in favor of the Part VIII of the above Road Improvement Scheme.

Councillors are asked to make a decision without adequate information clearly presented such as follows:-

Road Safety Audit

The proposed Road Improvement Scheme should not be approved because, following the lack of adherence to the road safety audit process, fundamental road safety issues remain. These issues have not been resolved and it is, therefore, considered that were the Improvement Scheme to go ahead in its proposed form it would pose a significant traffic hazard to road users.

The public have a right to expect that decisions on this section of road improvement and financing will be made in the public interest based on safety and cost benefit and not driven by other concerns.

We strongly request that those who have responsibility for passing or rejecting this Headed Item, take personal responsibility by being in possession of the full facts, to provide maximum safety to the public.

Yours faithfully,

John & Bev

Appendix II

Roads authorities left with €100m hole in repair funds

The National Roads Authority (NRA) has not got enough money to fully maintain the country's new national roads network next year. The authority is €100m short of the amount it needs, the Irish Independent has learned. As a result, some work, due to be carried out in 2013, will be postponed until the following year. And the head of the authority has predicted a major problem in maintaining the new €8bn network in coming years unless funding is increased.

NRA chief executive Fred Barry said that they would be €100m short in their budget for 2013, most of which would be spent on road maintenance. The authority would be stretching its reduced budget to carry out as much restoration and maintenance as possible over the next 12 months. He explained that road surfaces had a lifespan of between seven and 20 years, depending on their type. Because the improved network was still in very good condition, they would be able to manage renewal works next year, although some work would be postponed until 2014. "We will have to postpone some repair works, but we won't allow any unsafe conditions to develop," he said. However, Mr Barry warned that if their budget allocation remained the same or fell further after 2014, the situation could change for the worse as road surfaces aged, and the cost of repair work needed then would increase. "If it continues in the future, then we will be saying there will be a bigger problem," he told the Irish Independent.

Safety

He stressed that safety was the priority and they would not allow any unsafe road conditions to continue. The authority engaged a team of specialist road safety engineers to carry out an audit of 3,000km of national roads, motorways and single carriageways next year. The engineers will be examining a wide range of safety issues, including the configuration of junctions, and reporting back any unsafe features. Mr Barry said their list would be used to priortise spending on safety. The new motorway networks linking Dublin with the other main population centres have been credited with saving lives since they were opened. Unlike single carriageways, motorways and dual-carriageways are the safest road types as there is little chance of a head-on or sideimpact collision.

A total of 45 priority road projects are still suspended on the orders of the Government because of budgetary cutbacks. Transport Minister Leo Varadkar has already instructed the NRA to take all road projects to final planning stages and to suspend them at that point. While suspended projects are to be reactivated whenever funding becomes available, this is unlikely in the capital expenditure window up to 2014.

- Treacy Hogan Environment Correspondent Irish Independent

Appendix III



Appendix IV

John & Reverley Soune

12 September 2008

Dublin City Council, Fingal County Council, South Dublin County Council, Dun Laoghaire County Council,

Dublin Aggiomeration Draft Action Plan Relating To The Assessment & Management of Environmental Noise

Dear SirMadam,

We hereby submit our comments and/or observations on the Noise Action Plan

- 1 Due to the proximity of our property to the R120 we believe
 - (a) noise levels as mapped confirm the serious affect our property and quality of life. (See aeral photo our house is in bottom left (SW) corner of the bridge).
 - (b) any proposed solution should be sensitive to Proposal I (Grand Canal Corridor Study) as physical sound barriers would be visually detrimental to the character of the 12th Lock and environs
 - (c) the heritage and environmental importance of this area can only be realistically preserved if the R120 is routed to a less noise sensitive location while a more acceptable route option is still available.
- 2 An aerial photo (see lower fig. on pp. 5) demonstrates a possible future link from Outer Ring Road to Celbridge Road running parallel to the Grand Canal and adjacent to its northern bank. This would create noise pollution along the existing rural canal conidor contrary to Objectives No 1 and 2 of the Grand Canal Study. If South Dubin County Council is senous about providing good amerities for all users - visitors, tourists, residents and workers then it should provide joined up thinking and include the existing ementity of the Grand Canal on a priority list along with hospitals, schools, parks, etc. As a proposed Natural Hentage Area affects of the noise levels on the habitats will need to be studied.

Yours sincerely,

John & Beverley Power

Environmental Protection Agency

Hertage Council Ireland

Waterways Ireland

Noise Action Plan Submission



Arrow points to 12th Lock on Grand Canal (canal not drawn on map) showing the noise level in the purple zone.



Aenal view of Lucan Road bridge over the Grand Canal with the 12th Lock on the left of the photo. Note proximity of homes to roadway with resulting traffic noise levels affecting residents.

Page 2 of 6

Noise Action Plan Submission



Photo demonstrates proximity of traffic to roadside bedroorn window in gable wall.



Option 7A of the proposed R120 Road Improvement Scheme will add to noise levels by providing an increase in traffic volume. Required EIS has not been published to date for this route option.

Noise Action Plan Submission

PROPOSALS 1 + GRANGE - LUCAN ROAD BRIDGE +

The area for used for the firstly, modes the transmission brook perform and subarban could consider to a small (performance) bigs the board the traditional minic could add performances and the engend board becare with environment of a summerly accurately be preserved and interformer of add multi-anall analytic to development and related to the traditional and an enderstall development and related to the traditional to the could be the second to the traditional to the second to the traditional development and the traditional to the second to the second the second to the traditional to the second tother second to the second to The value of the drea avai places is to the recol-energible of the scansaored a 2 respected charge). The manufacture of the traditional characteries of the dress. There as neight, however, loss traditions in the devicement, and, are deduced the pressure of the provide guidence for workther process.

Tage III - CRAMITCANAL CUMULICI STUTT Brady Shipman Martin states that this area should be maintained and respected through the maintenance of the traditional character of the area. Strategic Ann To retain the existence rand character , while adamsing appropriate scrutiles in tail. developm development Objectives 1. To protect the character of the pro-2 To surgrate all deschiption propositions to the working cancel on testing of 3 To Excitizate the respect you of the error **Proposals** Astrony on Manager Principal Agency Printiky Emplore an Action Plan for the accepted in adding for spectrum profile development, including restaurant/public busis. In med assistential saw, and activities 1 SeatsDublerCourse Connect/OPts High 2 Adopt policing to allow only sensitive an fall development as South Diabor County Council Find accordance were the Action Flan з l lagt fature development **Deviate chan-stay monthlys** Ola of Public Works 10mh

Pape 82

· GRAND CANAL - COMPRISON SHEETY

No Action Plan or local area plan has been proposed, but planning permissions continue to be granted which will threaten the BSM Study's stated objectives and high priority proposals.

Page 4 of 6

An Oasis of Heritage & Culture

South Uut-lin County contains a number of historic and picturesque villages offering visitors a unique experience of history and culture

- III Lucari village in notad for its Georgian architecture and also includes the longest single spain bridge in inviend. Pavnetstown willage originated as an early Christian actionent on the banks of the River liftey.
- Constalling is well known for its round tower which survives from a monestery founded in the severith century, as well as granite crosses in the Protestant churchyard and, to the south-east, the small sizteenth century 'July's Cesce'
- Throughout South Dubin County Visnors can retax and anyon the transational walkways and locks along the Grand Canal, the colourful Bora and fauna-field parktands and playprounds of Contage Park (Clondakin), Tymon Park, (Taitaght), Grifteen Valley Park Bucard, Dodder Valley Park and Weish Memorial Park, Wait the picturesque villages totod throughout the county, or get away from it all and take to the the breathlaking countyscie of the Dubin monthins overlooking the easing capital city of Imland,

South Dublin County will surprise, amaze, and entertain you while you reliax in the many wonderful and charming sites that have remained a societ on the doorstep of the capital city of ireland

Extracts from South Dublin County Council's Tourism for business and pleasure - It will surprise you!



Will visitors be able to "relax and enjoy the tranquil walkways and locks along the Grand Canal" as described in their handout "It will surprise you" if this future Road Link to Cebridge Rd Is built?



Boaters at 12th Lock being "surprised, amazed and entertained while they relax in one of the many wonderful and charming sites that have remained a secret on the doorstep of the capital city"!!



Page 6 of 6

Appendix V

Notes for meeting with Derek Higgins Area Engineer Waterways Ireland (WI) on 19th April 2010

Canal Bank

Boundary between Waterways Ireland properties Higher safety risk with increased use of canal bank due to

- water sport activities and
- misdirected cyclists.

Use by motor bikers and horses.

Due to new restrictions on northern bank bikers have now started using southern bank to access Waterways lands. Horses are also led up this side to the farm. A hazard to safety occurs where the above users have to get around WI's locked barrier.



Canal Waterway

Higher water levels/seepage

Blockage of overflow to mill head race

Refer to email (dated 30/11/2009) to WI with photos showing canal water overflowing onto public road and debris obstructing canal overflow. Sawn tree trunk still causing blockage. Who is responsible for the maintenance of the head/tail races?



Grand Canal used as flood relief route

Inland Waterways Association of Ireland (IWAI) describe the aftermath of flooding at Sallins at http://www.iwai.ie/forum/read.php?1.16850. Is WI willing to accept this emergency action?

Water lodged ground

Part of our land is unusable as a vegetable plot due to water lodged ground. Refer to email (dated 18/12/2008) to WI with attached letter (dated 29/09/1987) re over dredging of canal bed and need for puddle clay to be laid as a liner to control seepage.

Higher water table

After 35 years of operation our septic tank will have to be replaced with a treatment works system at an estimated cost is $\in 10,000$.

Canal Water Quality

Water Pollution

What appears to be studge has been dredged and bubbles have been seen rising from water in hot weather above canal gates.

Oil Pollution

Reported to Water Potlution Office SDCC - source not identified but could be from abandoned weed cutting boat.

Back Drain

Responsibility for maintenance

Operation

Operates now only as linear soakaway.

Access for Maintenance

Historical access for WI workers is now blocked (see photo below).



New Connection to Back Drain

• In 2002 a connection was made from the adjacent farm yard to the back drain.



 Over-scouring of back drain has left it at a lower leve! than the inlet to the manhole it is supposed to drain into (see photo below).



 Due to a lack of a proper screen upstream a grating is getting blocked with debris where the diverted pipeline outfalls to WI's back drain which discharges to Griffeen River



Planning application

Planning application to SDCC (Reg. Ref. SD08A/0850) showed no provision made for the drainage of this back drain in question. The application was later withdrawn. Is WI notified of an application like this that affects the drainage of the canal system?

Canal Usage

Jet ski testing on canal during the nesting season

With the recession there is more use of the canal by many different types of water sport users. Who is available to enforce the 4 mph speed limit on the canal particularly at weekends?

Other items of concern

Bridge Maintenance

Two granite capping stones of the balustrade have been missing since 2002 approx. These may be found in the bed of the canal and may be an obstruction to boats.

Traffic hazard

The tail race between the lock keeper's house and the R120 road has become overgrown with trees and is an obstruction to the visibility of drivers exiting from the side roads. Who is responsible for the maintenance of this area?

John & Beverley Power

Appendix VI

FLOOR 2, BLOCK C ASHTOWNGATE NAVAN ROAD DUBLIN 15

TEL: 01 868 0148 FAX: 01 836 3647 URLAR 2, BLOC. C. GLATA BHAILE AN ASAIGH BÓTHAR NA HUAIMHE BAILE ÁTHA CLIATH 15

TEL: 01 868 0148 FAX: 01 838 3647

WATERWAYS IRELAND

21st August 2002

Cllr.Robert Dowds, 43 Castle Park, Clondalkin, Dublin 22.

Dear Clir Dowds,

I refer to your letter of the 26th July last.

l apologise for miss-informing you regarding the nature of the buildings on the



Waterways Ireland has no current plans to open up the south bank of the Canal at this location. This bank has never been the recognized walking bank. Waterways Ireland always maintains one walking bank along its waterways. The walking bank on this stretch is the north bank. This bank is a grass bank from the 12th lock at Lucan Road Bridge to Hazelhatch Bridge a distance of 4.6 Kms. This bank is regularly trimmed and cut, and is an ideal bank for walkers to enjoy the tranquillity of the Grand Canal.

Yours Sincerely

Hugh Fanning Waterways Ireland.



Appendix VII

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Add Info Soullosbo 2.8.0.

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Dear Sir.

Thank you for your letter pertaining to Mr. Crosbie's usage

The bottom farm yard at present is used to store farm vehicles, two trucks

and timber pallets incidental to the yard usage. The new safety entrance on the Newcastle Road Plensingligrapate that Council The new safety entrance on the Newcastle Road Plensingligrapate that Council South Dublic Council Plensingligrapate that Council

The fence posts and fencing have been reduced in height at the required of Mr. Brian White, Council Engineer, Roads Dept

Reg. No OSKO The vision lines from the new entrance measure 200 metras canal bridge and 300 metres from the entrance to the bend towards Newcastie.

The entrance gate (existing) further north to the old house can be closed but the entrance off the canal road to the north only services the farm yards.

The the north entrance is closed by a Bord of Works gate which is to allow maintenance by the Bord of Works and is not in use by the Croshies at all

Newth farm buildings is temporarily used by a heutage The diffe company to facilitate the parking of his trucks overnight, and we would foresee this usage being terminated in the future when acquires a site or when the Council require the land in the future.

We would appreciate the to be retained as has no alternative site at present to hand if he is to close the yard this will close down his business and his staff will be made redundant (10 people in all).



Member of the Irob Succety of Archances, Surveyors, Engineers & Project Manag

Page 2 of 2

I have stated to Mr. Crosbie and Mr. Ryan that no further changes to the vard are to be made without the consent of the Council and I applopise on their behalf for inconvenience caused and wish to regularise the situation.

Yours faithfult

Colm McLoughlin D.Arch . Mem.Arch AMIED BIET HER/ MII, ICAD, ARCHI-EUROPE

· Appendix VIII

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DEPUTATION MEETING MINUTES

| Date: | Wednesday 25 th April 2012 |
|----------------------------|---------------------------------------|
| Deputation Group: | Concerned Residents of |
| Councillors Present: | Cllr. Gus O'Connell |
| | Cllr. Eamon Tuffy |
| Deputation: | John Power |
| | Beverley Power |
| | Barry O'Donovan |
| | Robert Dowds TD |
| | |
| Council Officials Present: | |
| Jason Taylor | Planning Dept. |
| Seamus Fagan | Roads Dept. |
| Paddy Fogarty | Corporate Services |
| Stephen Deegan | Environmental Services |
| Ann Concannon | Development Dept. |
| Margaret Gahon | Development Dept. |
| Bernie Donnelly | Environmental Services |
| Dee Kelly | Community Services |
| Patricia Davis | Community Services |

The meeting was chaired by Councillor Gus O'Connell

Apologies:

| Item No. 1. | a) Masterplan - update on progress of SL0 37, as requested at Luca Meeting 24/01/2012, b) with particular reference to potential use(s) for listed buildings in | |
|----------------|--|------------------------------|
| | Action To Be Taken | Responsibility |
| | Items No. 1 & No. 2 addressed together: Part 8 drawings will be put on display shortly (Public Libraries). Public Consultation Process. | Jason Taylor Scamus Fagan |

| Item | R120 Road Improvement Proposal | |
|--------|--|--------------------------------|
| No. 2. | a) Route option | |
| | b) EIS | |
| | c) Acquisition of properties | |
| | d) Costs already incurred | |
| | and a stand of the | |
| | c) New boundary fence beside Cuisine de France | and Microsoft. |
| | | and Microsoft. Responsibility |

| Item No. 3. | Green Route along the Canal a) Urgent requirement for pedestrian facilities at 12th Lock Bridge b) Proposed extension westward c) Litter blackspot due to lack of litter bins d) Uncontrolled dogs. | | |
|----------------|--|-----------------|--|
| | Action To Be Taken | Responsibility | |
| | • The Litter Warden is to organise a meeting with the Residents Association and invite Waterways Ireland to be present. The Litter Warden is to request property owners to comply with the Control of Litter Act. | Bernie Donnelly | |

| ltem | Public Property | |
|--------|--|----------------|
| No. 4. | a) Arson | |
| | b) lack of security/maintenance | |
| | c) Causes of public nuisance and traffic hazard. | |
| | | |
| | Action To Up (Falses | |
| | Action To Be Taken | Responsibility |

| Item | Drainage problems | ·· |
|--------|--|---------------------------------------|
| No. 5. | a) Diversion of Griffeen River | |
| | b) Access to public sewage | |
| | c) Lack of outfall for back drain to canal embankment (sou | thwest side of 12 th Lock) |
| | | |
| | Action To Be Taken | Responsibility |

Appendix IX

Concerned Residents of

1 February 2009 Planning Department, South Dublin County Council, County Hall, Town Centre, Tallaght, Dublin 24.

Re: SD08A/0850 Marle Crosbie

Dear Sir/Madam,

We object to the above planning application for the following reasons:

- 1. The Council have not yet released the EIS relating to the upgrading of the R120. We draw your attention to an objection lodged by Steen O'Relly Solicitors in relation to development of an adjoining site to the south (see letter dated 4/4/2008 attached re SD08A/0039). The points made in that objection are applicable to the above application any development on these lands is premature until the R120 upgrade is decided and constructed. Site access as proposed in current application would create further safety issues on the R120 at an already dangerous section of the road which has poor lines of sight. The proposed development would be contrary to the proper planning and sustainable development of the area.
- 2. With reference to the Water/Drainage drawing submitted (Drawing No. D102 Rev. A) we refer to the following:
 - (a) The proposed site works and R120 road alignment shows no provision for flood relief in this area which had flooding problems over the years. The existing flood relief route crosses the road as shown in the photographs below to the Griffeen River. It is predicted that global warming will lead to a wetter climate and greater drainage demands in tuture for which provision should be made and therefore we seek a Flood Risk Assessment based on current models. Recent heavy raintall has raised the water level in the canal to a height not previously witnessed by long term residents of the area.
 - (b) The application does not show details of the treatment of ditches/watercourses on this site for the Griffeen River catchment west of the R120.
- 3. The overdevelopment of the site by reason of its layout and site coverage would be out of character with the desired pattern of development in the area. Furthermore, we draw your attention to the SDCC Development Plan 2004 2010 Chapter 14 Specific Local Objective Nos. 35 & 39. (see attached) the plan shows en inferior standard of proposed fencing along the R120 that is not in accordance with the existing standard of fencing in this area.
 - (a) The proper conservation and enhancement of the canal area would encourage recreational and tourism potential of the rich heritage of the 12th Lock - continued minimum standard industrial development adjacent to the canal would destroy that potential - tack of sympathetic planning leads to tack of passive surveillance.
 - (b) Application address submitted as Newcastle Is misleading and should be Lucan.
- 4. Any further industrial develop in the Grange Castle area is surplus to needs as can be seen by the lack of uptake on the Profile Business Park on the Nangor Road, which has services including new roads are already in situ. (see attached photo)

Yours sincerely,

John & Beverley Power



Secretary South Dublin County Council Planning Department County Hall Town Centre Talleght Dublin 24

25th February 2008

Your Ref: SD06A/0039 Our Ref: BS/LG/CR019/14

Dear Sirs,

. . .

ZOTED ZUNA

Re: Application of Dublin Bus Location – Clutteriand, Clondalidn, Dublin 22 Construction and operate a bus garage for the parking, maintenance and servicing of buses.

We act for Marie Crosble, the beneficial registered owner of part of the lands of Ballymakaliy in the Barony of Newcastle in the County of Dublin being all the lands comprised in Folio 1257 of the Register County Dublin. For your information we enclose a photostat copy of the file plan folio.

Mrs. Crosble's lands abut and adjoin the lands, the subject matter of the application by Dublin Bus. The proposed development by Dublin Bus is to the south of the Crosble lands.

It is submitted that the proposed development is premature pending the realignment of the Newcastie to Lucan road/bridge and would be premature pending agreement with adjoining land owners in respect of the proposed road access. The proposed development therefore would be contrary to the proper planning and sustainable development of the area.

From inspection of the proposed site layout plan, it is evident that the road, to service the proposed development, is to be constructed over portion of the lands belonging to Mrs. Crosbie. No agreement or discussions have taken place in connection with this proposal and consequently the entire development is premature.

 31/34 Trimgete Street, Navari, Co. Masth. DX 36003 Navari.

 T. 046 9076300
 F: 046 9029274
 E: solicitors@nacencirelly.te
 W. www.steencorelly.com

 Breaden Steen
 Vineral O'Reilly. State Solicitor for Co. Mesth.

 Anthony Hyland BCL
 Daragh Finsimons B.A. D.L.S
 Michael Pinnegan B.A. LL.B.

 Stephen T. Strong, B.A., LL.B. Consultant Aset E. Keenan BCL.
 Legal Exercutives:
 Kathy M. Kelly, Cora. Corrigne, Rike O'Neill, Heiten Richard, Imskin McGlew, Chere Duffy

 Office Manager:
 Pagg Reilly

Southwest showing existing road acting as a dam with a spillway across the roadway between the entrance gate on the west side to the gate of the site in question. Second car is traversing spillway.



It is also submitted that an overdevelopment of the applicant site by reason to its scale, extent, layout, site coverage and lack of landscaping and amenity and would be out of character with the desired pattern of development in the area.

The proposed siting of the diesel fuel storage and pump house are adjoining the Crosble land and are likely to cause the pollution and interference to the Crosble lands. It is submitted that if the application is to proceed this storage facility should be positioned elsewhere and it is further submitted that bearing in mind the proposed development that the area of the site is not sufficient to cater for the usage that will be made of the site for planning to be granted.

It is further submitted that no planning application should be considered until the roads and services to be installed on the area are in place as the roads servicing the area are inadequate, at present, to cater for the additional traffic that is likely to be using the roads were permission to be granted.

We enclose herewith cheque in the sum of €20.00 being the planning observation fee.

We would be grateful if you would confirm and acknowledge receipt of the submission herein.

Your faithfully,

. . .

____ STEEN O'RETHEY

Email: solicitors@steenoreilly.le

31/34 Trimgste Street, Navan, Co. Mouth. DX 36003 Navar. T 046 9076300 F: 046 9029274 E: solicitors/ExtendedlyLe W: www.mergaostily.com Brendan Steen. Vincest O'Reilly, Stete Solicitor for Co. Menth. Anthony Hyland BCL. Damph Fixtimers B.A. D.L.S. Michael Finnegan B.A. LLB. Stephen T. Strong, B.A., 2L.B. Consultant Aire E. Kousen BCL. Legal Executives. Kathy M. Kelly, Cone Corrigen, Rita O'Neill, Helen Rickard, Eachda McGlew, Cherr Deffy Office Manager: Peggy Reilly Photographs taken on 13 November 2002 showing the site in question from adjacent 12th Lock looking:



South showing line of open drain that was filled in with inadequate sized pipe.



Specific Local Objectives -

Long-term Roads proposal -

No.35 - Ballymakaily - Development of lands

(a) Secure the provision of a substantial band of dense tree planting along the western side of an improved R120 Road (except at access points) and around the rear and sides of the curtilages of the existing houses fronting the road, as part of any redevelopment of the lands zoned for Employment and Enterprise Use at Ballymakaily.

(b) The existence and amenity of the dwellings alongside and adjacent to these lands shall be recognised and allowance shall be made for the provision of limited infill housing on lands attached to these dwellings.

39. Grange Castle Business Park

Provide for high quality developments, which are entirely appropriate to and fully compatible with the development of the Grange Castle Business Park.

13.5.2 Special Areas of Conservation / proposed Natural Heritage Areas Table 13.10 – Grand Canal – Ecological Interest



Profile Park Industrial Sites for sale/to let off the upgrade section of the Nangor Road (R134)

2000478[1] From: Dolores Murphy [dmurphy@iwa.ie] Sent: 14 February 2013 16:00 To: Planning - Development Plan Subject: 12th Lock Master Plan Consultation

Attachments: 12th Lock South Dublin Co Co IWA Response.doc

Dear South Dublin Council - following my conversation with Dara Larkin a few minutes ago I attach the Irish wheelchair Association response paper to the 12th Lock Development Plan Consultation to be sure to be within time. IWA Director Chris Hoey will also send the response tomorrow - Dara Larkin understands the reason for the double response,

Regards

Dolores

Dolores Murphy



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IWA Needs Your Support ~ Become a Friend of IWA! http://www.iwa.ie/Friends-of-IWA/Friends-of-IWA-Draw-Register.aspx

Page 1

2000484[1] From: Christopher Hoey [choey@iwa.ie] Sent: 15 February 2013 09:27 To: Planning - Development Plan Cc: Dolores Murphy Subject: IWA Response re:- 12th Lock

Attachments: 12th Lock South Dublin Co Co IWA Response.doc

Good Morning,

I am pleased to attached a document outlining TWA's comments, suggestions and recommendations on the 12th Lock for your attention. TWA is keen to work with South Dublin County Council and indeed all county councils and Local Authorities on all matters, especially relating to Access to the Built Environment and Housing. If you or your colleagues have queries on the attached or would like to further engage with TWA, please do not hesitate to contact Dolores Murphy, TWA's Access and Housing Officer on 01-81866400.

Kind Regards

Chris Hoey

National Director

Irish wheelchair Association

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Irish Wheelchair Association

To South Dublin County Council

12th Lock

Consultation Process

February 2013



Irish Wheelchair Association Response to the South Dublin County Council 12th Lock Draft Master Plan Document

Introduction

The Irish Wheelchair Association (IWA) welcomes the opportunity to participate in the South Dublin Council Master Plan consultation for the development of the 12th Lock. The development of this location as an amenity area offers a fantastic opportunity to show case accessible design throughout the variety of amenities and supporting infrastructures proposed. Attention to the detail of the design will be the critical requirement in order to deliver a seamless and universally accessible experience. Such an approach will promote the social and economic inclusion of people with disabilities within this South Dublin Council 12th Lock location development.

The members and staff in the Irish Wheelchair Association Broadmeadows Resource Centre are particularly interested to engage with the Council in relation to this Master Plan and have identified priority access issues to be addressed within the 12th Lock Master Plan. This paper highlights some of those access issues which will need to be considered and addressed in more detail as the Master Plan is distilled into specifics and into individualised actions. To ensure delivery on the important details of accessibility the IWA recommends that a member of the Design Team be assigned an Access Brief that will encompass the complete project throughout the design and implementation phases. In this way there would be an assurance that the very important and often minute detail of accessible design would not be overlooked or forgotten as many different contractors become involved in delivering on the project.

As the 12th Lock Master Plan is developed further by the Council the IWA recommends that the South Dublin Council use the **IWA "Best Practice Access Guidelines"** book to inform the detail of the design process. In addition members and staff of the IWA Broadmeadows Resource Centre and the IWA Access Team would welcome the opportunity to meet with the Council to review and comment on the design plans as they are developed and at various stages throughout the 12th Lock project delivery.



Some of the Access Issues identified by members and staff in the IWA Broadmeadows Resource Centre to be addressed in12th Lock Master plan are as follows -:

1. Procurement Policy for the 12th Lock Master Plan

- The procurement policy for the 12th Lock Master Plan to set out an accessibility requirements for all equipment, fixtures/fittings, features etc to be tendered under the Plan
- 2. Broad Meadows and environs of Route 120
 - Provide Street Lighting along the R120
 - Provide footpaths, cycle ways, accessible for wheelchair users along the R120
 - Pedestrian cross way on bridge
 - Traffic management outside "Broadmeadows" (yellow box)

3. Public Parking at Amenity Locations

- Ensure adequate accessible parking for vehicles including cars, personal use multi purpose vehicles and also Mercedes Buses used to transport groups of people
- If Hayden's Lane is being developed as an access way to the canal, we suggest this could be a location to provide public parking bays along the lane way

4. Public WC Facilities

 Provide accessible public toilets on the 12th Lock and also within any indoor facilities to be developed. Consider providing a Changing Places WC in addition to the standard accessible WCs. A Changing Places WC is intended for the use of people who require assistance within the WC including the use of a hoist for lifting purposes

5. Leisure and Amenity Facilities

- Suggested uses for the Old Mill (Bait shop, Coffee shop, Cottage Industry, Arts & Crafts Fair, Food Market Stalls, Barge rides, Canoe club).
- Provide outdoor fitness equipment as seen in other Counties. Investigate "dual use" outdoor equipment i.e. that can be used both by standing person and by seated wheelchair user
- Provide adequate shelter from the wind; consider planting of more trees and providing sheltered locations along the tow path
- If installing gates along the canal, ensure that both manual & power wheelchair users can access them. Do not use kissing gates
- Provide adequate number of benches & picnic tables tables to be accessible to wheelchair users i.e. table at the correct height so that wheelchair user can position at the table and without the obstruction of table legs
- Provide seating at regular intervals along the two path
- Play Area/s for Children including accessible play equipment

6. Land / Water Interface

- More fishing pontoons along the canal refer to Inland Fisheries Ireland "Guide to the Design of Accessible Angling Stands"
- Ensure the accessibility of the pontoon / boat access points at berthing locations for all types of boats including barges, motor boats, canoes etc

7. Information and Signage

- Provide information on the location and amenities in a variety of formats including text, audio description and online
- Provide information and directional signage on the tow paths
- Ensure all signage conforms with best practice see "Sign Design Guide A Guide to Inclusive Signage"

8. Connections with Public Transport

- Extend Bus route/s to provide access to the amenity locations
- Consider provision of accessible local link buses to create a seamless
 transport interface that will easily bring visitors to the amenity locations
- Review general access and accessible parking provisions at Hazelhatch and Adamstown stations

Other Access Issues to be considered and agreed as the detail of the 12th Lock Master Plan is developed

Irish Wheelchair Association February 2013